ATTACHMENT BOOKLET

ORDINARY COUNCIL MEETING

25 MARCH 2020

LIVERPOOL CITY COUNCIL

LIVERPOOL THE GREAT SOUTH WEST

FRANCIS GREENWAY CENTRE

170 GEORGE STREET LIVERPOOL

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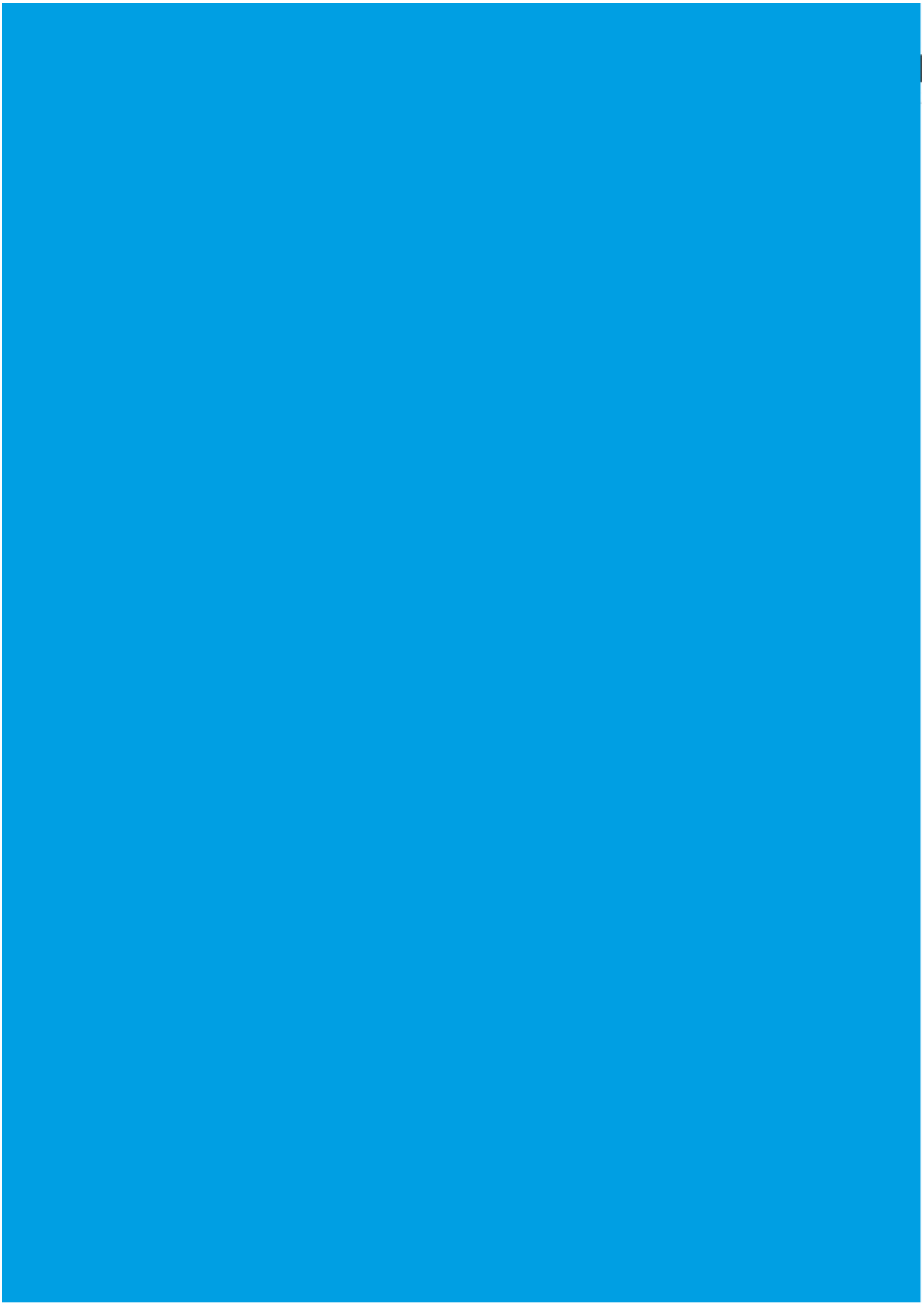
DESTINATION MANAGEMENT PLAN 2018/19-2022/23

LIVERPOOL CITY COUNCIL

LIVERPOOL THE GREAT SOUTH WEST



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Mayor's Message

WENDY WALLER
MAYOR

Liverpool has so much to offer residents and visitors alike. Our multicultural culinary and retail offerings, our arts scene, history and burgeoning education sector make Liverpool truly special.

This Destination Management Plan encapsulates our vision to become a place locals are proud to call home; celebrating and sharing our diversity, heritage and nature.

We want to showcase and celebrate Liverpool's people, rich cultural diversity, heritage, natural assets and events.

We are fortunate to be home to the Casula Powerhouse Arts Centre – already one of NSW's best arts facilities and its reputation grows with every world-class show, event and program it hosts.

Natural assets like Chipping Norton Lake and Bents Basin, coupled with the culinary and retail attractions of our walkable city, are part of Liverpool's broad offering.

Construction has begun Western Sydney Airport and in a few short years, it will bring visitors from around Australia and the world to our city.

Our Home, Liverpool 2027 Community Strategic Plan (CSP) outlines our community's priorities for Liverpool. This Destination Management Plan feeds into the community's aspirations as outlined in the CSP by creating connection between local people and visitors. It will help us generate opportunities for new and existing businesses, feeding into our $11.4 billion local economy.

In promoting our wonderful city as a tourist destination, we hope to strengthen community pride and raise investor confidence, leading to direct and indirect job creation through the growth of the visitor economy.

Mayor Wendy Waller

CEO's Message

KIERSTEN FISHBURN
CEO

As Liverpool grows and realises its potential as Sydney's third CBD, we are capturing national and international interest.

Work has begun on the much-anticipated Western Sydney Airport, global businesses are lining up to locate themselves in the surrounding Aerotropolis and we look forward to the $740 million upgrade of Liverpool Hospital.

Last year, we rezoned 25 hectares in the heart of Liverpool, which will encourage new businesses and double the resident population in the CBD, bringing new energy to the heart of our city.

As our city matures, so must the way we present ourselves to the world.

The objective of this Destination Management Plan is to build a thriving visitor economy and increase the economic benefits that flow from tourism to local businesses and communities

Liverpool has a culturally diverse and growing population so it is important to have increased engagement and support from locals to grow Liverpool as a visitor destination

One of the key drivers of visitors to Liverpool is visiting friends and relatives, so it is vital that we build our community's awareness of the attractions they have on their doorstep.

This Destination Management Plan will guide us in redefining our visitor economy, focusing on holiday, leisure, events and festivals, business, education, employment, and medical travel.

Growing the visitor economy is part of Council's broader vision to stimulate the local economy, increasing the appeal and competitiveness of Liverpool as a destination and lifestyle choice.

CEO Kiersten FIshburn

THE GREAT SOUTH WEST
LIVERPOOL
THE GREAT SOUTH WEST
Welcome to
LIVERPOOL

Executive Summary

The Destination Management Plan (DMP) is a five year strategy detailing Council's priorities for the development of the visitor economy in Liverpool. The DMP provides strategic direction and defines Council's role and commitment to meeting the needs of the visitor economy in the City.

Growing Liverpool's visitor economy is part of Council's broader vision to stimulate the local economy through the injection of new dollars, creation of employment opportunities and increased demand for local goods and services. A strong visitor economy will showcase and celebrate the City's assets of the City – its people and lifestyle, rich cultural diversity, heritage, natural assets and events. Marketing and promotion will enhance the City's profile, thereby building and strengthening community pride and raising investor confidence. Western Sydney Airport will provide new opportunities to attract international visitors and grow the local visitor economy

The vision for Liverpool's DMP is; A place locals are proud to call home; celebrating and sharing our diversity, heritage and nature.

The DMP's objective is to build a thriving visitor economy and increase the economic benefits that flow from tourism to local businesses and communities through unique visitor experiences.

The DMP has five strategic directions:

- Promote Liverpool as a core visitor destination through increased engagement and support from locals.
- Support local businesses, groups and organisations to build and develop the visitor economy and their tourism products.
- Celebrate Liverpool's diversity and utilise it to grow and strengthen the visitor market base.
- Attract new businesses, events and investment to engage locals and increase visitation to Liverpool.
- Leverage existing and emerging assets to grow Liverpool's visitor economy.

1. Introduction

The Liverpool Destination Management Plan (DMP) provides the direction and framework for growing Liverpool's visitor economy. Tourism Australia recognises that tourism is more than just the holiday travel sector but incorporates a broader visitor economy, including domestic and international travel for business, study, work and visiting friends and relatives (VFR). The DMP focuses on:

- Distinguishing the importance of community pride to create a successful visitor economy;
- Identifying opportunities to strengthen and grow the City's existing market base and diversify into new markets to increase visitation;
- Identifying opportunities to improve and strengthen the City's product base, harnessing and building on existing assets;
- Identifying the infrastructure, facilities and services needed to support and facilitate the growth of the visitor economy;
- Understanding the future needs of the City as well as the changing needs and expectations of visitors;
- Identifying priorities to ensure the most effective use of Council resources including exploring and establishing partnership opportunities; and
- Recognising the significant impact Western Sydney Airport will have on the local visitor economy.

The main outcomes of the DMP are:

- A growing visitor economy that is economically, socially and environmentally sustainable;
- Increased appeal and competitiveness of Liverpool as a destination and lifestyle choice;
- Increased local knowledge of tourism experiences available in the Liverpool LGA;
- Increased local time and money spent in the area to leverage the VFR market to generate new visitors;
- Increased visitor satisfaction by providing quality experiences that deliver on the City's brand promise and core values, as well as services and facilities that meet visitors' needs and expectations;
- Increased public and private investment in appropriate and sustainable tourism products;
- Direct and indirect job creation through the growth of the visitor economy; and
- Preparing Liverpool to benefit from opportunities presented by Western Sydney Airport.

1.1 Redefining the Visitor Economy

Tourism traditionally has been defined and focused on leisure tourists, meaning, a person who is visiting a place for pleasure and interested in a holiday. Contemporary definitions have moved away from this concept towards a focus on the visitor economy. The visitor economy is defined by people who travel outside of their usual area for holiday, leisure, events and festivals, business, conventions, exhibitions, education, visiting friends and family and employment (Industry NSW, 2012). The term 'visitor economy' incorporates all goods and services consumed by visitors, and not limited to traditional visitor attractions. It takes into account industries which directly serve visitors and industries which are involved indirectly. Industries which directly serve visitors include traditional definitions of tourism such as accommodation suppliers and major attractions. Industries which indirectly serve the visitor economy include retail, hospitality, services such as banks and medical centres. This provides benefits to a broader economy through employment, investment, infrastructure development and export growth (Industry NSW, 2012).

1.2 Why a Destination Management Plan?

The Destination Management Plan is a five year strategy detailing Council's priorities for the development of the visitor economy in Liverpool. The DMP provides strategic direction and defines Council's role and commitment to meeting the needs of the visitor economy in the City.

Growing Liverpool's visitor economy is part of Council's broader vision to stimulate the local economy through the injection of new dollars, creation of employment opportunities and increased demand for local goods and services. A strong visitor economy will showcase and celebrate the City's assets – its people and lifestyle, rich cultural diversity, heritage, natural assets and events. Marketing and promotion will enhance the city's profile, thereby building and strengthening community pride and, raising investor confidence.

1.3 Developing the Destination Management Plan

Findings from the following processes have informed this DMP:

- Review of relevant federal, state and local policies and strategies.
- Analysis of the latest Census and Destination NSW data to identify demographic trends that informed current market trends, potential target markets and demand.
- Analysis and audit of current tourism assets, event facilities and trends on a local, state and national level.
- Consultation with key stakeholders including within Council, and other industries such as arts and culture, sport, history and heritage, hospitality, health, education and Western Sydney International (Nancy-Bird Walton) Airport (WSIA) through community surveys and workshops.

1.4 The Role of Local Government

Local government will work to set long-term objectives for the visitor economy with a view to sharing knowledge and ideas that can strengthen communities, contributing to social wellbeing and sustain economic growth in the area.

Local governments have a particularly important role in facilitating opportunities for their local communities and visitors to participate and benefit from the visitor economy, including:

- The role of an 'enabler' to facilitate and drive the projects and actions associated with the visitor economy;
- The role in connecting the visitor experience and local liveability as a place needs to be a great place to live to become a great place to visit;
- Local government facilitates opportunities for local communities to participate, grow and promote the region; and
- Local businesses, organisations and community members are also major partners in promoting, developing and marketing the local area.

Council's intention with the DMP is to support the development of a thriving visitor economy. This Plan aims to provide a platform to engage the local community in promoting Liverpool as a destination, develop a positive brand image for Liverpool, and create a captivating and attractive destination for both residents and visitors to enjoy.

Limitations

This Plan aims to build a destination where the community and visitors are engaged. It presents the opportunity for Council to be strategic and innovative in developing and managing the visitor economy. Council will play a facilitating role and collaborate with the community, businesses, private and public sector bodies to drive investment in the visitor economy, attract visitors and local participation and create a place for all to enjoy across the LGA.

2. Policy Framework

The DMP is informed by and aligned with international, federal, state and regional policies and Council's Community Strategic Plan (CSP), *Our Home, Liverpool 2027*. All four directions of the DMP are related to this strategy and requires participation from members of the community across all levels. The DMP contributes to the community's vision for the future as identified in the CSP, 'Liverpool, rich in nature, rich in opportunity, creating community; our place to share and grow'. The DMP outlines actions which will contribute to delivering the overall vision for *Our Home, Liverpool 2027*.

The DMP relates to all four directions of the CSP, which are:
Direction 1: Creating Connection
Direction 2: Strengthening and Protecting our Environment
Direction 3: Generating Opportunity
Direction 4: Leading through Collaboration

The DMP focuses on connecting local people and celebrating the diversity, inclusion and heritage of Liverpool, protecting and enhancing the urban and natural environment, attracting businesses for economic growth and employment opportunities, as well as increasing community engagement through events and participation in promotion.

2.1 Links to Other Planning Initiatives

The DMP sits along other documents and initiatives which relate to broader Australian tourism initiatives and *Our Home, Liverpool 2027*. These documents include:

Federal:

- Tourism Australia, *Tourism 2020,* Australian Government Department of Resources, Energy and Tourism

State:

- *Southern Parklands Landscape Framework 2018,* Western Sydney Parklands
- NSW Government Visitor Economy Industry Action Plan 2030
- *Building Western Sydney's Cultural Arts Economy,* Deloitte 2015
- *Western Sydney Visitor Economy Strategy* 2017/18 – 2020/21, NSW Government
- The Western Sydney City Deal
- NSW Government Cultural Infrastructure Action Plan 2018
- *Western Sydney Opportunities for Destination Holiday Parks* Western Sydney Business Chamber and Western Sydney and Caravan & Camping Industry Association NSW
- *Our Greater 2056 A Metropolis of Three Cities – Connecting People*; Greater Sydney Commission

Local:

- *Our Home, Liverpool 2027*, Community Strategic Plan 2017
- Cultural Strategy (2017 – 2021)
- Liverpool Council Cultural Policy 2017
- Liverpool City Activation Strategy 2018 – 2023
- Liverpool Recreation, Open Space and Sports Strategy 2018
- Liverpool Collaboration Area Place Strategy 2018, Greater Sydney Commission
- Liverpool *The Airport City Report 2017*
- *Liverpool: the Gateway to Sydney's Aerotropolis Report 2017*, PWC
- Lucid Economics, *Baseline Visitation Figures*, 2019
- Hotel and Short Term Letting – Demand and Supply Study South West Sydney Report 2018, Colliers International
- Tourism In Liverpool Report 2017, URBIS
- Liverpool Economic Development Strategy 2019 – 2029

2.2 Links to the Community Strategic Plan Challenges

A rapidly growing population and changing landscape presents Liverpool with numerous challenges. This Destination Management Plan, along with other planning documents, identifies opportunities to respond to these challenges.

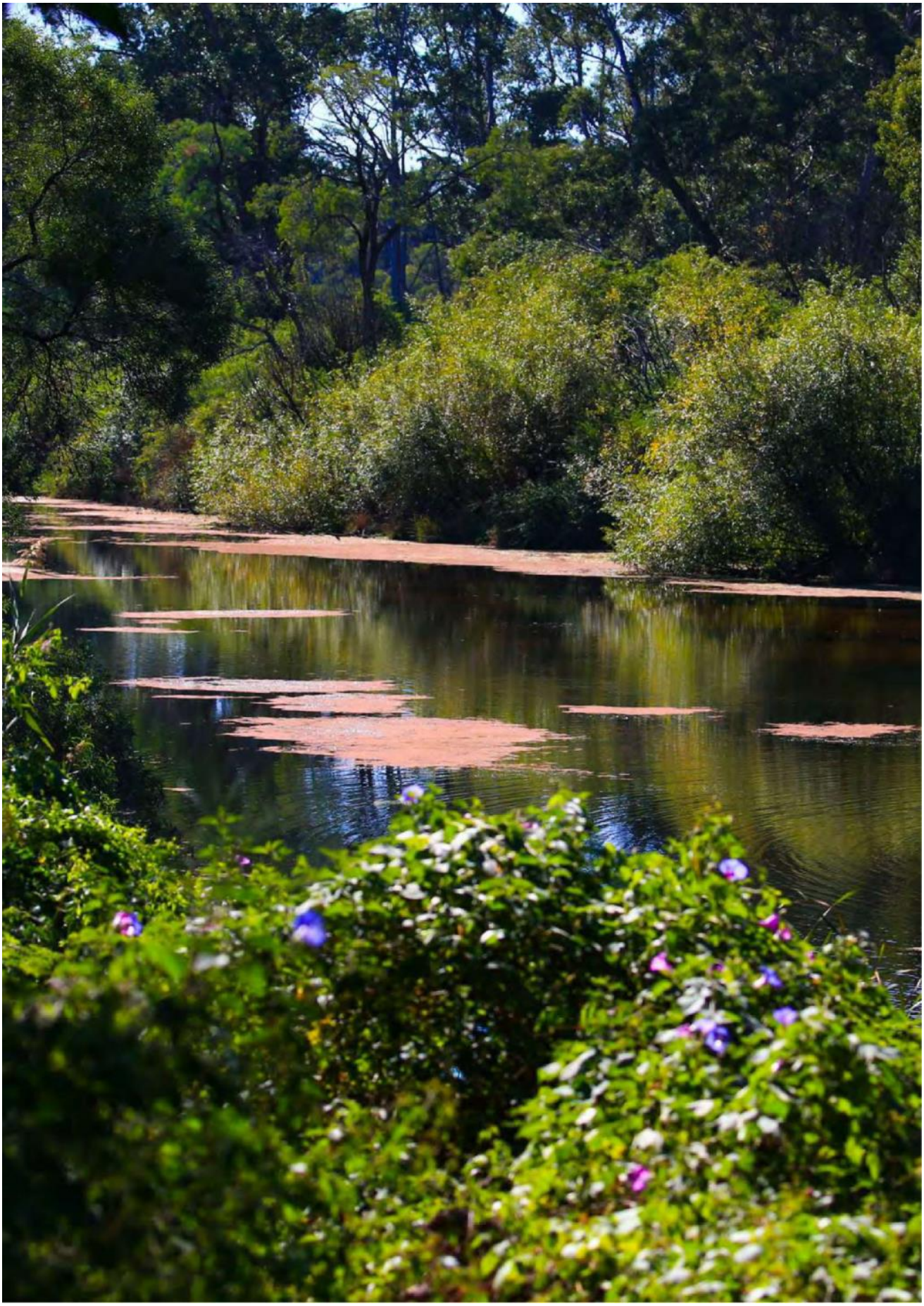
Community Pride and Heritage
Liverpool has a rich heritage with major cultural and arts focus. There are a number of significant heritage buildings and places which are protected at local and state levels, which contribute to Liverpool's identity. Maintenance of historical buildings often involves significant building works which come at a high cost. A challenge for Council is to balance the need to protect the community identity and heritage with budgeting pressures.

Economic Development
Liverpool continues to experience growth in commercial and industrial development. Its status as a strategic commercial centre of South West Sydney, and its transport links to other areas of Sydney, places Liverpool in a prime position. Council's challenge is to create a city that is attractive, vibrant and engaging to both visitors and locals.

Social Connection
Liverpool is one of the most culturally diverse cities in NSW with almost one in three people born overseas. Liverpool also has a significant Aboriginal community. There is a challenge for Council to ensure services to a broad range of citizens. Finding social connection within a community has become increasingly complex with the numerous demands of everyday life.

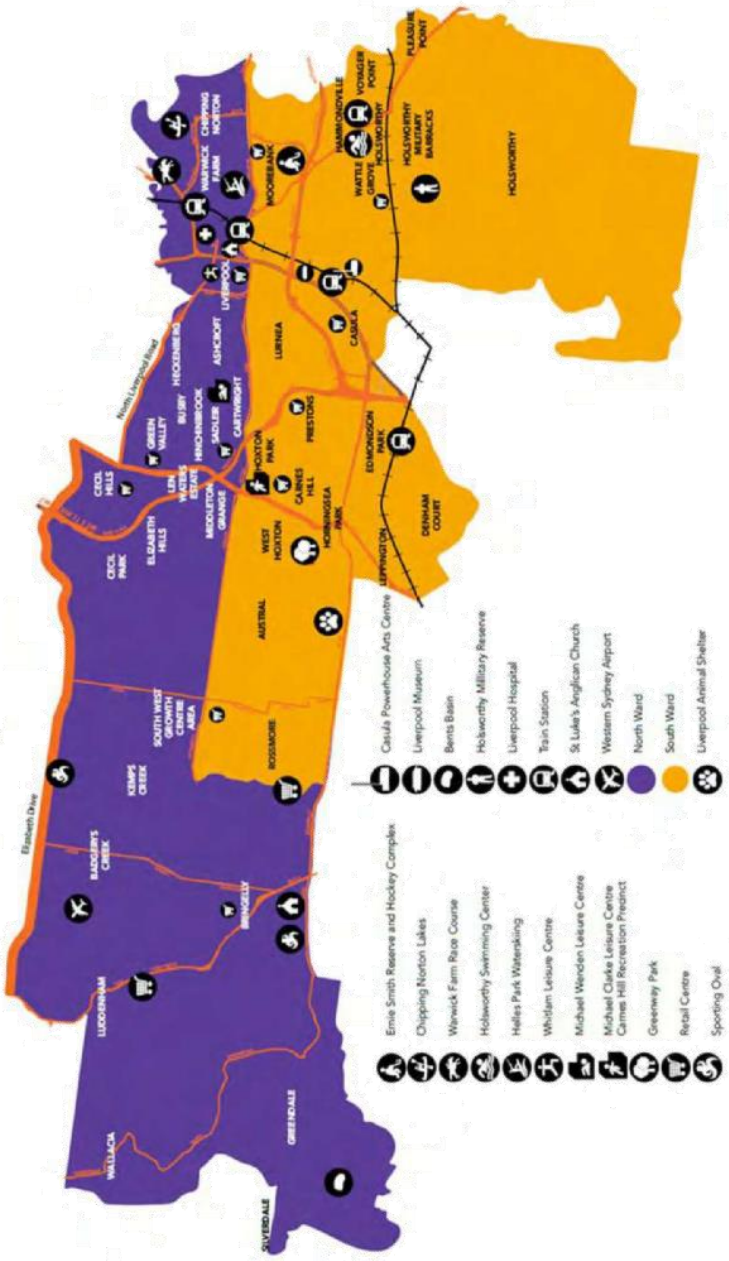
Environmental Sustainability
Liverpool has a wide variety of plants, animals and ecosystems, including a significant number of threatened species. Expanding urban development in Liverpool can place pressure on natural environments.

Transport Accessibility
Liverpool's growing population places demand on our existing infrastructure and high traffic volume. Liverpool has good access to Sydney's major motorways.



3. Liverpool Destination Analysis

Local Government Area



3.1 Visitor Landscape

Liverpool LGA is currently in a state of major transformation. Liverpool will be Sydney's third city, home to a new airport, a range of global companies, four universities and a vast network of small to medium businesses. Liverpool is currently in the infancy of tourism evolution, as there is limited knowledge and information on Liverpool as a tourism region. There are several current and future developments which will influence the visitor economy, including:

- Amendment No. 52 of the Liverpool Local Environment Plan is set to transform Liverpool's CBD. This is the rezoning of Liverpool's city centre to allow a modern, vibrant, 18-hour economy to develop. This amendment will invite cafes, bars, restaurants, retail, entertainment and other mixed business uses into the CBD. Liverpool will become a modern city with a heart in its historical roots. Liverpool will continue to see quality development along the river, transforming Liverpool into a river city.
- $740 million redevelopment of Liverpool Hospital transforming the area into a health and innovation precinct.
- Liverpool CBD is currently home to three universities.
- A strong VFR market, which is likely to continue to grow due to projected population growth.
- Increasing corporate and medical development, and therefore events.
- Strategic location with accessibility to Sydney Airport and the future WSIA, Parramatta, major motorways, as well as being located on the main Sydney to Canberra and Sydney to Melbourne routes.
- Competitive due to its affordability, which allows it to become an attractive base for tour group travellers, and those travelling on the major routes southwest of Sydney.

Current Visitation

In 2019 Council commissioned Lucid Economics to determine baseline visitation figures to Liverpool. The data reported is in appendix 1, and the data for 2018 is summarised below.

- 658,747 domestic day trippers
- 193,640 domestic overnight visitors
- 51,755 international visitors*
- total 904,142

According to Lucid Economics, Liverpool visitor purpose is dominated by the VFR sector (43% of domestic day visitors and 66% of international visitors). In comparison, South Western Sydney and NSW as a whole is dominated by travel for holiday purposes.

Looking forward, there is significant potential to grow and diversify the market base. Harnessing and celebrating Liverpool's cultural diversity and providing opportunities to bring locals and visitors together will be core to building the City's visitor economy. Expenditure by visitors creates significant economic growth across a range of industry sectors such as retail, accommodation and food services.

3.2 Tourism assets

Liverpool has existing tourism products and assets as well as several proposed assets which will assist in building the visitor economy. The rapid growth occurring throughout Liverpool will usher in a new wave of assets and products that will directly and indirectly contribute to Liverpool's visitor economy.

Based on Liverpool's core tourism assets, the LGA's current core products and experiences are:

- Multicultural culinary tourism
- Specialty shopping
- Vibrant arts scene, festivals and events
- Eco-tourism – explore the Georges river and parklands
- Health and innovation precinct; e.g. medical related visitation
- Universities; e.g. growing student population
- History and heritage; e.g. Collingwood House, Heritage Buildings, Liverpool Regional Museum
- Indigenous history and culture
- Sport; e.g. Sydney International Shooting Centre, Netball and Karate at the Whitlam Centre
- International and national tourism destination*

Georges River footbridge concept

* As per Council resolution 6 February 2019

3.3 Liverpool Region Strengths and Assets

Liverpool has several strengths which support the growth of its visitor economy. These strengths include:

- Accessibility: Liverpool is one of the most accessible LGAs in Sydney, sitting on the junction of the Hume Highway, M5, M7, Cumberland Highway and Newbridge Road. Liverpool is also serviced by 4 rail lines, and an express bus T-Way. Liverpool has direct access to the Sydney and Parramatta CBDs, Sydney Airport, and is highly accessible to Sydney Olympic Park, Sydney Motor Sports Park, the major sporting and entertainment venues in Western Sydney. WSIA will also be in Liverpool.
- Affordability: Liverpool is a cost-competitive destination with the cost of accommodation, venue hire, car parking being lower than the Sydney CBD, Inner City and Parramatta CBD.
- Walkable city: Liverpool's CBD is easily walkable due to its flat terrains, grid like design and short distances between core facilities.
- Economic Base: Liverpool LGA has a strong and diverse economic base with the main sectors being health and social assistance, education, retail trade, construction and manufacturing and a burgeoning innovation sector.
- Availability of venues: Liverpool LGA has a range of conference, function and entertainment venues. The Whitlam Leisure Centre is one of two venues in the Sydney region with a design capacity of around 3,000 – 3,500 seated, while the Liverpool Catholic Club has one of the largest purpose-built, contemporary conference and function centres with onsite accommodation outside of the Sydney CBD. William Inglis Hotel has addressed the gap in the higher end of the market.
- Physical environment and natural resources: Liverpool is located on the Georges River, with the LGA having extensive tracts of parklands and reserves, including the Western Sydney Parklands, Chipping Norton Lakes, Bents Basin, Edmondson Regional Park, Leacock Regional Park and the Georges River Corridor. These parklands and reserves give way to eco-tourism, nature walks and recreational activities.
- Liverpool and surrounds have significant supply of hotels and short term accommodation servicing the current demand of 70,000 international and national visitors. More accommodation will be required to meet the demand towards the opening of the WSIA.
- Liverpool Hospital has received major funding which will facilitate an increase in the visitor economy. There is also major development occurring to Liverpool's Innovation Precinct as a whole, which will increase medical and corporate visitation to Liverpool and therefore opportunities to grow the visitor economy through provision of ancillary offerings.
- Cultural diversity: Liverpool is one of the most ethnically diverse communities in Australia with residents from 150 different countries.
- Heritage and culture: Liverpool is the fourth oldest city in Australia. It has a rich local history, as well as a developing arts and entertainment scene.
- Casula Powerhouse Arts Centre is one of the leading arts centres in the region, and attracts over 50,000 visitors annually.

3.4 Liverpool Region Weaknesses

Liverpool has a series of weaknesses which need to be acknowledged and addressed in order to grow the visitor economy. These weaknesses include:

- Council commenced having a more active role in Tourism in 2017 after more than 20 years of limited involvement.
- Liverpool will need to build a tourism brand and profile to continue to develop the infrastructure, facilities, and services for a strong visitor economy. Resources are needed to encourage and support the sector and facilitate growth.
- There is a limited level of awareness amongst the local and regional community and the tourism trade about the assets, attractions and activities available in Liverpool.
- Tourism can assist in changing the existing perception of Liverpool. Liverpool currently has a negative perception such as being down market, having limited experiences, social problems and safety issues. Perception is changing and Liverpool is increasingly featured in the media for its growth potential.
- Council needs to overcome barriers with local businesses to recognise that they are in the tourism sector and what Liverpool's offerings are. Until this changes, businesses may be difficult to engage in tourism promotions.
- Businesses currently work individually rather than as a collective, this provides the opportunity and need to develop a network for businesses. It is also important that neighbouring LGAs work together as a region.
- Tourism Australia highlights that only one third of Australian tourism operators have online booking and payment facilities, whilst 80% of Australians are online and utilise it as a core travel agent. Liverpool currently has limited online presence in the tourism sector.
- Within the Western Sydney region, Parramatta, Blacktown, Penrith and Macarthur have well established visitor economies. Penrith, Camden, Campbelltown, Blacktown and Parramatta already have in place the information and promotional materials, and the infrastructure and resources needed to attract and service the thousands of visitors that will be arriving and departing via WSIA.
- There is aging infrastructure and poor presentation in some areas.

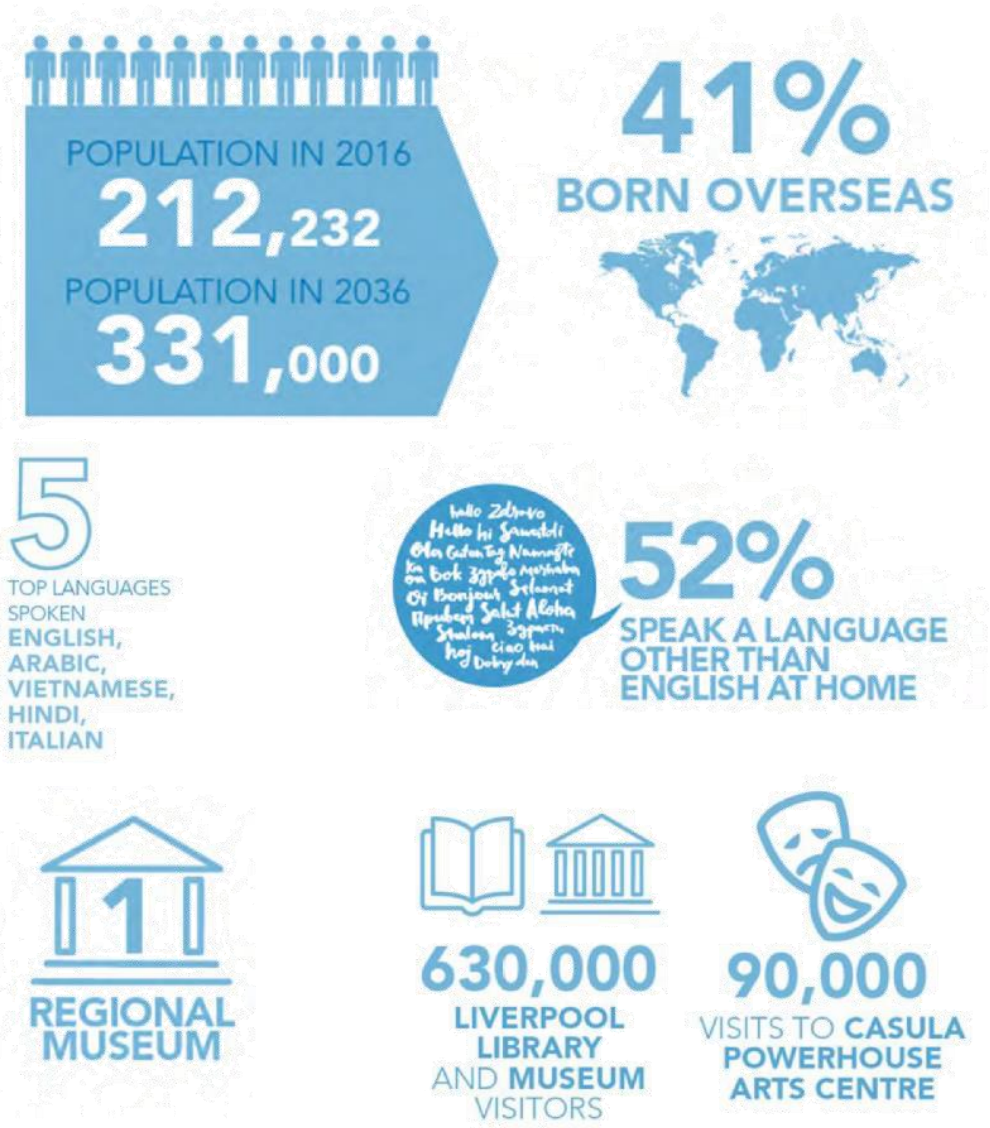
3.5 Future Liverpool Region Opportunities

Liverpool has the following opportunities which will facilitate the growth of the visitor sector in the future:

- Liverpool's rich ethnic diversity is reflected in the City's festivals and events, restaurants and cafes, shops and places of worship. This diversity is also a significant driver of visitation, with thousands of international visitors coming into the LGA each year as visiting friends and relatives.
- Increasing opportunity to host business events due to a variety of venues and Liverpool's increasing significance as a central Sydney location for business.
- Ability to attract medical tourism and events due to the investment and upgrade to the Liverpool Innovation Precinct.
- Strong assets to develop core visitor trails such as culinary, specialty retail, sport and heritage tourism.
- Proximity of the Liverpool CBD to the WSIA.
- Increased mixed-use development facilitated by the LEP Amendment 52.
- Establishment of a thriving 18-hour economy in the city centre.

3.6 Demographics

Liverpool is home to one of the fastest growing populations in Australia, with population growth expected to hit 331,000 by 2036. One of Liverpool's most unique characteristics is the diversity in the community. This diversity must be taken into consideration when developing a visitor economy. Liverpool is home to migrants from over 150 countries with a variety of socio-economic backgrounds. It is important to ensure that the visitor economy and tourism experiences are accessible and affordable to families, younger children, those with lower incomes, whilst providing a social and welcoming environment, and a point of difference to other visitor experiences across the region.



4. Destination Vision and Directions

Vision

A place locals are proud to call home; celebrating and sharing our diversity, heritage and nature.

Objective

To build a thriving visitor economy and increase the economic benefits that flow from tourism to local businesses and communities through unique visitor experiences.

Strategic Directions

Promote

Promote Liverpool as a core visitor destination through increased engagement and support from locals.

Support

Support local businesses, groups and organisations to build and develop the visitor economy and their tourism products.

Celebrate

Celebrate Liverpool's diversity and utilise it to grow and strengthen the visitor market base.

Attract

Attract new businesses, events and investment to engage locals and increase visitation to Liverpool.

Leverage

Leverage existing and emerging assets to grow Liverpool's visitor economy.

4.1 *Promote*

Promote Liverpool as a core visitor destination with increased engagement and support from locals.

Liverpool is home to a diverse group of people, features, cultures, events and history. There are unique opportunities to promote Liverpool to its local community and to a broader audience. Local people have a significant role in presenting a positive image and publicity for the City.

For a visitor destination to be successful, it needs to firstly be attractive and engaging to the local community. The DMP aims to increase the participation of the local community in leisure, play and events in Liverpool. Council will work on the development of a marketing campaign to increase awareness of the experiences available to its local communities. This campaign will then be utilised to translate to a broader audience. Through this campaign, Council will engage with the VFR market (which is Liverpool's core visitor market) to increase visitation expenditure and participation. This Plan presents Council's commitment to creating connection and increasing community pride in Liverpool.

Key outcomes:

- Increased local appreciation amongst residents for the place in which they live, work and play, leading to increased engagement and participation with local businesses and events.
- Development of a new tourism brand and identity for the Liverpool LGA.
- Increased awareness of Liverpool's visitor offerings and experiences.

NIKE

4.2 Support

Support local businesses, groups and organisations to build and develop the visitor economy and their tourism products.

Local businesses, groups and organisations are the fundamental core to a successful visitor economy. Participation in the visitor economy provides opportunities for social engagement, economic stimulation and contributes to the wellbeing of the City. Council will work with local businesses through consultation and workshops to provide support to grow their visitor economy offerings and experiences. This DMP recognises the challenges present due to the low level of awareness among local businesses and organisations of their role and significance in the visitor economy. There is also limited online presence for tourism assets and experiences in the region. Council will address existing barriers to growing the visitor economy through addressing skills shortages, capacity building, attracting new businesses and attractions, and providing ongoing support and assistance to existing businesses.

Key outcomes:

- Increased web presence of local offerings to support the growth of the visitor economy.
- A developing visitor economy supported by local businesses, organisations and groups.
- Establish core partnerships and networks which will contribute to a sustainable visitor economy.

4.3 *Celebrate*

Celebrate Liverpool's diversity and utilise it to grow and strengthen the visitor market base.

Liverpool is one of the most diverse LGAs in Australia, which affords it with unique experiences to enhance the visitor economy. Liverpool provides visitors with opportunities to experience different cultures, cuisines, traditions and fashion from around the world without leaving the LGA. Council recognises that these experiences need assets to be at the forefront of Liverpool's visitor identity. Council will work with the local community to enhance the visitor economy through facilitating participation and establishing Liverpool as a cultural hub for South Western Sydney. Council acknowledges Liverpool's rich local history and environmental landscape, which are key attractions and assets to enhancing the visitor economy.

The ambition to celebrate Liverpool's diversity will be prioritised throughout the DMP to set foundations for the preservation of its heritage and identity. Celebrating Liverpool's diversity will also ensure a balance between 'place-making' and 'place-keeping'. 'Place-making' is defined as the creation of high quality spaces that people want to visit, experience and enjoy. 'Place-keeping' is the long-term maintenance and management of such spaces to ensure that the social, environmental and economic quality and benefits can be enjoyed by future generations.

Key outcomes:

- A variety of visitor guides and assets which are accessible to Liverpool's diverse communities and visitors.
- Liverpool recognised as the multicultural hub of Sydney.
- Increased engagement with heritage and historical sites in the LGA.

4.4 Attract

Attract new businesses, events and investment to engage locals and increase visitation to Liverpool.

Council will actively seek out new opportunities for attracting experiences to create engaging visitor assets. Liverpool is currently undergoing a period of transformation and rejuvenation, and Council is leading the change with a number of infrastructure and environmental projects to be delivered in the following years. This includes Liverpool now being home to multiple universities, the upcoming Civic Place and a rejuvenated city centre. Council will develop frameworks and initiatives to encourage new businesses, organisations, experiences and development to attract visitors to the area. Council will advocate for innovative engagement outcomes from the local community and businesses to create a diverse and inviting region.

Council is committed to attracting new opportunities to support different visitor economy segments. This includes recognising the value in the VFR market, and medical and business tourism.

Key outcomes:

- Support to the local sports industry to broaden the visitor experience of participants.
- Collaboration with the education sector to create an attractive destination for domestic and international students to experience and engage with Liverpool.
- Increase number of leads for new events (business, education, sport and recreational) to the LGA.
- Increased number of leads for investment in the local visitor economy.

ANZAC DAY
ANZAC DAY
ANZAC DAY

4.5 *Leverage*

Leverage existing and emerging assets to grow Liverpool's visitor economy.

Liverpool is rapidly becoming the third CBD of Sydney. Home of the future WSIA and the largest hospital complex in the Southern Hemisphere, the Liverpool CBD and LGA is rapidly transforming to become one of Sydney's key hubs. Liverpool Hospital is about to undergo a $740 million revamp which is the anchor of the Liverpool Innovation Precinct. Three major universities and TAFE also have a growing presence in the Liverpool CBD.

These changes provide the opportunity for Council to leverage existing and emerging assets to grow the local visitor economy. Council is committed to leveraging the opportunities afforded by these assets to ensure that Liverpool is ready for the growth of the visitor economy, which will be generated as a result of being home of Australia's new international airport.

Key outcomes:

- Support the Western Sydney Airport development and related visitor growth.
- Increased spending as a result of visiting friends and relatives due to the local population and immigration growth.
- Growth of ancillary activities due to increased visitation to the Liverpool Innovation Precinct.

LIVERPOOL
HOSPITAL
EMERGENCY

5. Monitoring and Reporting

The DMP will be the responsibility of the City Economy Unit.

The actions of this DMP will be monitored by key internal stakeholders across Council directorates. The outcomes from the DMP will be reported to the Tourism and CBD Committee on a bi-monthly basis. This committee includes external stakeholders from community groups, NGOs and businesses which will assist in exploring further opportunities to build the visitor economy. The benefits sustained from the DMP will be measured.

Evaluation and Review

This DMP will be reviewed every two years. The review should include the following:

1. Council's ongoing commitment to the purpose and objectives of the DMP;
2. Mechanisms to collect feedback on Council's activities in growing the visitor economy;
3. Whether the manner in which Council manages this Plan and related activities is professional, transparent and accountable;
4. Whether conflicts of interest are identified and activities terminated should a conflict of interest arise that cannot be resolved; and
5. Determine next steps through the development of an Action Plan for the following two years.

6. Action Plan

Action Plan										
1. Develop a visitor brand identity and marketing campaign plan.										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
1.1	Develop a brand identity and marketing plan which is consistent across different components of the visitor economy.	L.2	Promote	Marketing plan developed Campaign delivered Post-campaign report	✓	✓	✓	✓	✓	Communications City Economy
1.2	Develop and deliver a *Local Love* campaign.	L.2	Promote	Local campaign developed Assets and collateral distributed Report and evaluation of campaign		✓	✓			City Economy Communications
1.3	Create an annual Visitor Guide and promotional collateral which is available online and in print. Guide should advise what Liverpool has to offer and encourage local businesses to utilise it to increase their own marketing and development.	C.1	Promote Support	Development of Visitor Guide Total businesses participating in Visitor Guide Distribution channels achieved Engagement measured		✓	✓	✓	✓	City Economy Casula Powerhouse Arts Centre Events Libraries and Museums Communications City Design City Community and Culture

6. Action Plan

1.4	Communicate with neighbouring visitor information centres about featuring Liverpool's Visitor Guide.	L.1	Promote Leverage	Number of placement agreements achieved		✓	✓	✓	✓	City Economy
1.5	Enhance the existing What's On page on the Council website to allow the incorporation of a tourism webpage.	L.1	Promote	Tourism incorporated into What's On		✓				City Economy Communications
1.6	Investigate opportunities for Liverpool to feature in third party marketing publications.	C.1	Promote	Number of third party publications featured in i.e. Time Out, Connect China		✓	✓	✓	✓	City Economy Communications
1.7	Produce a city wide tourism visitor map which is available digitally and in print.	C.3	Promote	Consult local stakeholders and accommodation to produce the map Map complete Map distributed		✓			✓	City Economy Communications
1.8	Develop a social media campaign strategy to market Liverpool as a tourism precinct through organic content that creates a positive image.	L.2	Promote	Strategy completed Social media activities delivered		✓	✓	✓	✓	City Economy Communications
1.9	Evaluate Liverpool's online presence and develop a plan to improve digital profile.	C.1	Promote	Online presence audit complete Digital presence and search engine optimisation plan produced and implemented		✓	✓	✓	✓	City Economy Communications

6. Action Plan

1.10	Engage online travel agents to promote Liverpool domestically and internationally.	C.1	Promote	Number of leads developed				✓	✓	City Economy
1.11	Review Liverpool's presence on third party tourism and travel websites.	G.3	Promote	Audit of Liverpool's representation on third party websites		✓				City Economy
1.12	Audit the accessibility of visitor information for Liverpool and develop easy to access information as recommended by the NSW Government.	C.3	Support	Audit complete Information access plan implemented		✓	✓			City Economy
1.13	Encourage operators to actively promote Liverpool's attractions, events and activities.	G.2	Support Leverage	Number of local providers promoting events on and offline		✓	✓	✓	✓	City Economy
1.14	Develop a visiting friends and relatives targeted marketing campaign with visitor guides available in multiple languages.	C.1	Celebrate Promote	Strategy complete Guides delivered			✓	✓	✓	City Economy Communications
1.15	Develop a campaign to promote parks around Liverpool.	C.4	Celebrate Promote	Campaign plan created Campaign delivered				✓	✓	City Economy Communications

6. Action Plan

2. Position Liverpool as a multicultural hub										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
2.1	Integrate Liverpool's cultural diversity into the *Local Love* campaign.	C.1	Celebrate	Campaign delivered in multiple languages		✓	✓			Communications
2.2	Promote and celebrate Liverpool's unique speciality and cultural stores, for example, become the 'Sari Centre' of Sydney, increase recognition of an Iraqi Gold Souk and support the proposed indigenous cultural centre.	G.2	Celebrate	Campaign plan developed and implemented		✓	✓	✓	✓	City Economy Community and Culture
2.3	Develop a marketing campaign which celebrates the ability to 'travel around the world' without leaving Liverpool.	G.2	Celebrate	Marketing campaign developed and delivered			✓	✓	✓	City Economy Communications
2.4	Explore partnership opportunities with local and neighbouring cultural tourism enterprises.	G.2	Support Leverage	Leads generated Partnerships created		✓	✓	✓	✓	City Economy Community and Culture
2.5	Explore partnerships with neighbouring LGAs to establish South Western Sydney as a cultural centre.	G.2	Celebrate Leverage	Partnerships explored			✓	✓	✓	City Economy

6. Action Plan

3. Investigate the sustainability of a Visitor Information Centre										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
3.1	Conduct a feasibility study on the sustainability and benefits of a Visitor Information Centre (VIC) in Liverpool.	C.4	Promote	Feasibility report complete			✓			City Economy
4. Develop a way finding strategy which will assist visitors in the CBD and surrounds										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
4.1	Audit the signposting and way-finding around Liverpool from a tourism perspective.	S.4	Promote	Audit complete Recommendations presented to Council		✓	✓		✓	City Design
4.2	Create a new strategy for sign posting and way finding around Liverpool. This includes the gateways into Liverpool, such as motorways and public transport.	S.4	Promote	Audit Liverpool's current gateways Strategy complete		✓	✓			City Design and Public Domain
5. Work with surrounding LGAs to create a visitor destination network for the region										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
5.1	Explore opportunities to collaborate in a South Western Sydney marketing strategy rather than refining to an LGA border.	L.1	Promote Leverage	Number of partnerships explored		✓	✓	✓	✓	City Economy Communications

6. Action Plan

5.2	Capitalise on cooperative marketing opportunities with businesses, other regions, organisations and sectors.	L.1	Promote Leverage	Cooperative marketing opportunities achieved			✓	✓		City Economy
5.3	Encourage core visitor economy business operators to work together to create a tourism network in Liverpool rather than functioning as silos.	G.2	Support Leverage	Network created between examples such as The William Ingis Hotel, Casula Powerhouse Arts Centre and Georges Cove Marina.				✓	✓	City Economy
6. Assist and support local businesses, groups and organisations in the development of the visitor economy whilst attracting new businesses for future growth										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
6.1	Develop a framework for Council to support businesses so they are prepared to support the growth of the visitor economy.	G.2	Support	Framework development		✓	✓			City Economy
6.2	Conduct workshops with local businesses on the impacts and benefits of a visitor economy.	G.2	Support	Workshop implemented Workshop attendance		✓	✓		✓	City Economy
6.3	Develop a tourism e-kit based on Tourism Australia's kit to help local businesses attract visitors through information and communication technology.	G.2	Support	e-kit developed and distributed		✓	✓		✓	City Economy Communications

6. Action Plan

6.4	Consult with the tourism sector in the region to receive feedback and understanding to assist growth.	L.2	Support	Number of opportunities for consultation highlighted		✓	✓			City Economy
6.5	Investigate if there is a skills shortage in the area to keep up with the increased demand from a visitor economy.	G.2	Support	Study complete through consultation Shortages investigated			✓		✓	City Economy
7. Improve the visitor experience journey through a variety of trails										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
7.1	Develop a series of experience trails which can be utilised to promote the region such, as cultural, historical, Indigenous, food and wine, biking and cycling.	C.1	Promote	Trails developed Engagement measured		✓	✓	✓		City Economy Transport Planner
7.2	Support new street art each year throughout the local government area, with a focus on the city centre to create street art trails.	G.3	Support	Art installed		✓	✓	✓	✓	City Economy
7.3	Encourage business collaborations to create visitor experience precincts.	G.3	Support	Number of collaboration opportunities explored			✓	✓	✓	City Economy

6. Action Plan

8. Leverage the Western Sydney International (Nancy Bird-Walton) Airport development and related visitor growth to further expand and develop the local visitor economy										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
8.1	Identify what we can do immediately to start to position WSIA for tourism growth.	G.2	Leverage	Relevant studies completed		✓	✓			WSIA Aerotropolis and City Planning City Economy
8.2	Develop an aerotropolis tourism reference group particularly focussed on tourism related development around the WSIA.	G.1	Leverage	Group created		✓	✓			City Economy (lead) Destination New South Wales Department of Industry City Deal South Western Sydney Tourism Taskforce
9. Investigate a potential site for a recreational vehicle holiday park within Liverpool LGA										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
9.1	Research the benefits of a Holiday Park to the LGA.	G.2	Support	Study complete	✓	✓				City Economy

6. Action Plan

9.2	Identify a potential site for a holiday park within the LGA.	G.2	Support	Site identified Recommendations presented to Council		✓	✓			Strategic Planning
10. Grow Liverpool's presence on guided holidays itineraries										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
10.1	Consult guided holiday and tour operators on the requirements to be a destination included in their itineraries.	G.3	Leverage Attract	Consultation conducted Learnings implemented	✓	✓	✓			City Economy
10.2	Study potential interest-based tourism in Liverpool to foster the development of like-minded touring groups.	C.3	Celebrate Attract	Number of potential groups engaged				✓	✓	City Economy
11. Grow the local recreation tourism market										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
11.1	Audit existing events and sports facilities located in Liverpool and their quality.	G.2	Attract	Audit Complete		✓	✓		✓	Recreation
11.2	Determine the total visitation rates and revenue generated as a result of sporting events.	G.2	Attract	Rates determined and plans to increase delivered		✓	✓	✓	✓	Community Development City Economy

6. Action Plan

11.3	Generate a large group guide with local businesses for those visiting for sporting or group events.	G.2	Attract Support	Guide created and delivered		✓	✓	✓	✓	City Economy Recreation
11.4	Collaborate with key stakeholders to develop the Georges River Corridor into a major recreational node for South West Sydney, providing a range of water and land based activities.	G.2	Attract Leverage	Plan developed Number of events attracted				✓	✓	City Economy Community Development and Planning
11.5	Support local sporting facilities to grow as premier venues.	G.2.	Support Leverage	Audit on quality Number of sporting events held			✓	✓		Community and Culture
12. Establish Liverpool as a culinary tourism destination										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
12.1	Encourage local restaurants and cafes to have a 'scores on doors' approach to showcase compliance with food safety to create a culinary tourism destination.	G.2	Support	Number of eateries with scores on doors		✓	✓			City Economy
12.2	Attract business to the CBD and surrounds to create eat streets and urban villages.	G.2	Attract	Number of leads generated		✓	✓	✓	✓	City Economy

6. Action Plan

12.3	Continue to enhance and promote culinary activity nodes in the city through taste tours.	G.2	Promote	Promotions developed Number of taste tours explored and developed	✓	✓	✓	✓	✓	City Economy
12.4	Coordinate the development of a harvest trail with local farms.	G.2	Support Promote	Harvest trail developed					✓	City Economy
13. Grow event-based visitation										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
13.1	Continue to support Casula Powerhouse to position itself as the leading Arts Centre in South Western Sydney.	G.2	Support celebrate	Increased visitation	✓	✓	✓	✓	✓	Casula Powerhouse Arts Centre
13.2	Audit the existing business and events space and analyse whether they are meeting demand.	G.1	Attract	Audit complete Repeat report in 4 years	✓	✓	✓		✓	City Economy
13.3	Investigate and study the requirements of a city to host major events through consultation with events organisations and comparative studies with other LGAs.	G.2.	Attract Leverage	Study complete		✓	✓			City Economy
13.4	Explore opportunities to secure and attract iconic events which will attract people from around New South Wales including business, education, medical	G.3	Attract	Leads generated		✓	✓	✓	✓	City Economy Casula Powerhouse Arts Centre

6. Action Plan

	tourism, community and niche sectors in Liverpool.									
13.5	Develop a business and events guide to encourage the meeting, incentive, conference and events sector to utilise Liverpool as a host due to the variety of facilities available.	G.2	Attract Support	Guide delivered and distributed		✓	✓		✓	City Economy Communications
13.6	Attract investment in venue infrastructure.	G.3	Attract	Number of investment leads attracted			✓	✓	✓	City Economy
14. Establish Liverpool as a leading destination for medical tourism and events										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
14.1	Explore opportunities for Liverpool to become a leading destination for medical events in Australia.	G.2	Attract Leverage	Opportunities identified and leads generated		✓	✓	✓	✓	City Economy
14.2	Collaborate with key stakeholders to investigate the future opportunities provided by the upgrade to Liverpool's Health and Innovation Precinct to stimulate the visitor economy.	G.2	Attract Leverage	Opportunities identified and addressed			✓	✓	✓	City Economy
14.3	Investigate existing visitation rates and yield value from the medical sector to Liverpool and activities participated in outside of work.	G.2	Attract	Study complete		✓	✓			City Economy

6. Action Plan

14.4	Investigate opportunities for Liverpool to participate in educational tours with the health and education sectors.	G.3	Attract Leverage	Number of opportunities obtained			✓	✓	✓	City Economy
15. Capitalise on Liverpool's rich local heritage										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
15.1	Develop the Heritage Activation Strategy.	C.1	Celebrate	Strategy developed Actions from strategy delivered			✓	✓	✓	City Economy City Design and Public Domain
15.2	Collaborate with the Museum of Army Engineering to promote the museum as a quality, iconic attraction for Liverpool and a focal point for military history within the LGA.	C.1	Celebrate Support Leverage	Recommendations presented		✓	✓			City Economy Holsworthy Barracks
15.3	Collaborate with Landcom to develop the Bardia Barracks-Edmondson Park precinct as a visitor activity node with a strong focus on military history.	C.1	Celebrate Leverage	Recommendations presented		✓	✓			City Economy Landcom
15.4	Enhance and promote the experience of Liverpool Regional Museum.	C.1	Celebrate	Recommendations presented		✓	✓	✓	✓	City Design Library and Museums
15.5	Completion of the actions within the Reconciliation Action Plan which relate to tourism.	C.1	Celebrate	Actions completed	✓	✓	✓	✓	✓	City Community and Culture

6. Action Plan

16. Build a strong education based visitor economy										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
16.1	Engage with local education facilities to attract the families of international students to explore and visit the area they are studying in.	L.2	Attract Leverage	VFR international student plan created Number of visitors attracted		✓	✓	✓	✓	City Economy Western Sydney University University of Wollongong TAFE NSW
16.2	Engage with local businesses to develop a student discounts campaign.	G.2	Attract Support	Number of businesses participating	✓	✓	✓	✓	✓	City Economy
17. Increase visitor economy investment attraction										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
17.1	Encourage domestic and international businesses to invest within the LGA to create core visitor economy recreational attractions to increase visitation.	G.3	Attract Leverage	Plan developed Number of leads attracted				✓	✓	City Economy
17.2	Create a Liverpool Destination Product Development Opportunities Plan.	G.3	Support Attract	Plan created		✓	✓			City Economy

6. Action Plan

18. Provide ongoing support to the accommodation sector in Liverpool										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
18.1	Encourage accommodation providers to enhance their online presence profile.	G.2	Support	Audit online presence of local accommodation	✓	✓	✓			City Economy
18.2	Encourage accommodation providers to promote Liverpool as a destination both online and in-house.	G.2	Support Promote	Number of local accommodations promoting Liverpool as a destination to guests		✓	✓	✓	✓	City Economy
19. Position Liverpool as a shopping destination										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
19.1	Increase Liverpool's recognition as a destination for diverse shopping including malls, boutiques, speciality stores, factory outlets and homemaker centres.	G.3	Support Promote	Campaign developed and delivered		✓	✓			City Economy Shopping outlets in Liverpool including Westfield and Fashion Spree
20. Determine baseline visitation figures										
Actions		**CSP Key**	**DMP Direction**	**Measures**	**Timeframe for completion or implementation**					**Responsible**
					2018/19	**2019/20**	**2020/21**	**2021/22**	**2022/23**	
20.1	Conduct a research study to determine baseline visitation numbers and data to Liverpool.	G.2	Promote	Study complete and repeated	✓		✓		✓	City Economy

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SCHOOLS
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8. Appendix 1 - Urbis Report 2017

Liverpool Baseline Visitor Figures

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June 2019

LUCID ECONOMICS

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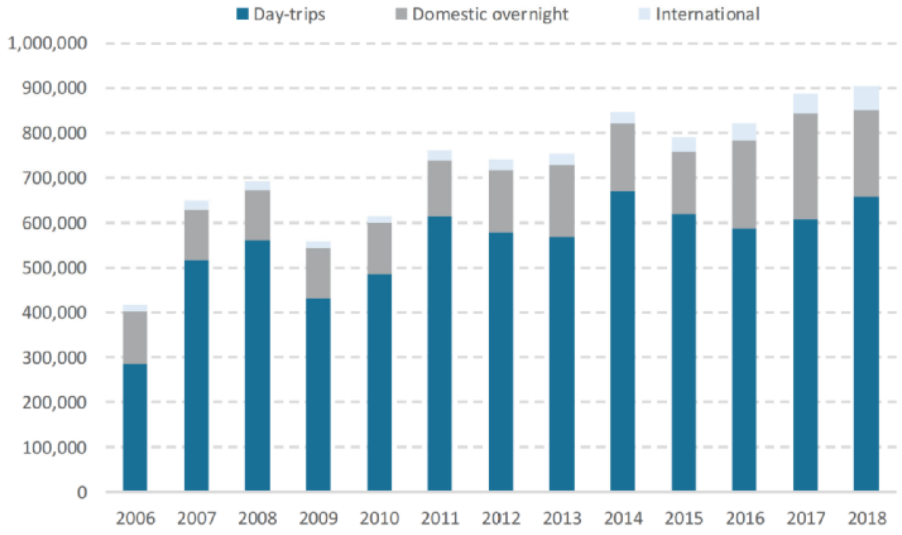
Executive Summary

Lucid Economics Pty Ltd (Lucid Economics) has been engaged by Liverpool City Council to provide a baseline assessment of visitation to the local government area.

In the year ending December 2018, Liverpool received just over 900,000 visitors that generated 1.7 million visitor nights (Figure E.1). Visitation has been growing at a healthy average annual rate of 8% since 2006. The market is dominated by day-trip visitors (76% of total visitors) and the visiting friends and relative market segment (46% of total visitors). Not surprising, the majority of visitors are from other parts of Sydney, however, most domestic overnight visitors are from other parts of New South Wales and other States. The majority of international visitors are from New Zealand, Fiji and China (with the Chinese market growing strongly over the last few years, likely tied to enrolment in local universities). Given the nature of visitation to Liverpool, it is not surprising that key visitor activities include visiting friends and relatives, eating out and shopping.

Figure E.1 Visitors by Type, Liverpool



Note: 2-year averages.
Source: TRA (2019).

Visitors to Liverpool spend $376.9 million (year ending December 2018), which mostly goes to local small businesses across retail, accommodation and food services. Tourism directly contributes $186.9 million (1.7% of total Gross Regional Product) and 1,452 jobs (1.5% of total employment) to the Liverpool economy.

Table E.1 Economic Contribution of Tourism, Liverpool

	Gross Regional Product ($m)	Employment
Direct	$186.9	1,452
Indirect	$158.6	841
Total	**$345.5**	**2,292**

Source: Lucid Economics.

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1. Introduction

Lucid Economics Pty Ltd (Lucid Economics) has been engaged by Liverpool City Council to provide a baseline assessment of visitation to the local government area.

The City of Liverpool (Liverpool) is a growing city in Western Sydney with a population of over 223,000 people and the City will continue to play a key role as service centre for the broader community.

While Liverpool is not a typical leisure tourism destination, the City receives a large number of visitors and the visitor economy currently makes an important contribution to the City. Council has recently adopted a Destination Management Plan (DMP) in order to support the visitor economy.

The DMP is a five year plan, detailing Council's priorities for the development of the visitor economy in Liverpool. The DMP provides strategic directions and defines Council's role and commitment to meeting the needs of the visitor economy in Liverpool.

Growing Liverpool's visitor economy is part of Council's broader vision to stimulate the local economy through the injection of new spending, creation of employment opportunities and increased demand for local goods and services. According to the DMP, a strong visitor economy will showcase and celebrate the city's assets – its people and lifestyle, rich cultural diversity, heritage, natural assets and events.

The DMP's vision is to be "A place locals are proud to call home; celebrating and sharing our diversity, heritage and nature". Its objective is to build a thriving visitor economy and increase the economic benefits that flow from tourism to local businesses and communities through unique visitor experiences.

This assessment considers the following geographic areas, including:

- Liverpool City Council
- Western Sydney (as defined as the LGAs of Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly)
- Sydney Tourism Region (as defined by Tourism Research Australia and Destination NSW)

The assessment utilises the most recent data and information available from Tourism Research Australia's National and International Visitor Survey (year ending December). For a further description of the methodology for this assessment, please refer to **Appendix A**.

This assessment uses the following definitions:

- **Day-trip Visitor**: Day visitors are those who travel for a round trip distance of at least 50 kilometres, are away from home for at least four hours and do not spend a night away from home. Same day travel as part of overnight travel is excluded, as is routine travel such as commuting between work/school and home.
- **Overnight Visitor**: Overnight travel involves a stay away from home of at least one night, at a place at least 40 kilometres from home. Overnight visitors are separated into domestic and international.
- **International Visitor**: International visitors are short-term international travellers aged 15 years and over who have been visiting Australia (for a period of less than 1 year).

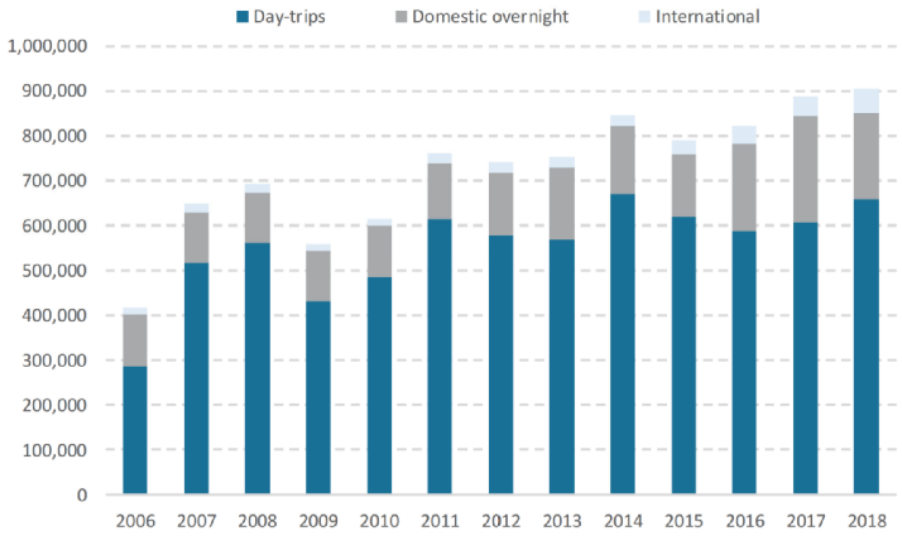
Detailed visitor information is contained in **Appendix B**.

2. Visitation to Liverpool

2.1 Visitation by Type

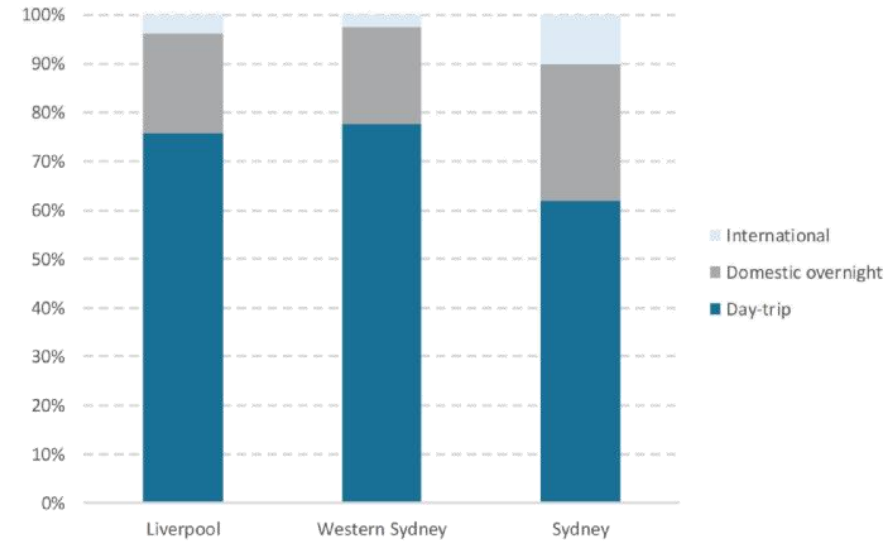
- Visitation to Liverpool has risen strongly since 2006, with the number of visitors growing by an average annual rate of 8%.
- Liverpool is dominated by day-trip visitors (76% of total).
- While smaller, domestic overnight visitors (20%) and international visitors (4%) make an important contribution due to the elevated levels of expenditure associated with these visitors relative to day-trip visitors.
- While the proportion of overnight visitors (both domestic and international) to Liverpool is slightly larger than the broader Western Sydney region, it is substantially lower than the proportion of overnight visitors to the broader Sydney region.
- However, visitation to Liverpool is a small fraction of overall visitation to Western Sydney (10%) and Sydney (2%).

Figure 2.1 Visitors by Type, Liverpool



Note: 2-year averages.
Source: TRA (2019).

Figure 2.2 Proportion of Visitors by Type

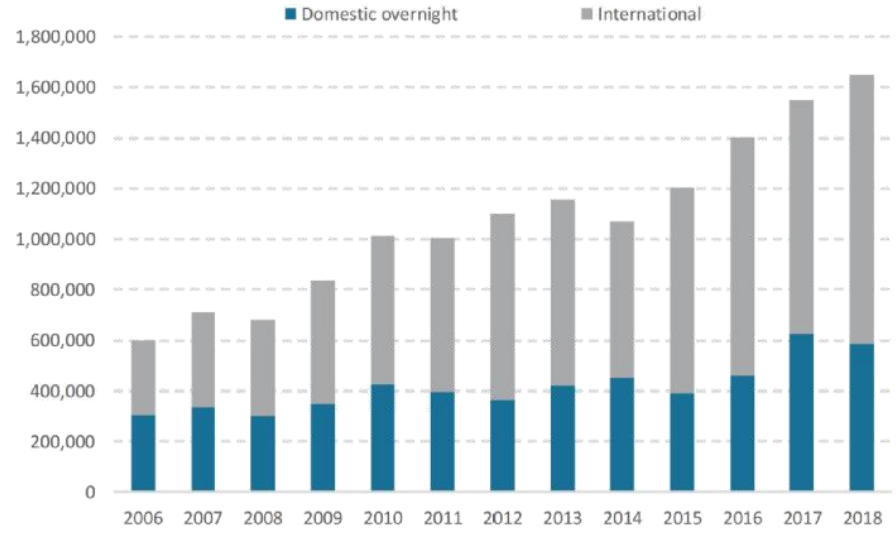


Note: 14-year averages (2005-2018).
Source: TRA (2019).

Figure 2.3 Total Visitors by Region

Note: Liverpool data is 2-year averages.
Source: TRA (2019).

Figure 2.4 Visitor Nights by Type, Liverpool

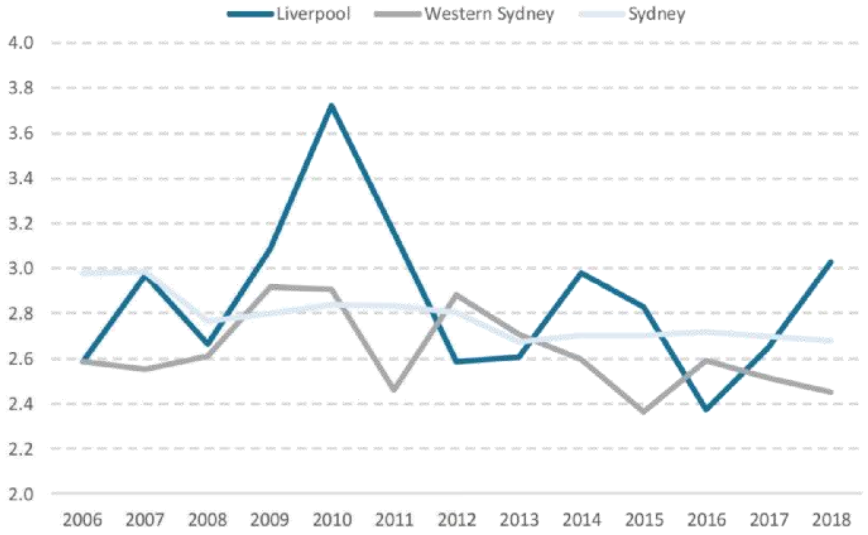


Note: 2-year averages.
Source: TRA (2019).

2.2 Length of Stay

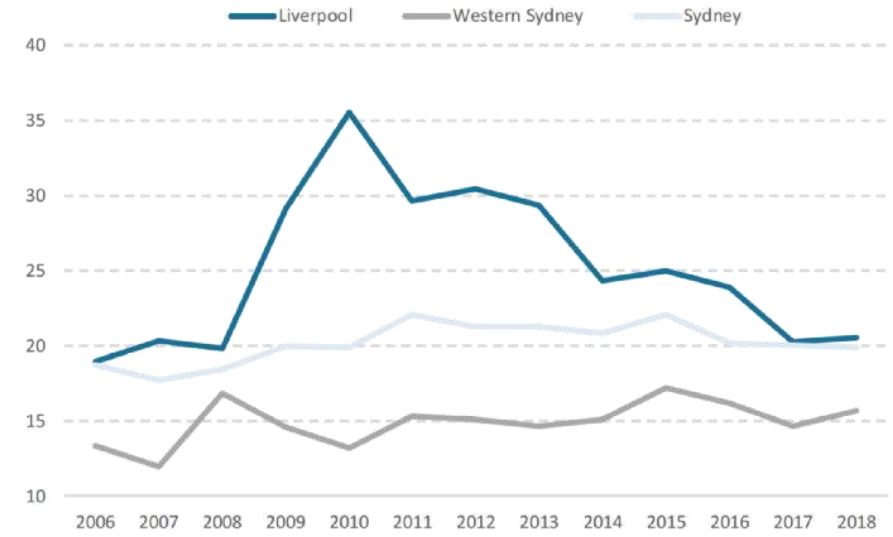
- The average length of stay to Liverpool has generally been higher for both domestic and international visitors than the Western Sydney and Sydney averages.
- However, the average length of stay of international visitors has been in decline in recent years, to be more in line with the Sydney average as of 2018.

Figure 2.5 Domestic Overnight Visitor Average Length of Stay by Region



Note: Liverpool data is 2-year averages.
Source: TRA (2019).

Figure 2.6 International Visitor Average Length of Stay by Region

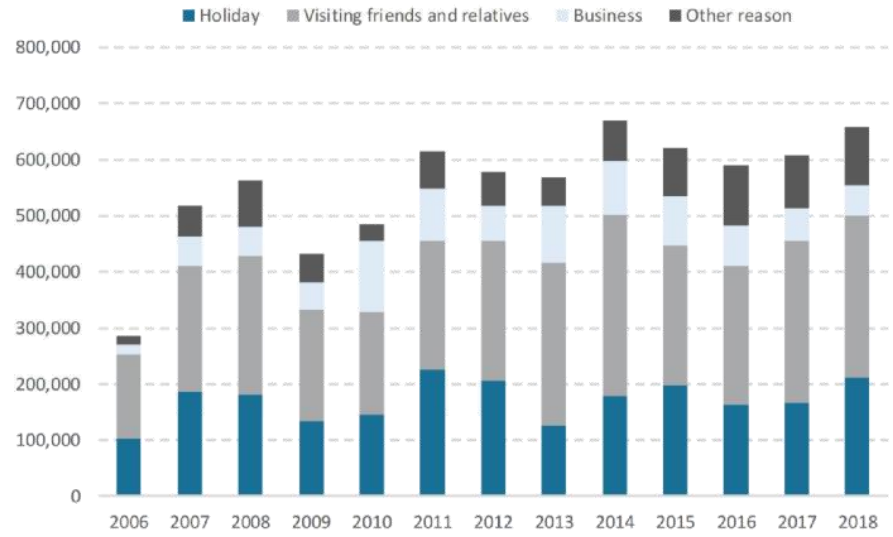


Note: Liverpool data is 2-year averages.
Source: TRA (2019).

2.3 Visitation by Purpose of Visit

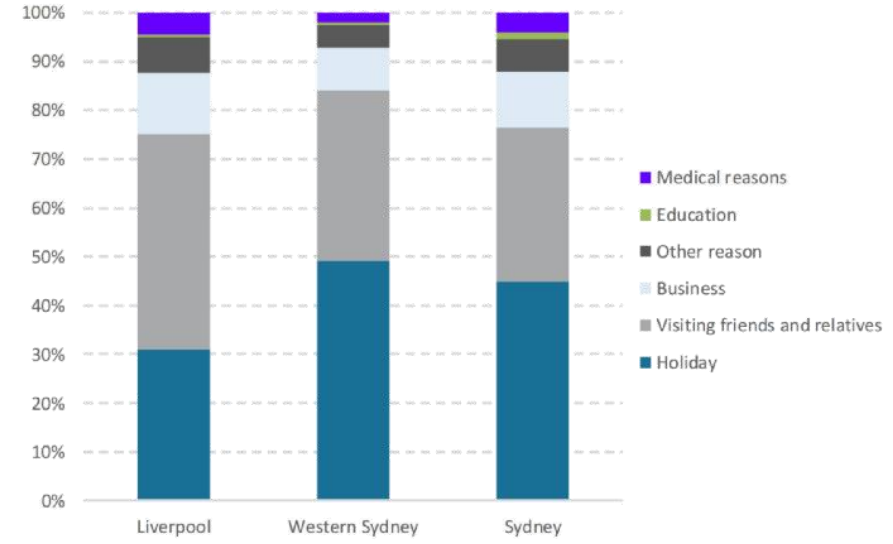
- Visitation to Liverpool is primarily for the purpose of 'visiting friends and relatives' for all visitor types, however 'business' visitors have risen significantly in recent years for domestic overnight and international visitors.
- Liverpool has a much lower proportion of 'holiday' visitors across all visitor types than the Western Sydney and Sydney averages. However, international 'holiday' visitors have grown strongly in recent years.
- Visitors to Liverpool for 'medical reasons' have grown strongly over the last three years, while visitor nights for 'education' has also risen sharply.

Figure 2.7 Day-Trip Visitors by Purpose of Visit, Liverpool



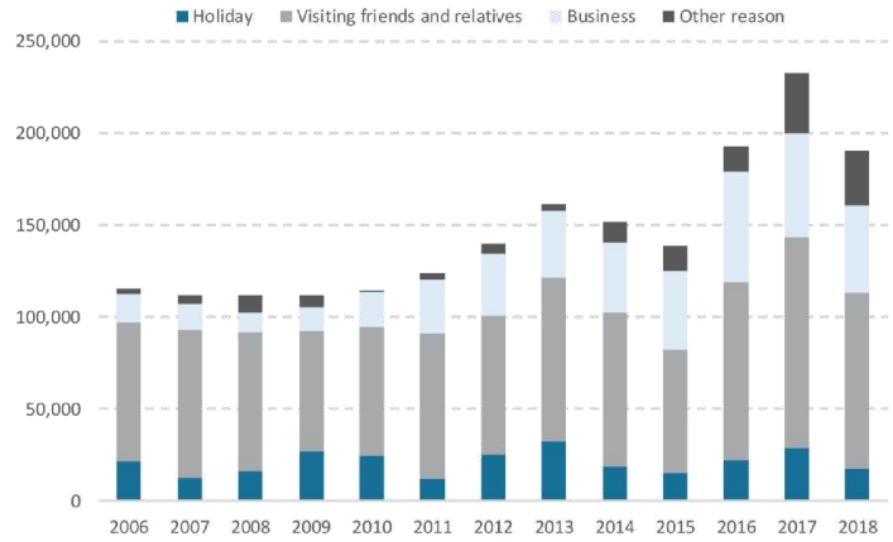
Note: 2-year averages.
Source: TRA (2019).

Figure 2.8 Proportion of Day-Trip Visitors by Purpose of Visit



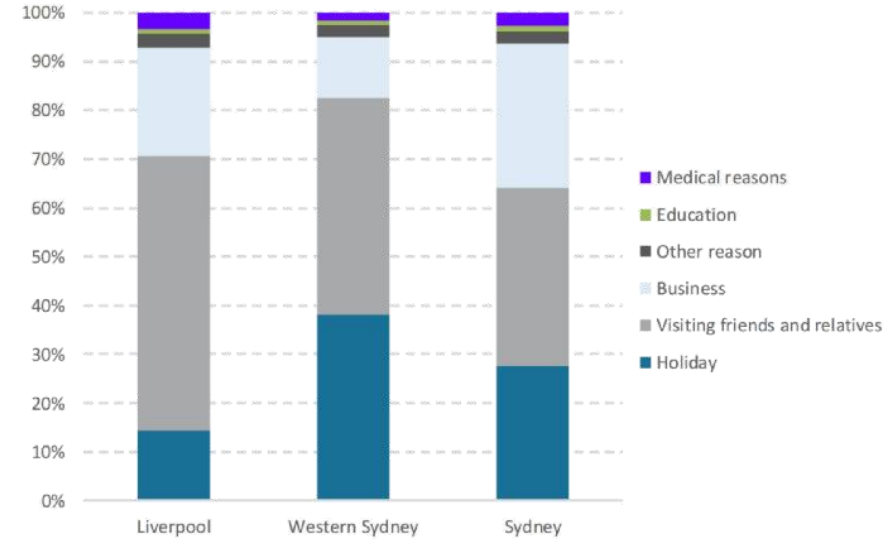
Note: 14-year averages (2005-2018).
Source: TRA (2019).

Figure 2.9 Domestic Overnight Visitors by Purpose of Visit, Liverpool



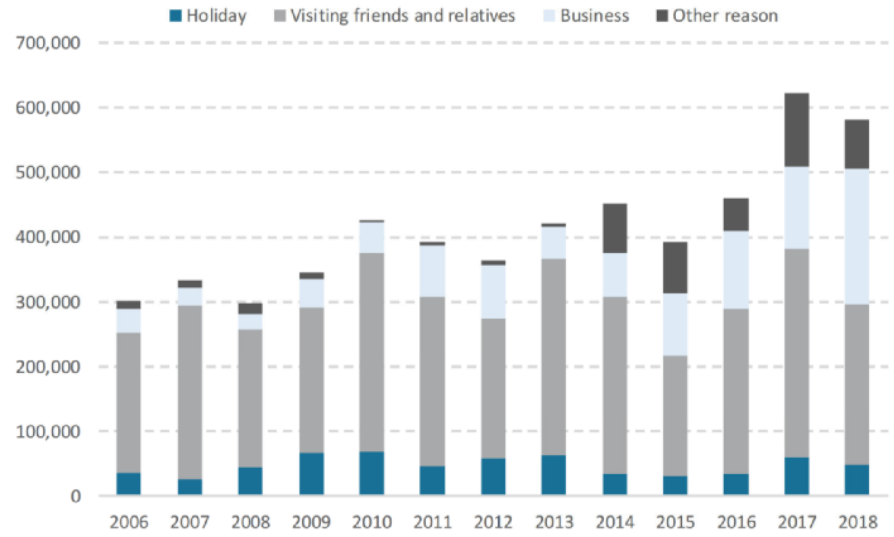
Note: 2-year averages.
Source: TRA (2019).

Figure 2.10 Proportion of Domestic Overnight Visitors by Purpose of Visit



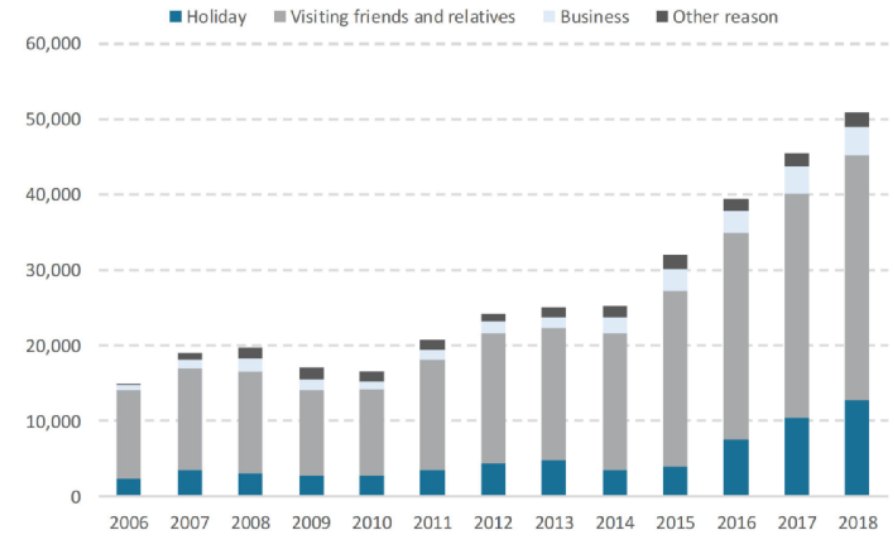
Note: 14-year averages (2005-2018).
Source: TRA (2019).

Figure 2.11 Domestic Overnight Visitor Nights by Purpose of Visit, Liverpool



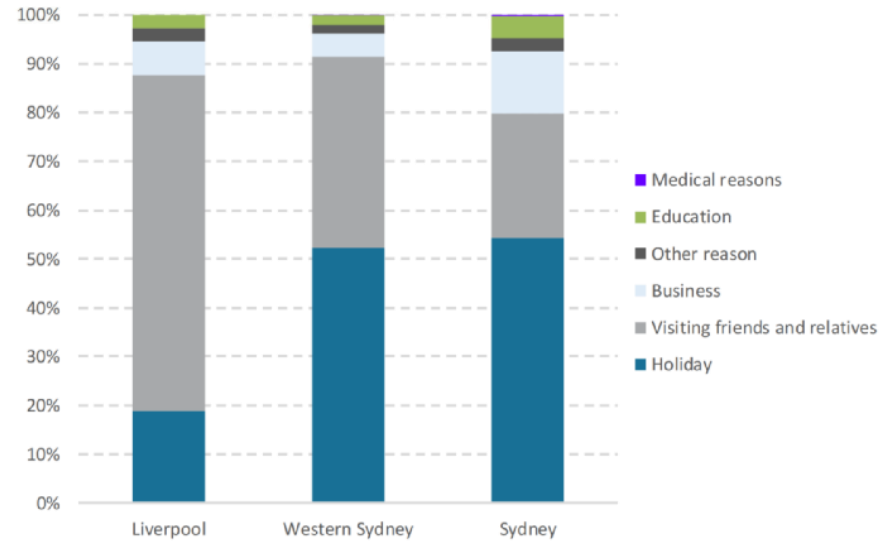
Note: 2-year averages.
Source: TRA (2019).

Figure 2.12 International Visitors by Purpose of Visit, Liverpool



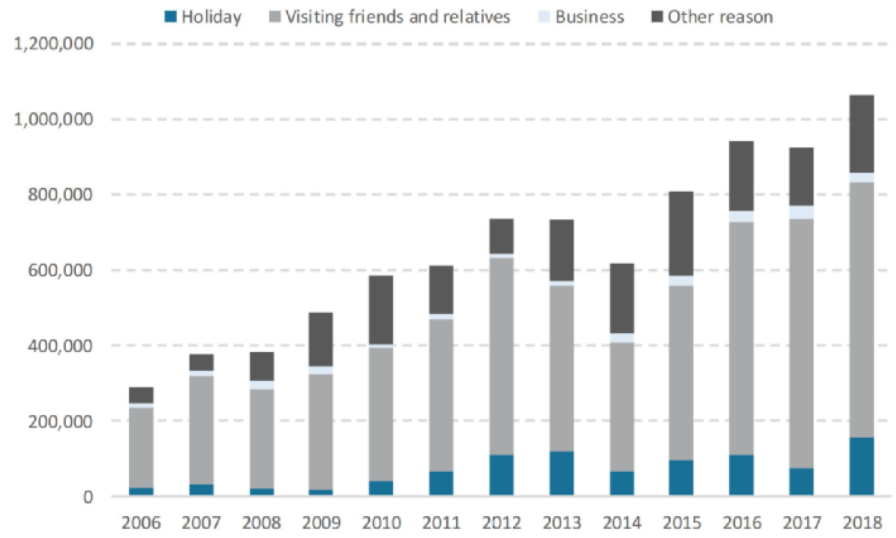
Note: 2-year averages.
Source: TRA (2019).

Figure 2.13 Proportion of International Visitors by Purpose of Visit



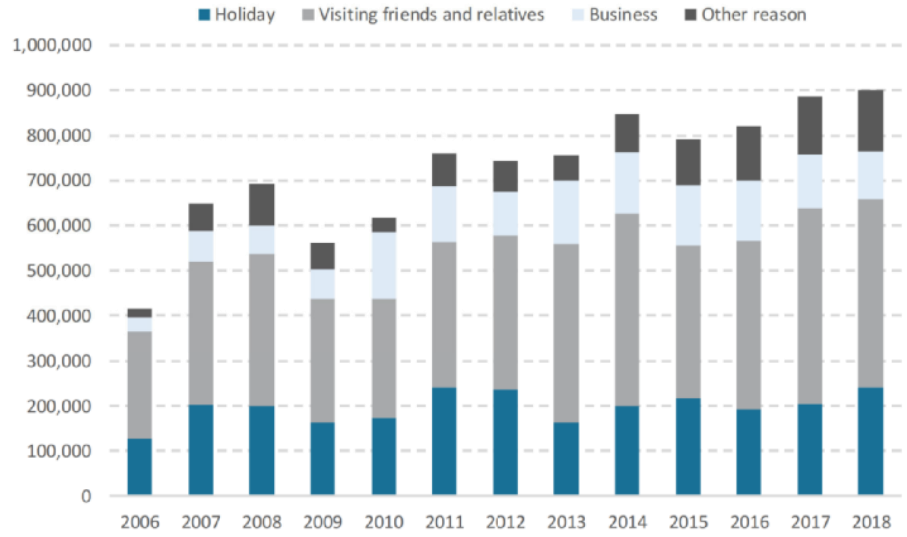
Note: 14-year averages (2005-2018).
Source: TRA (2019).

Figure 2.14 International Visitor Nights by Purpose of Visit, Liverpool



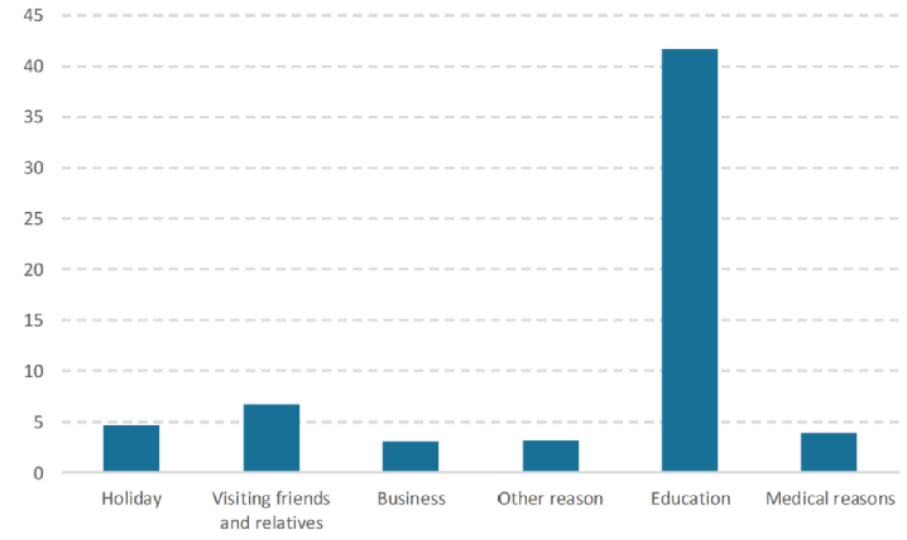
Note: 2-year averages.
Source: TRA (2019).

Figure 2.15 Total Visitors by Purpose of Visit, Liverpool



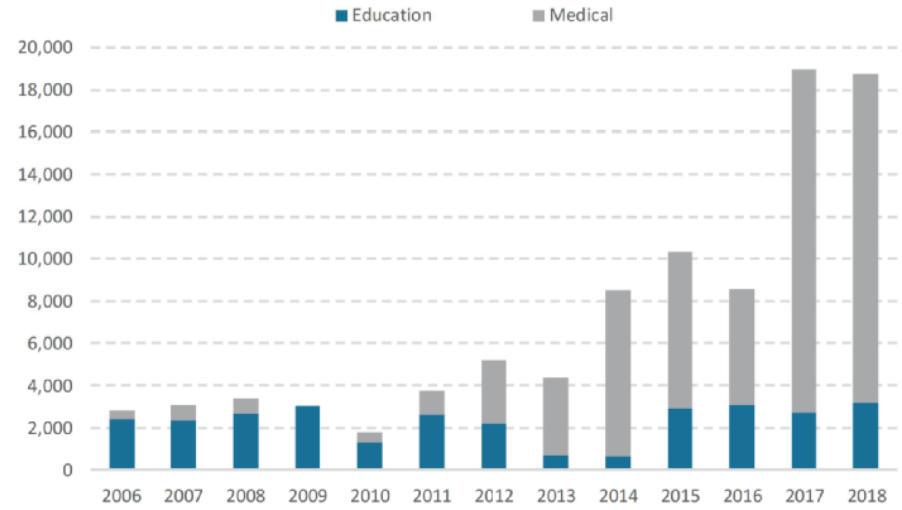
Note: 2-year averages.
Source: TRA (2019).

Figure 2.16 Average Length of Stay by Purpose of Visit, Liverpool



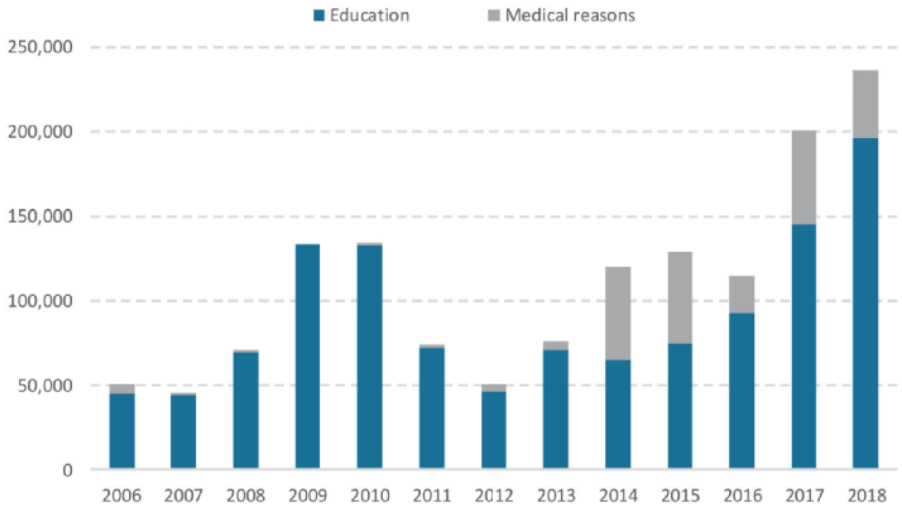
Note: 14-year average (2005-2018).
Source: TRA (2019).

Figure 2.17 Total Visitors by Purpose of Visit, Liverpool



Note: 2-year averages.
Source: TRA (2019).

Figure 2.18 Total Visitor Nights by Purpose of Visit, Liverpool

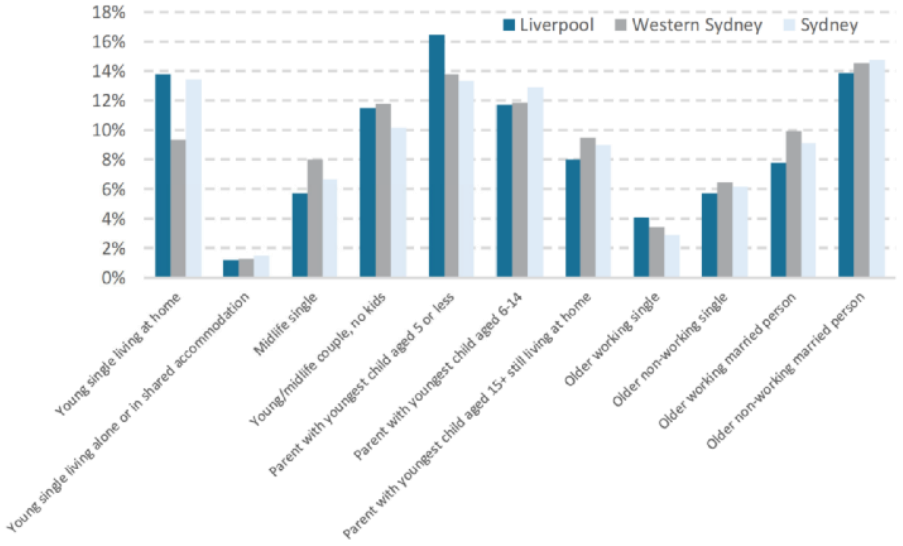


Note: 2-year averages.
Source: TRA (2019).

2.4 Visitation by Life Cycle Group

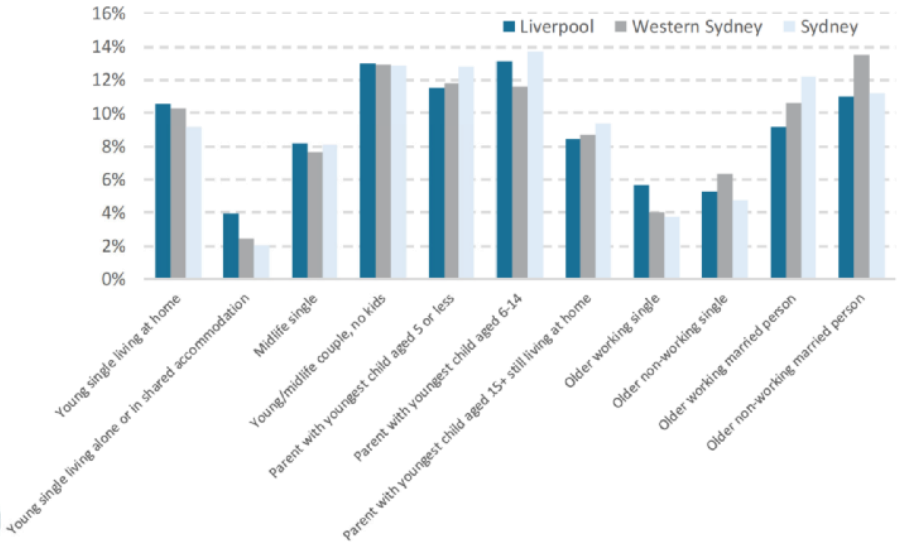
- Liverpool receives a balance of visitors across various life cycle categories.
- The greatest proportions are from the 'parent with youngest child aged 5 or less', 'older non-working married person' and 'young single living at home'.

Figure 2.19 Proportion of Day-Trip Visitors by Lifecycle Group, Liverpool



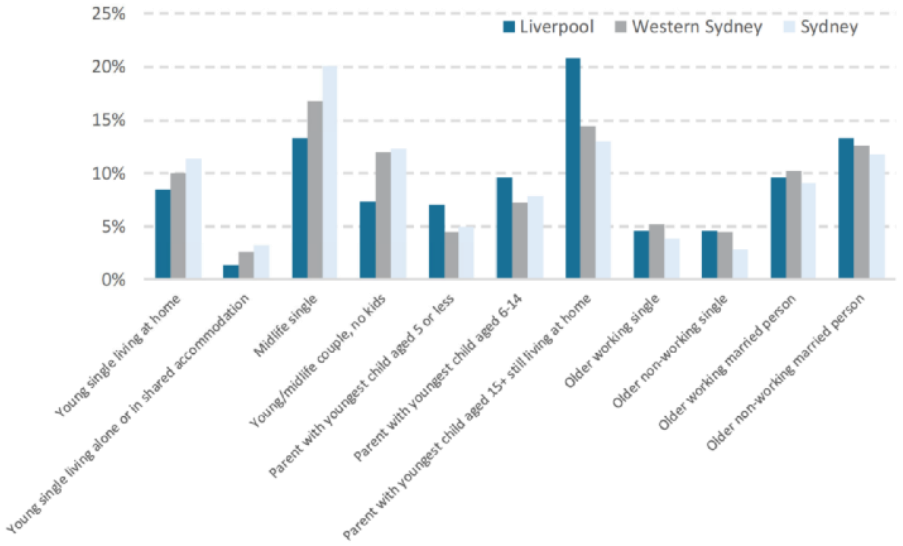
Note: 11-year average (2005-12, 2016-2018). Life cycle data not available 2013-2015.
Source: TRA (2019).

Figure 2.20 Proportion of Domestic Overnight Visitors by Lifecycle Group, Liverpool



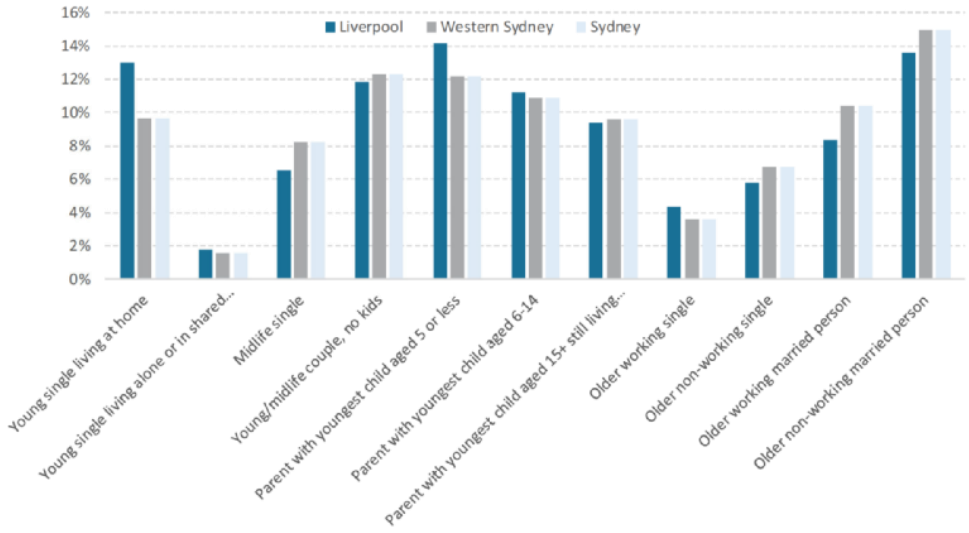
Note: 11-year average (2005-12, 2016-2018). Life cycle data not available 2013-2015.
Source: TRA (2019).

Figure 2.21 Proportion of International Visitors by Lifecycle Group, Liverpool



Note: 4-year average (2015-2018). Life cycle data not available 2013-2015.
Source: TRA (2019).

Figure 2.22 Proportion of Total Visitors by Lifecycle Group, Liverpool



Note: 4-year average (2015-2018). Life cycle data not available 2013-2015.
Source: TRA (2019).

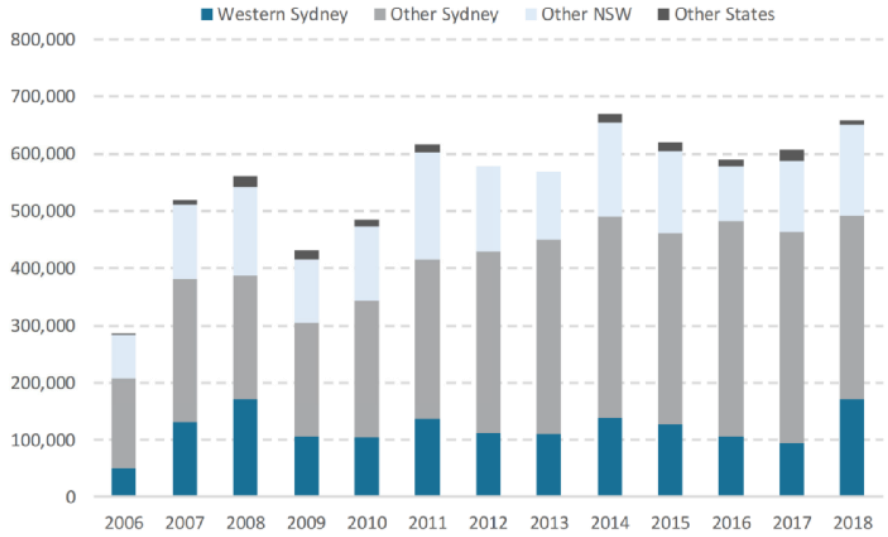
Figure 2.23 Proportion of Total Visitors by Lifecycle Group, Liverpool

Note: 4-year average (2015-2018). Life cycle data not available 2013-2015.
Source: TRA (2019).

2.5 Visitation by Source Market

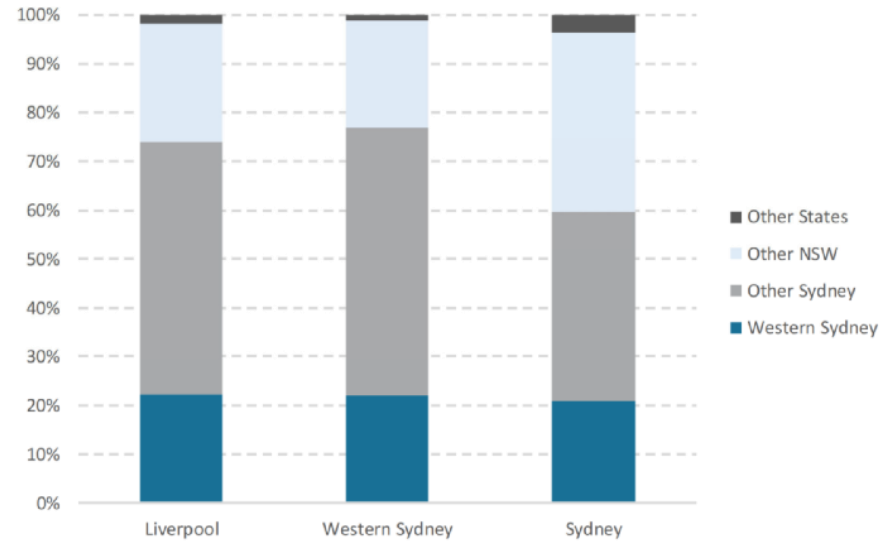
- Data shows that day-trip visitors to Liverpool are predominantly from 'Other Sydney'.
- Domestic overnight visitation to Liverpool is dominated by visitors from outside of Sydney.
- Liverpool is slightly less reliant on visitors from Sydney than Western Sydney is, but far more reliant than the Sydney average.
- Liverpool's key international visitor markets include New Zealand, Fiji and China, with China in particular having grown particularly strongly in recent years.

Figure 2.24 Day-Trip Visitors by Source Market, Liverpool



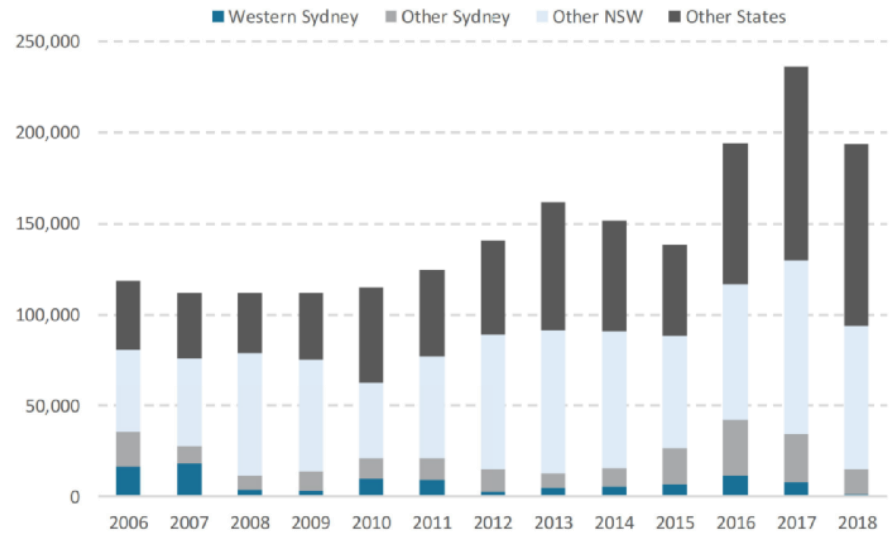
Note: 2-year average.
Source: TRA (2019).

Figure 2.25 Proportion of Day-Trip Visitors by Source Market



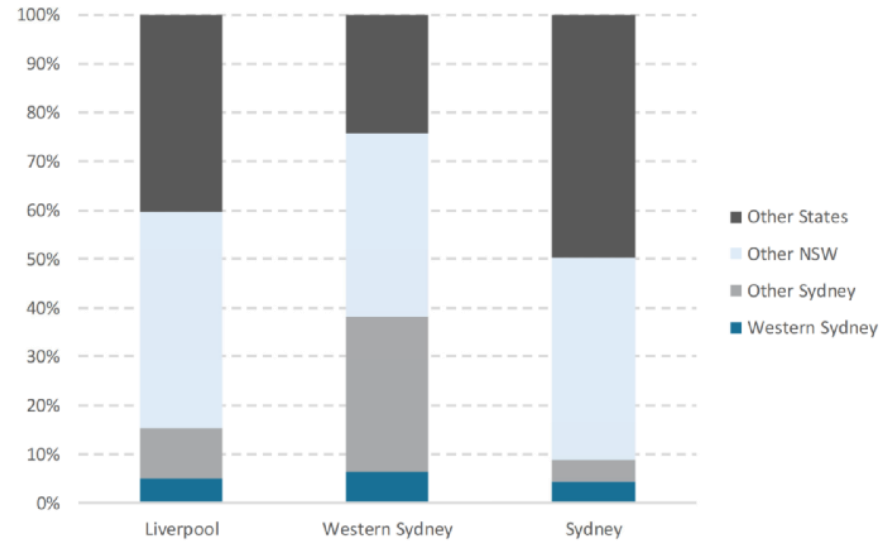
Note: 14-year averages (2005-2018).
Source: TRA (2019).

Figure 2.26 Domestic Overnight Visitors by Source Market, Liverpool



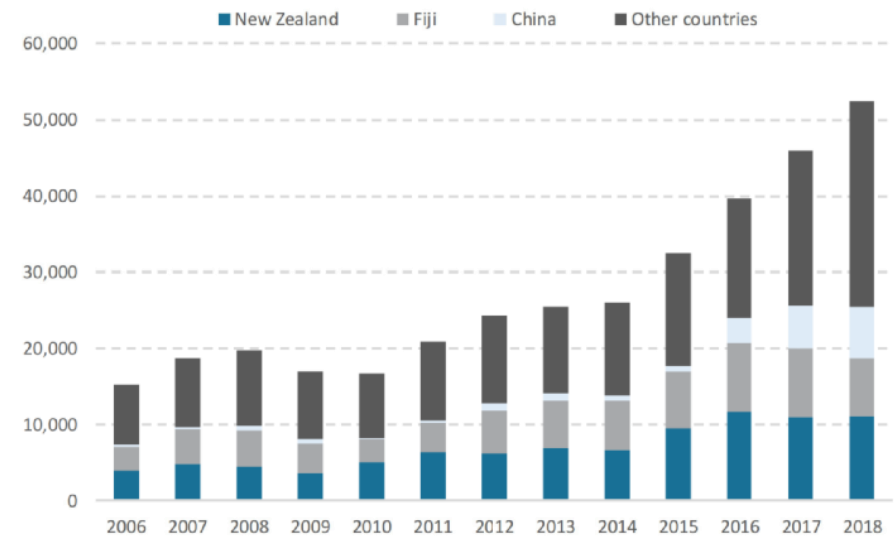
Note: 2-year average.
Source: TRA (2019).

Figure 2.27 Proportion of Domestic Overnight Visitors by Source Market



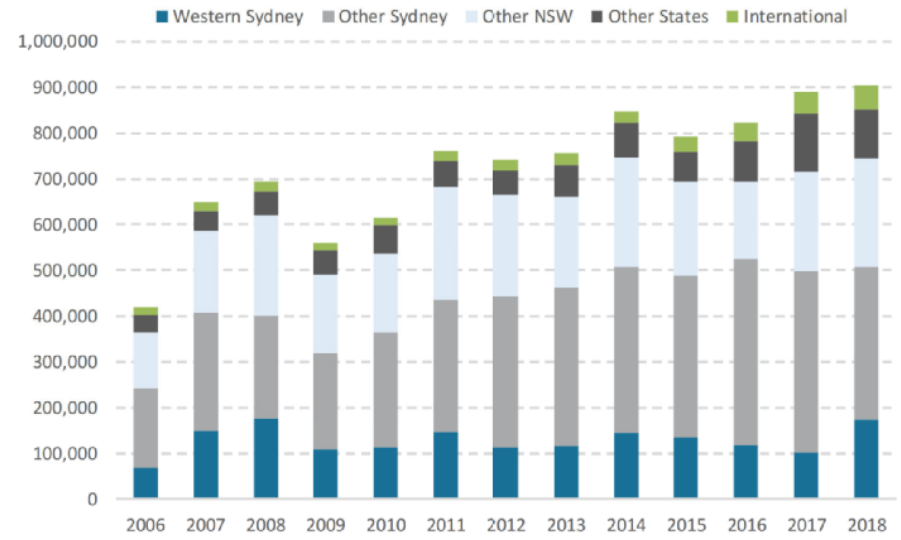
Note: 14-year averages (2005-2018).
Source: TRA (2019).

Figure 2.28 International Visitors by Source Market, Liverpool



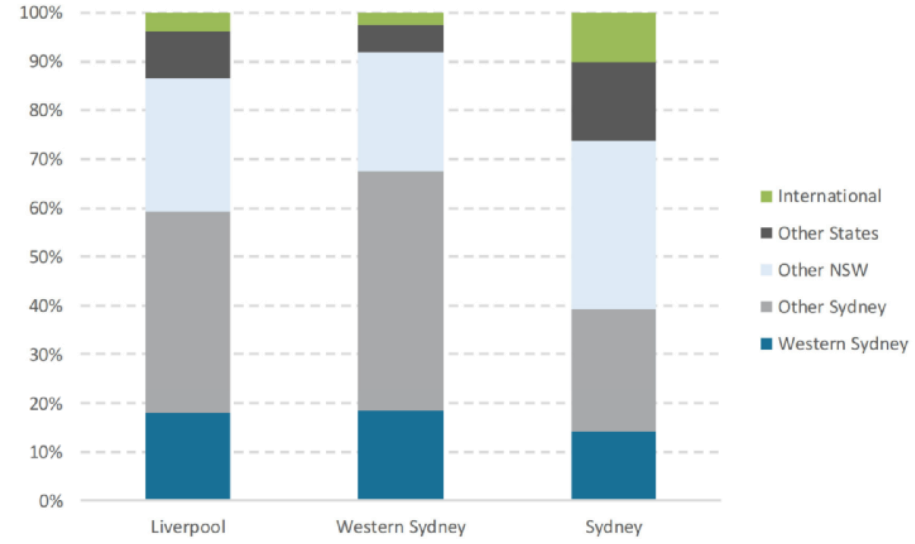
Note: 2-year average.
Source: TRA (2019).

Figure 2.29 Total Visitors by Source Market, Liverpool



Note: 2-year average.
Source: TRA (2019).

Figure 2.30 Proportion of Total Visitors by Source Market

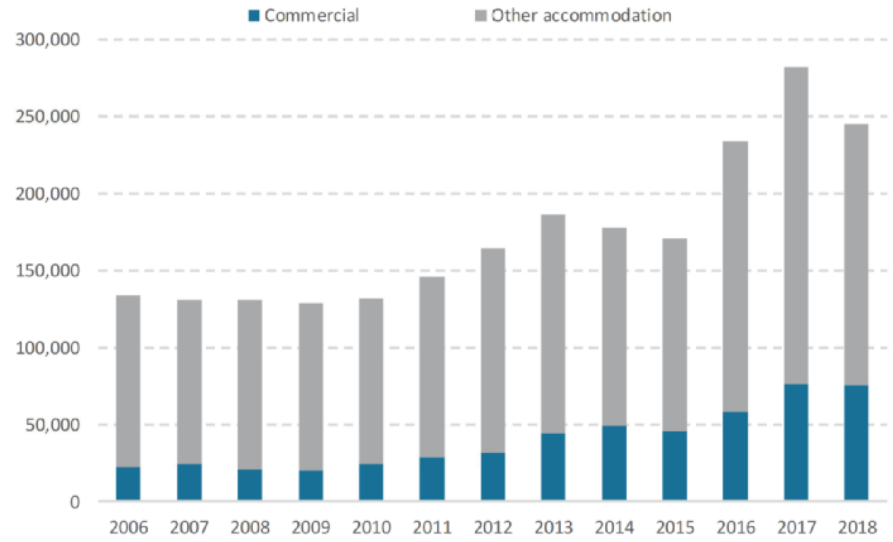


Note: 14-year averages (2005-2018).
Source: TRA (2019).

2.6 Visitation by Accommodation Type

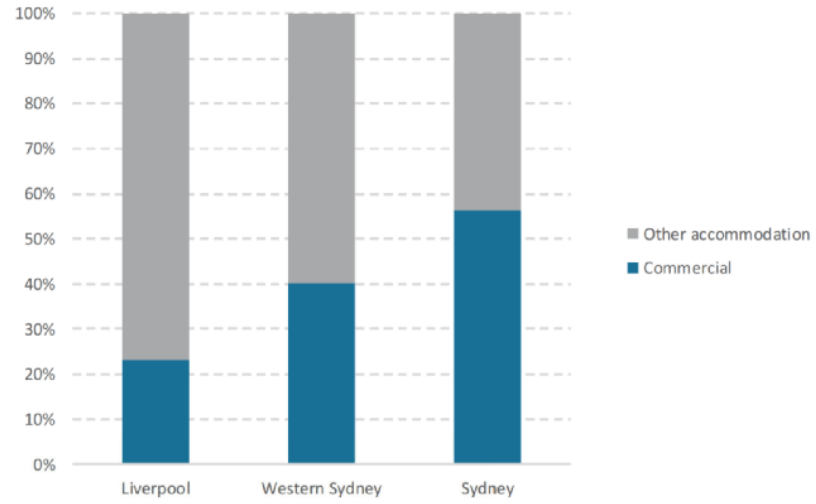
- Liverpool has a significantly lower proportion of visitors staying in commercial accommodation than the Western Sydney and Sydney averages.
- This is likely driven by the high proportion of visitors to Liverpool being for the purpose of 'visiting friends and relatives' (who are more likely to find alternative, non-commercial accommodation) and the comparatively low proportion of 'holiday' visitors.
- Despite these trends, visitor nights in commercial accommodation have still grown strongly in Liverpool in recent years.

Figure 2.31 Total Visitors by Accommodation Type, Liverpool



Note: 2-year average.
Source: TRA (2019).

Figure 2.32 Proportion of Total Visitors by Accommodation Type



Note: 14-year averages (2005-2018).
Source: TRA (2019).

2.7 Visitor Activities

- Key visitor activities undertaken in Liverpool across the domestic visitor types include:
  - Visiting friends and relatives.
  - Eat out / dine at a restaurant and / or café.
  - Going shopping for pleasure.
  - Sightseeing / looking around.
  - Pubs, clubs, discos etc.
  - Picnics or BBQs.
- However, international visitors are more likely than domestic visitors to 'go to the beach' in addition to nature and cultural activities including:
  - Visit national parks / state parks.
  - Visit wildlife parks / zoos / aquariums.
  - Visit history / heritage buildings, sites or monuments.
  - Visit botanical or other public gardens.
  - Visit museums or art galleries.

Table 2.1 Top 20 Visitor Activities by Visitor Type, Liverpool

Day-trip		Domestic overnight		International	
Activity	**%**	**Activity**	**%**	**Activity**	**%**
Visit friends & relatives	47.6	Visit friends & relatives	65.6	Eat out / dine at a restaurant and/or cafe	81.5
Eat out / dine at a restaurant and/or cafe	29.5	Eat out / dine at a restaurant and/or cafe	44.2	Go shopping for pleasure	77.1
Go shopping for pleasure	15.8	Go shopping for pleasure	23.7	Sightseeing/looking around	57.8
Sightseeing/looking around	6.8	Pubs, clubs, discos etc	12.2	Go to the beach	47.5
Picnics or BBQs	4.9	Sightseeing/looking around	11.4	Go to markets	42.7
Pubs, clubs, discos etc	3.3	Picnics or BBQs	4.4	Visit national parks / state parks	35.6
Attend an organised sporting event	3.1	Go to the beach	4.3	Visit wildlife parks / zoos / aquariums	30.6
Play other sports	2.9	Go to markets	3.8	Pubs, clubs, discos etc	30.4
Visit botanical or other public gardens	1.8	Go on a daytrip to another place	3.7	Visit history / heritage buildings, sites or monuments	29.4
Visit national parks / state parks	1.8	Visit national parks / state parks	3.2	Charter boat / cruise / ferry	25.3
Other outdoor activities nfd	1.4	Attend an organised sporting event	2.8	Visit botanical or other public gardens	24.3
Go to markets	1.4	Exercise, gym or swimming	2.6	Visit museums or art galleries	20.4
Exercise, gym or swimming	1.4	Attend movies/cinema	2.6	Attend Movies/Cinema	14.4
Other activities	1.4	Play other sports	2.6	Visit casinos	14.0
Golf	1.0	Visit museums or art galleries	2.3	Bushwalking / rainforest walks	13.9
Attend movies/cinema	0.9	Visit history / heritage buildings, sites or monuments	2.3	Visit amusements / theme parks	10.3
Attend festivals / fairs or cultural events	0.9	Movies/videos	2.2	Attend festivals / fairs or cultural events	8.7
Visit history / heritage buildings, sites or monuments	0.8	Attend theatre, concerts or other performing arts	2.1	Visit farms	8.2
Visit farms	0.8	Bushwalking / rainforest walks	1.8	Attend theatre, concerts or other performing arts	7.6
Bushwalking / rainforest walks	0.8	Visit wildlife parks / zoos / aquariums	1.5	Tourist trains	6.9

Note: 14-year average (2005-2018). Activities are trip based, so the above activities may not take place in Liverpool.
Source: TRA (2019).

3. Economic Contribution of Tourism

3.1 Methodology & Assumptions

This assessment uses the Regional Tourism Satellite Accounts (TRA, 2018) in order to estimate the economic contribution from tourism to the Liverpool economy. An estimate of visitor expenditure is required to drive this analysis. The most recent (year ending December 2018) visitor expenditure data for the Sydney tourism region has been used to estimate the local visitor expenditure in Liverpool. The average expenditure per day-trip visitor and the average expenditure per night for domestic overnight and international visitors to the Sydney tourism region were used together with visitor estimates for Liverpool to calculate visitor expenditure. It has been assumed that visitors to Liverpool spend $376.9 million.

Table 3.1 Key Assumptions

	Visitors / Visitor Nights	Expenditure per Visitor / Visitor Night ($)	Visitor Expenditure ($m)
Day-Trip	732,808	$112	$82.2
Domestic Overnight	517,306	$298	$154.0
International	1,178,481	$119	$140.7

Source: TRA (2019); Destination NSW (2019); Lucid Economics.

Tourism's Economic Contribution

The Australian Bureau of Statistics (ABS) does not consider tourism to be an industry, but rather a sector that contributes to multiple industries. The majority of visitor expenditure goes to the retail industry, accommodation and food services as well as transport. Often, local small businesses are the beneficiary of visitor expenditure.

Tourism Satellite Accounts help to convert visitor expenditure into Gross Regional Product and Employment, which can then be compared to other industries and the economy as a whole:

- **Gross Regional Product**: value of the total economic output minus the costs of goods and services used as inputs, plus net taxes. Gross regional product (GRP) is a preferred measure of the economy as it focuses on the net contribution to the local economy. This value is most closely associated with Gross State Product (GSP) at the state level and Gross Domestic Product (GDP) at a national level.
- **Employment**: employment positions generated, expressed on a full-time equivalent (FTE) basis.

3.2 Economic Contribution of Tourism

Tourism directly contributes $186.9 million (1.7% of total Gross Regional Product) and 1,452 jobs (1.5% of total employment) to the Liverpool economy.

Table 3.2 Economic Contribution of Tourism, Liverpool (2018)

	Gross Regional Product ($m)	Employment
Direct	$186.9	1,452
Indirect	$158.6	841
Total	**$345.5**	**2,292**

Note: Calendar year 2018.
Source: Lucid Economics.

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Destination NSW (2019). Travel to Sydney, Year ended December 2018. Destination NSW, Sydney.

TRA (2018). Regional Tourism Satellite Account 2016-17. Tourism Research Australia, Canberra.

TRA (2019). International and National Visitor Surveys. Tourism Research Australia, Canberra.

Appendix A: Methodology

The analysis and data contained in this report has been sourced directly from Tourism Research Australia's database for the National Visitor Survey (NVS) and International Visitor Survey (IVS).

National Visitor Survey (NVS)

The NVS is a large-scale telephone survey which has been conducted continuously since January 1998. It is designed to measure domestic and outbound travel by Australian residents. The NVS is funded jointly by the Commonwealth Government as well as the State and Territory Governments of Australia.

Concepts and definitions used by the NVS represent a globally accepted standard based on those developed by the United Nations World Tourism Organization (UNWTO).

Results from the NVS are published quarterly.

The NVS includes any Australian resident who is 15 years of age or more, and has lived in their current residence for at least three months.

The interviews are distributed evenly across most days of the year (with the exception of 12 public holidays), which means that the current annual quota of 120,000 interviews are completed at a steady rate of around 2,300 per week.

Sample size and sample type across the time-series:

- 80,000 annual landline sample from 1998 through to 2004
- 120,000 annual landline sample from 2005 through to 2013
- 120,000 annual dual-frame sample continues from 2014 onwards, but with a 50:50 mobile/landline split through to the end of 2017
- TRA plan to move to 60:40 mobile/landline sample split in 2018. Future increases in mobile sample share are likely, assuming the growth of mobile-only households continues.

The types of trips collected by the NVS include overnight trips, day trips and outbound (international) trips, though some types of routine trips (such as same-day journeys to work) are excluded. Overnight or outbound trips of more than one calendar year in duration are also excluded.

To ensure each respondent is able to accurately recall the details of any trips, information is only collected for recent trips. The respective recall periods are seven days for day trips, 28 days for domestic overnight trips, and three months for outbound trips.

International Visitors Survey

The IVS samples 40,000 departing, short-term international travellers aged 15 years and over who have been visiting Australia. The survey is conducted by Computer Assisted Personal Interviewing (CAPI) in the departure lounges of the eight major international airports, including: Sydney, Melbourne, Brisbane, Cairns, Perth, Adelaide, Darwin and the Gold Coast.

The IVS contains around 100 questions supported by 'show-cards' that are used to help the respondent answer particular sections including:

- Usual place of residence
- Repeat visitation
- Group tours
- Travel party
- Sources for obtaining information about Australia
- Purpose of visit and places visited
- Transportation and accommodation
- Activities
- Expenditure
- Demographics

Since 2004, the IVS has been surveying international visitors in four languages: English, Japanese, Mandarin and Korean. The total number of interviews conducted with particular residents of each country or region is distributed among airports by selecting monthly samples of departing flights and visitors on those flights to achieve acceptable sample sizes in various categories.

Survey results are weighted to data on international visitor numbers over the period, provided by the Department of Immigration and Citizenship (DIAC), with the assistance of the Australian Bureau of Statistics (ABS). The variables used in weighting the data are:

- Country of residence
- State of arrival
- Main purpose of journey
- Airport of departure
- Age and sex of visitor

Results of the IVS are published quarterly.

Liverpool Sample Size

Given the relatively small area that makes up Liverpool City Council, there is a somewhat limited sample size for the day trip and domestic overnight visitor cohorts. Low sample sizes can reduce the accuracy of any survey results. Industry standard seeks to create a confidence level of 95% at a confidence interval of +/- 5%. In order to achieve these metrics for Liverpool, a two year average has been used (Table A.3).

It should be noted that for some detailed visitor data sets, a longer-term average was required. Where data has been averaged, a note has been inserted to identify the time period required.

Table A.3 Sample Size and Margin of Error

	Sample	Visitors	Margin of Error (%)	Adjusted Margin of Error (%)
2006	227	519,238	6.5%	4.9%
2007	260	778,476	6.1%	4.4%
2008	238	607,519	6.4%	4.4%
2009	175	512,996	7.4%	4.8%
2010	252	719,253	6.2%	4.7%
2011	259	802,980	6.1%	4.3%
2012	274	682,475	5.9%	4.2%
2013	274	827,305	5.9%	4.2%
2014	291	868,164	5.7%	4.1%
2015	320	714,486	5.5%	4.0%
2016	327	931,510	5.4%	3.9%
2017	327	846,364	5.4%	3.8%
2018	336	961,919	5.4%	3.8%

Source: TRA (2019); Lucid Economics

Appendix B: Detailed Visitor Data

Table B.4: Visitors, by Type, Liverpool

	Day-trip	Domestic Overnight	International	Total
2006	284,841	118,329	15,314	418,484
2007	518,249	112,051	18,557	648,857
2008	561,798	111,788	19,411	692,997
2009	431,416	112,072	16,770	560,258
2010	484,902	114,698	16,524	616,125
2011	615,626	124,828	20,662	761,116
2012	577,735	140,744	24,249	742,727
2013	568,319	161,589	24,981	754,890
2014	670,443	151,796	25,495	847,735
2015	620,337	138,557	32,432	791,325
2016	588,998	194,496	39,504	822,998
2017	606,909	236,386	45,641	888,937
2018	658,747	193,640	51,755	904,142

Note: 2-year averages.
Source: TRA (2019).

Table B.5: Visitor Nights, by Type, Liverpool

	Domestic Overnight	International	Total
2006	305,803	290,421	596,223
2007	332,711	377,448	710,159
2008	297,751	383,973	681,724
2009	345,865	488,290	834,155
2010	426,736	587,472	1,014,207
2011	394,206	612,484	1,006,690
2012	364,302	737,388	1,101,691
2013	420,741	733,845	1,154,586
2014	451,992	619,355	1,071,347
2015	392,162	811,171	1,203,332
2016	461,286	942,993	1,404,278
2017	626,341	925,328	1,551,669
2018	586,283	1,064,885	1,651,168

Note: 2-year averages.
Source: TRA (2019).

Table B.6: Total Visitors, by Purpose of Visit, Liverpool

	Holiday	Visiting friends and relatives	Business	Other reason
2006	127,179	239,441	32,287	19,578
2007	202,177	318,105	67,541	61,033
2008	199,520	337,000	63,832	92,645
2009	163,136	274,477	64,305	58,340
2010	173,471	263,139	148,220	31,295
2011	241,675	322,472	123,840	73,129
2012	235,239	342,968	98,042	66,479
2013	162,233	397,160	139,266	56,230
2014	200,593	425,879	135,527	85,735
2015	216,655	340,987	132,060	101,623
2016	192,122	373,587	134,266	123,023
2017	205,772	434,903	120,062	128,200
2018	243,117	418,607	106,947	135,471

Note: 2-year averages.
Source: TRA (2019).

Table B.7: Day-Trip Visitors, by Purpose of Visit, Liverpool

	Holiday	Visiting friends and relatives	Business	Other reason
2006	102,636	150,259	16,151	15,795
2007	186,049	224,503	52,173	55,524
2008	179,994	248,704	51,340	81,760
2009	133,789	197,600	49,830	50,198
2010	145,917	181,880	128,147	28,959
2011	225,655	228,447	93,666	67,858
2012	205,739	249,332	62,598	60,067
2013	124,831	291,017	101,146	51,324
2014	178,469	323,751	95,515	72,708
2015	197,434	250,192	86,801	85,910
2016	161,848	249,031	71,082	107,037
2017	165,838	288,595	59,445	93,032
2018	211,728	288,498	55,147	103,375

Note: 2-year averages.
Source: TRA (2019).

Table B.8: Domestic Overnight Visitors, by Purpose of Visit, Liverpool

	Holiday	Visiting friends and relatives	Business	Other reason
2006	21,903	77,794	15,532	3,101
2007	12,666	80,316	14,321	4,747
2008	16,531	75,036	10,823	9,398
2009	26,696	65,750	13,048	6,578
2010	24,812	69,749	19,191	946
2011	12,302	79,656	28,861	4,009
2012	25,042	76,407	33,917	5,377
2013	32,547	88,774	36,595	3,674
2014	18,560	83,897	37,849	11,490
2015	15,145	67,423	42,281	13,707
2016	22,573	97,342	60,541	14,040
2017	29,153	116,684	57,450	33,100
2018	17,843	97,579	48,424	29,794

Note: 2-year averages.
Source: TRA (2019).

Table B.9: International Visitors, by Purpose of Visit, Liverpool

	Holiday	Visiting friends and relatives	Business	Other reason
2006	2,427	11,967	781	139
2007	3,589	13,495	1,089	383
2008	3,158	13,668	1,733	852
2009	2,878	11,816	1,534	542
2010	2,982	12,451	974	118
2011	3,765	15,331	1,451	115
2012	4,546	18,022	1,681	0
2013	5,110	18,249	1,623	0
2014	3,765	19,370	2,282	78
2015	4,262	24,811	3,125	234
2016	7,849	28,339	2,974	341
2017	10,786	30,794	3,729	332
2018	13,428	33,953	3,929	445

Note: 2-year averages.
Source: TRA (2019).

Table B.10: Total Visitors, by Purpose of Visit

	Liverpool	Western Sydney	Sydney
Holiday	27%	47%	41%
Visiting friends and relatives	48%	37%	32%
Business	14%	9%	17%
Other reason	6%	4%	5%
Education	1%	1%	2%
Health	4%	2%	3%
Total	**100%**	**100%**	**100%**

Note: 14-year averages (2005-2018).
Source: TRA (2019).

Table B.11: Day-Trip Visitors, by Purpose of Visit

	Liverpool	Western Sydney	Sydney
Holiday	31%	49%	45%
Visiting friends and relatives	44%	35%	31%
Business	13%	9%	11%
Other reason	7%	5%	7%
Education	0%	0%	1%
Medical reasons	5%	2%	4%
Total	**100%**	**100%**	**100%**

Note: 14-year averages (2005-2018).
Source: TRA (2019).

Table B.12: Domestic Overnight Visitors, by Purpose of Visit

	Liverpool	Western Sydney	Sydney
Holiday	14%	38%	28%
Visiting friends and relatives	56%	44%	37%
Business	22%	13%	30%
Other reason	3%	2%	3%
Education	1%	1%	1%
Medical reasons	3%	2%	3%
Total	**100%**	**100%**	**100%**

Note: 14-year averages (2005-2018).
Source: TRA (2019).

Table B.13: International Visitors, by Purpose of Visit

	Liverpool	Western Sydney	Sydney
Holiday	19%	52%	54%
Visiting friends and relatives	69%	39%	26%
Business	7%	5%	13%
Other reason	3%	2%	3%
Education	3%	2%	5%
Medical reasons	0%	0%	0%
Total	**100%**	**100%**	**100%**

Note: 14-year averages (2005-2018).
Source: TRA (2019).

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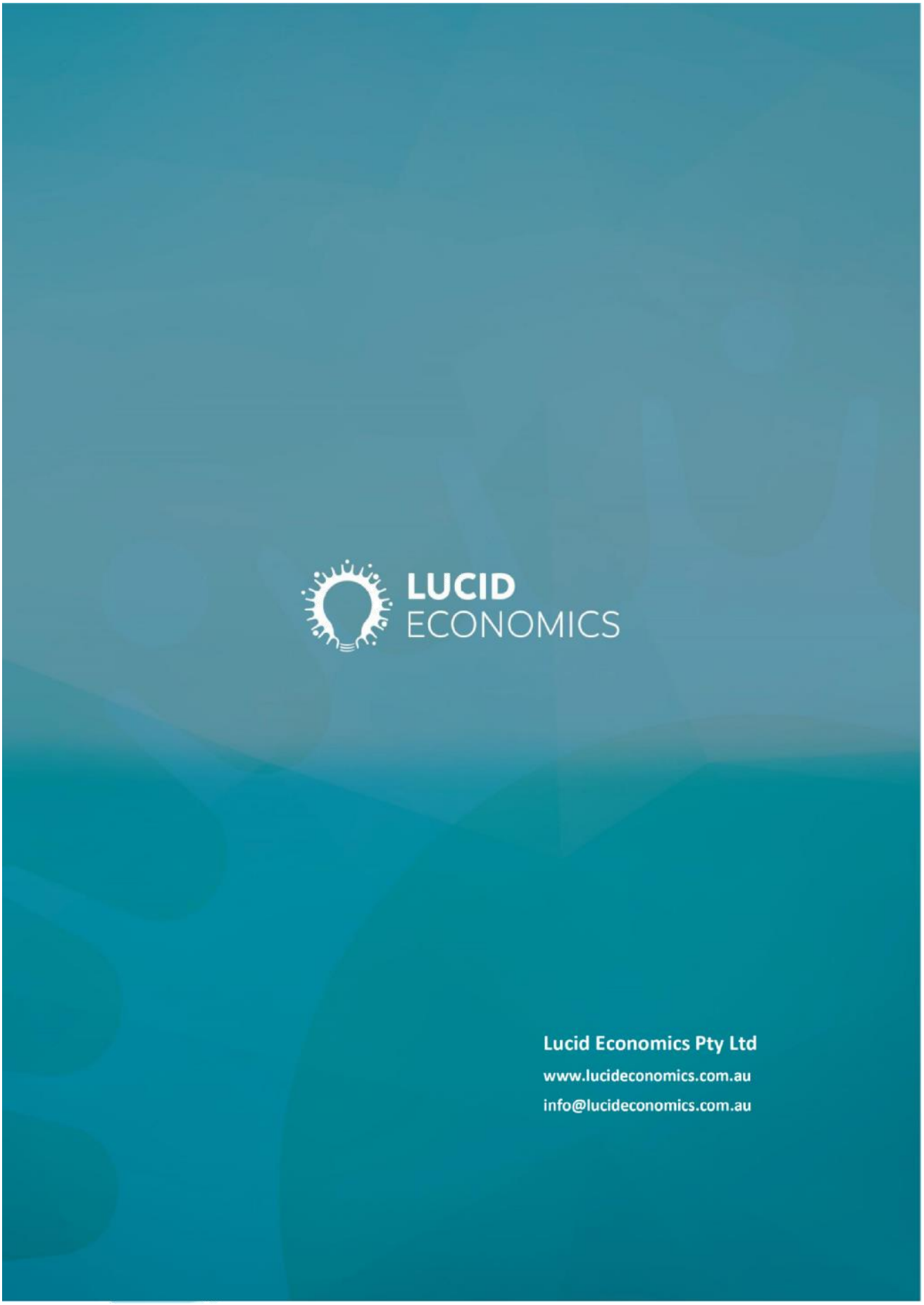
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Former Liverpool Courthouse

Historical Archaeological Assessment

Prepared for Liverpool City Council

November 2019 75% DRAFT

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Executive summary

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EXTENT HERITAGE ADVISORS TO AUSTRALIA AND THE ASIA PACIFIC

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1. Introduction

1.1 Project initiation

Extent Heritage Pty Ltd (Extent Heritage) was commissioned by Liverpool City Council to undertake a Historical Archaeological Assessment (HAA) for the former Liverpool Courthouse (hereafter the 'study area') as a component of a Conservation Management Plan (CMP) for the study area.

The study area has been under the management of the Liverpool City Council since the closure of the Courthouse in 1972. This report provides an evaluation of the site's potential to contain historical archaeological remains and their significance and provides a management strategy and measures for mitigation of possible future development impacts. This report is intended to act as both a stand-alone document and to support the CMP.

1.2 Site location and identification

The site is located in Liverpool at 251 Bigge Street, on the southwest corner of Bigge and Moore Streets. It lies within Liverpool Local Government Area and consists of Lot 441 and 442, DP 831058.

The study area comprises three extant structures, an asphalt carpark, gateway and fence line. It is bounded by Moore Street to the north, Bigge Street to the east and Liverpool Public School to the west and south. Lot 442 contains two extant structures listed on the State Heritage Register (SHR); the former Liverpool Courthouse and an associated outbuilding built at the same time. The third extant structure on this lot is a 20th century toilet block. Lot 441 contains no extant structures and is currently part of the Liverpool Public School grounds.

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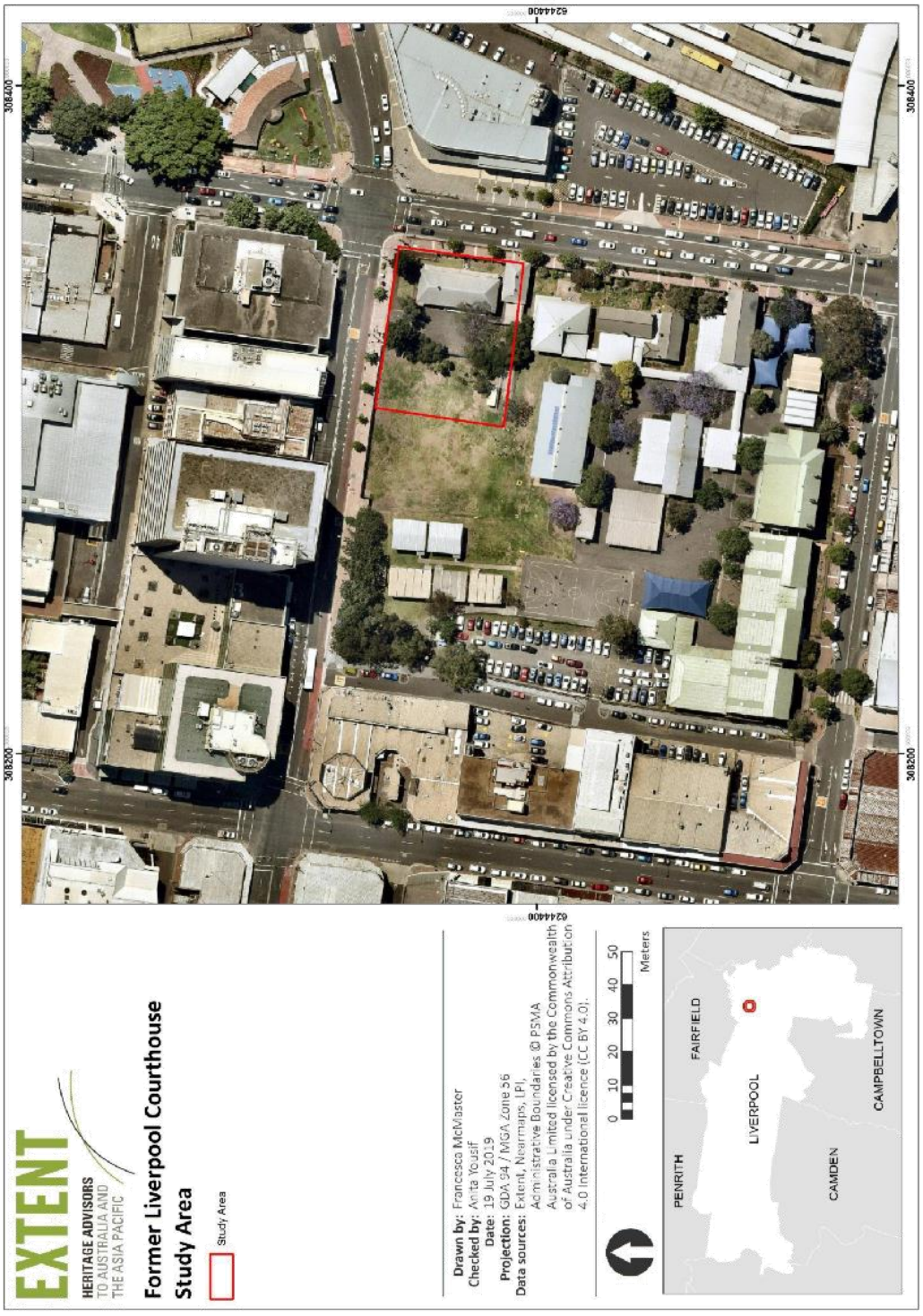

Figure 1. Location Map of the former Liverpool Courthouse Study Area (Source: Near Maps 2018)

1.3 Statutory context

The study area is listed on the State Heritage Register (SHR), item no. 01999. The State Heritage Curtilage for the listing includes lots 441 and 442 of DP 831058 as potential archaeological sites.

Name	Street Address	Listing number
Liverpool Courthouse (former)	251 Bigge Street, corner Moore Street, Liverpool, including wall and fence to Bigge Street	01999

Historical archaeological relics in New South Wales are protected by State legislation, and environmental planning instruments provided by local government. Of relevance to the project are the:

- Liverpool Local Environmental Plan 2008
- *Environmental Planning and Assessment Act 1979* (NSW)
- *Heritage Act 1977* (NSW)

1.3.1 Statutory Regulations

1.3.1.1 NSW Heritage Act 1977

The *Heritage Act 1977* (NSW) (the Heritage Act) is designed to conserve the environmental heritage of New South Wales and regulate development impacts on the state's heritage assets. Significant historical archaeological features are afforded automatic statutory protection by the 'relics' provisions of the Act. A 'relic' is defined as:

any deposit, artefact, object or material evidence that:

a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and

b) is of State or local heritage significance.

In accordance with Section 139(1), it is an offence to disturb or excavate land, where this may affect a relic, without the approval/excavation permit of the Heritage Council of NSW, unless an endorsed 'Exemption' or 'Exception' to disturb or expose and destroy a 'relic' applies. Sites which may contain archaeological relics are usually dealt with under Section 140 and 141 of the *Heritage Act*. Sites with potential archaeology, listed on the State Heritage Register (SHR), are dealt with under Section 60 and 63 of the Heritage Act.

1.3.1.2 Liverpool Local Environment Plan

Environmental planning instruments made under the Environmental Planning and Assessment Act 1979 (EPA Act) include State Environment Planning Policies (SEPPs), which deal with matters of State or regional environmental planning significance, and Local Environmental

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Plans (LEPs), which guide planning decisions for local government areas. The study area falls within Liverpool Local Government Area (LGA). Currently, the relevant environmental planning instrument is the Liverpool Local Environmental Plan 2008 (Liverpool LEP 2008).

The objectives of the Liverpool LEP (2008) with respect to environment and heritage are provided in the following clauses:

5.10 Heritage conservation

(1) Objectives

The objectives of this clause are as follows—

(a) to conserve the environmental heritage of Liverpool,

(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,

(c) to conserve archaeological sites,

(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

(2) Requirement for consent

Development consent is required for any of the following—

(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)—

(i) a heritage item,

(ii) an Aboriginal object,

(iii) a building, work, relic or tree within a heritage conservation area,

(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

(d) disturbing or excavating an Aboriginal place of heritage significance,

(e) erecting a building on land—

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

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(f) subdividing land—

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

(7) Archaeological sites

The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies)—

(a) notify the Heritage Council of its intention to grant consent, and

(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.

Part of the study area, the eastern side containing the extant former Courthouse structure, is listed as item no. 73 in Schedule 5 of the Liverpool LEP (2008). The site of the c.1810 Convict Barracks, the western side of the study area, is not listed in the LEP. The study area lies within the Bigge Park Conservation Area of local significance (Figure 2).

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Figure 2 A portion of Heritage Map – sheet HER-011 from Liverpool LEP (2008). The study area is outlined in blue. Yellow denotes items of heritage value and the red hatching the Bigge Park Conservation Area.

1.3.2 Non-statutory regulations

1.3.2.1 Liverpool Archaeological Zoning and Management Plan 1996

The Liverpool city centre is covered by the Liverpool Archaeological Zoning and Management Plan (LAZMP) (1996), prepared by Casey & Lowe in association with Tracey Ireland. The aim of the study was to identify disturbance to sites, the degree to which archaeological remains potentially survive in the Liverpool city centre, the cultural significance of these potential remains and how they should be managed in the future. A zoning plan was created based on observations made during field survey of the city centre. This zoning plan divided the city centre into numbered zones with inventory numbers and shaded and unshaded areas. The shaded areas indicated those areas requiring further assessment

The zone that the study area falls within is 61 with inventory item 61.1 covering the study area (Lot 442 DP831058). This item was noted as having a low degree of disturbance and high degree of archaeological potential (refer Appendix 1 for inventory sheet). Preliminary significance of the site was deemed high, stating that the site is one of the most important archaeological sites in Liverpool as the site of the convict period gaol and barracks, post-convict court house and 1928 Police Station (Figure 3).

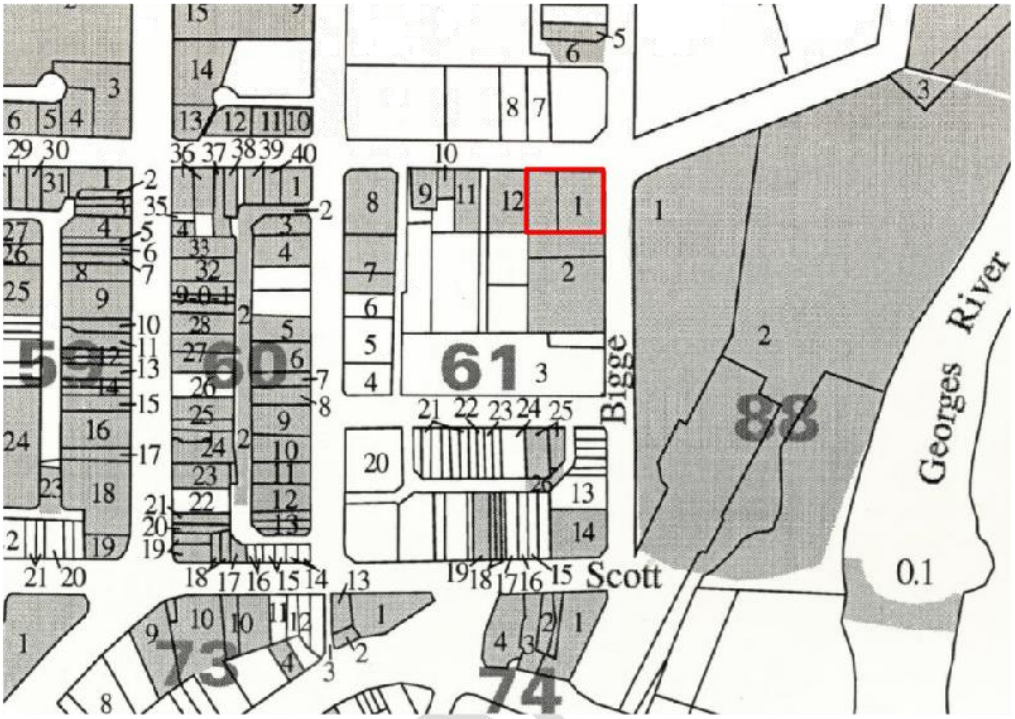

Figure 3 A portion of Figure 3 from the LAZMP (1996). This map mapped all potential archaeological sites with shaded areas indicating sites requiring further assessment. The study area is outlined in red.

1.4 Heritage items in the vicinity

In the vicinity of the study area are multiple heritage items of local and Statesignificance. The table below lists those in close proximity to the study area:

Item Name	Item Number	Address	Lot and DP	Significance
Liverpool Public School	I71	Bigge Street	Lots 8 and 9, Sec 61, DP 758620; Lots 1, 2 and 4, DP 878452; Lot 1, DP 50779; Lot 1, DP 178206; Lot 1, DP 178665; Lot 10, DP 303625; Lot 1, DP 956168; Lot 4, DP 797682; Lots 30 and 31 DP 1117676	Local

Item Name	Item Number	Address	Lot and DP	Significance
Liverpool Railway Station Group	I72	Bigge Street (off)	Lot 31, DP 859887; Part Lot 5, DP 226933	State
Plan of Town of Liverpool (early town centre street layout – Hoddle 1827)	I89	Streets in the area bounded by the Hume Highway, Copeland Street, Memorial Avenue, Scott Street, Georges Rivers and Main Southern Railway Line (excluding Tindall Avenue and service ways).	NA	Local
Dr James Pririe Child Welfare Centre Building	I100	Moore and Bigge Streets	Lot 701 DP 1056246	Local

1.5 Previous reports and investigations

A portion of the site has been subject to several heritage reports. These previous reports have not addressed the western portion of the study area but have focussed on the former Courthouse site only. This report draws on the following reports for information regarding the former Courthouse and convict era use of the site:

- Casey & Lowe. 2014. "Draft Baseline Archaeological Assessment Former Courthouse 251 Bigge Street Liverpool"
- Rappoport Pty Ltd. 2009. "Former Liverpool Courthouse Conservation Management Plan"

1.6 Objectives

This report aims to present an overview of the historic values of the study area in association with comparative mapping to identify all extant heritage items and potential archaeological resource within the study area. It sets out constraints associated with the archaeological resources of the site and provides a broad assessment of the likelihood of their survival. The heritage significance of these relics is also addressed.

The report has been informed by a site inspection, undertaken by Francesca McMaster (Heritage Advisor) on 2 August 2019 to visually examine the study area.

1.7 Approach and methodology

This report was prepared in accordance with the principles and procedures established by the following documents:

- *The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (the *Burra Charter*) (Australia ICOMOS 2013); and

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- 'Historical Archaeology Code of Practice' (Heritage Council 2006).

It was prepared as a desktop assessment of existing literature and draws heavily on the previous studies undertaken across the study area.

1.8 Limitations

This report uses historical documentation and previously established significance assessments prepared by third party heritage consultants to describe and assess the heritage significance of the study area.

This report does not review the Indigenous cultural heritage values of the study area.

1.9 Author Identification

This report was prepared by Francesca McMaster (Heritage Advisor) with GIS mapping by Tom Sapienza (Heritage Advisor).

It was reviewed by Graham Wilson (Principle Advisor) and Maclaren North (Managing Director).

1.10 Acknowledgements

We acknowledge the assistance of Thomas Wheeler of Liverpool City Council and the Liverpool Historical Society.

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2. Historical context

2.1 Introduction

The study area has been the study of a number of heritage reports and studies, with particular focus on the former Courthouse structure. This report relies largely on the historical research contained in the 2009 Conservation Management Plan by Rappoport, the 2014 Baseline Archaeological Assessment prepared by Casey & Lowe, as well as analysis of historical primary sources, historical plans and aerials detailed in the CMP (Extent 2019).

The structure known as the former Liverpool Courthouse only became so in 1859. Originally built as a gaol in 1819, the structure was converted to a Courthouse in 1859. Therefore, there are two parallel histories involved in understanding the evolution of the site, that of the extant structures and the associated structures that are no longer standing, and that of the institution and its multiple locations before settling at the current site in the mid-1850s. This section of the report provides a summary of the main phases of development, presented in the timeline below.

2.2 Timeline of Significant Events

Date	Event
Pre 1788	The Cabrogal people, who speak the Darug language, are recognised as the traditional owners of the study area. Evidence suggests that people have lived in the area for up to 40,000 years. The Georges River is recognised as an area rich in both terrestrial and river resources. Archaeological evidence from the Mid Georges River Zone, including artefact scatters, middens and artefacts, provide insight into the Aboriginal occupation of the area.[1]
1810	Governor Macquarie established the township of Liverpool and appointed Thomas Moore as local magistrate. Moore also takes on the role of Superintendent of Convicts in later years.
1811	Two two-storey weatherboard structures completed in Liverpool, one as a guard house and military barracks and the other as a school house and temporary church.
1815	Court of Justice established in two rooms at the General Hospital, fitted out by convict builder Nathaniel Lucas.
1819	Mr Greenway Public Buildings records in the Colonial Office records lists an expense of 917 pound in 1819 for 'Erecting a Gaol' in the Liverpool District. This expense is triple that of erecting the hospital at 300 pounds.[2]
1820	42 convicts had been assigned to Liverpool by late 1820, all skilled tradesmen selected to construct the town's public buildings. After the Convict Barracks were built the number of convicts posted to Liverpool grew to 75 (Figure 4).

[1] AHMS (2007) Liverpool Hospital Archaeological Assessment
[2] Colonial Office Records, 1822, *Mr Greenway Public Buildings*, NLA collection, http://nla.gov.au/nla.obj-979878206

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1819-22	In 1819 Thomas Moore oversaw the construction of a gaol and barrack on the corner of Bigg and Moore Streets, an 1819 Map of the Town of Liverpool shows the location of the 'Barrack' (Figure 5). Macquarie wrote of works completed under his governance in 1822, he included military barracks, gaol, and combined school and Courthouse in his list. The gaol is described as: 'Strong Brick-Built with the necessary Wards and Cells, Kitchen and other Outhouses, including the accommodation for the Jailor, a Lodge for the Watchman, and a Court for the Prisoners to walk and take Air in, the whole being surrounding with a strong high Brick Wall.'[3] The Convict Barracks are also described as a 'Strong Weather Boarded House contiguous to the Gaol'.[4] The 1822 Bigge Report of Commission of Inquiry into the state of the Colony noted stated that the gaol had been placed at the corner of two street and consisted of two rooms twenty-nine feet in length, separated by a narrow passage[5].
1825	1825 letter from Governor Brisbane's secretary negotiating the rent of the parsonage for the Courthouse indicates that the Courthouse was housed at the parsonage for at least a short period. Its time at the Parsonage was cut short by the closure of Castle Hill Mental Asylum in 1825, leading to 42 "lunatics" being relocated to Liverpool.[6] They were housed at St Luke's Parsonage and the Courthouse shifted again, likely to the structure marked as such on the 1827 Town Plan.
1827	The Courthouse is marked on Hoddle's 1827 Town Plan of Liverpool as being housed in a small structure to the south of the barrack and gaol (Figure 5). 'Mad House' is marked on the same plan as being within St Luke's Parsonage, confirming that the Castle Hill Asylum patients were housed there.
1828	Moore and his fellow magistrates write to Governor Darling urgently requesting a purpose-built Courthouse. Approval is given and a private contract is sort with William and John Lucas (sons of Nathaniel Lucas) but the project is cut short when William dies in 1828, the business goes insolvent soon after.[7]
1836	James Backhouse visits the gaol and writes an account in *A Narrative of a Visit to the Australian Colonies:* "We visit a few prisoners in the Jail, a brick-building, containing two large rooms for prisoners of common order, one for debtors, a small one for females, and three good cells, all opening into one common yard, along with the dwellings of the turnkey and overseer, and the cooking-place, and other offices! The number of prisoners varies, from a very few to about fifty" Backhouse also makes reference to meeting people at the Courthouse, which is not stated to be the same as the gaol.
1837-1838	Designs for a new Courthouse completed by Government architect Mortimer Lewis in early 1838. However, for reasons unknown the structure was not built.

[3] HRA Ser.1, Vol. 10 p.692.
[4] HRA Ser.1, Vol.10 p.692.
[5] Bigge Judicial, p. 88.
[6] Raeburn, T. et al. 2017. *Liverpool "Lunatic Asylum": A forgotten chapter in the history of Australian health care*, in 'Collegian', p. 348
[7] Rappoport 2009, *Former Liverpool Courthouse Conservation Management Plan,* p. 25

	Also in 1838, Tarban Creek Asylum opens and the "lunatics" who had been housed in St Luke's Parsonage are moved.[8]
1839	Map of Town of Liverpool is annotated with the words 'School, Now Courthouse' on the block to the north of the barracks. Unclear if the Courthouse had once again moved back to the Schoolhouse or if it continued to reside in the small structure south of the barracks (Figure 6).
1840	Convict transportation ceases, leading to the gradual phasing out of the convict system and economic decline for Liverpool.[9]
1843-44	Ordinance documents and plan indicate that the Convict Barracks are now military barracks, possibly indicative of the changing requirements following the cessation of convict transportation to Australia. The gaol is not included on the plan indicating that it is still operating as a gaol and is not part of the military barrack compound (Figure 7). An 1843 Government Gazette notes the location of the land and what it is bounded by: "…on the east by the present wall that divides it from the Gaol…on the south by the present wall the divides it from the Old Courthouse Allotment…"[10] This suggests that the Courthouse may have been housed in the old soldier's barracks to the south of the study area for some time before moving into the gaol building c.1850. Location and strength of regiments in NSW documents show that the number of soldiers posted in Liverpool went from a top of 25 in 1841 to a low of 1 in 1844.[11]
1850	Sydney Railway map of Liverpool shows the Courthouse as being housed within the area (Figure 8).
1859	Apparent that the former gaol structure has become the Courthouse. Reported that the structure is in poor state of repair and substantial repairs and alterations were made to main structure and brick perimeter wall.[12]
1863	Repairs carried out to various outbuildings, including the old military barracks.[13]
1875	Handcock's 1875 survey shows the buildings with street frontage, including the northern arm of the barracks structure, the northern buildings on the other side of the entry-way and the lock-up keepers building to the south. The Courthouse is not shown (Figure 9).
1876	The extant structures as they appear today appear to have been present by 1876. A photograph of Bigge Street shows the extant southern building connected to the perimeter wall, fence, gateposts and a continuation of the perimeter wall. A small portion of a roofline of a western building is visible (Figure 10). By 1876 the Courthouse had been reconfigured, with new doorways created and others blocked off, windows enlarged, and partition walls removed. A verandah was built along the eastern elevation and a new iron palisade fence on a sandstone base was constructed in lieu of the partially demolished perimeter wall. A 3.5m extension at the northern end is evident, but when this was made is unclear.

[8] Raeburn, T. et al. 2017. *Liverpool "Lunatic Asylum": A forgotten chapter in the history of Australian health care,* in 'Collegian', p. 352
[9] Casey & Lowe Pty Ltd, *Liverpool Courthouse Baseline Archaeological Assessment, Former Courthouse 251 Bigge Street Liverpool,* p.10
[10] *New South Wales Government Gazette*, Tue 8 August 1843, p. 1008
[11] Austin, M. 1979 *The Army in Australia 1840-1850*, Appendix 7, p. 248
[12] Rappoport, 2009, *Former Liverpool Courthouse Conservation Management Plan,* p. 37.
[13] *Et.al.* p. 39

1883	A Sydney Morning Herald article in April 1883 details the transfer of land previously transferred to Ordnance being re-distributed, including the Liverpool parcel [14]
1905	News articles describe the condition of the Courthouse and outbuildings as dilapidated and in bad disrepair, and detail repairs of painting, new guttering and piping and windows repairs. Plans to pull down the old buildings of which adjoin Moore street are stated, this may be reference to the barrack buildings and their demolition.[15]
1930	1930 aerial shows that the military barracks and associated outbuildings have been demolished by this time. A police station, a shed and an additional structure directly at the rear of the police station now occupy Lot 441. A 1997 *Police Journal* article shows the old Liverpool Police Station on Moore street and describes how the change rooms and cells were located to the left (east) of the main structure, a few metres from the rear wall of the old Courthouse. The house is stated to have originally been occupied by the Lockup Keeper and his family, later it was solely used as the Liverpool Detective's office.[16]
1934	Liverpool Baby Health Care Centre housed in part of the Courthouse; the Courthouse continues to operate alongside the Baby Health Centre.
1939	1939 news article suggests the structure was in bad condition, claiming that the Courthouse "should be condemned".
1941	Approval granted for additions to the Courthouse.[17]
1943-1951	Aerial photograph of Liverpool shows structures at the rear of the police station, likely the change rooms and cells mentioned in a 1997 article about the station (Figure 11, Figure 12).
1965	1965 photograph of Churchill Memorial March down Moore street showing the Police Station and associated rear structures, a brick building fronting Moore street and the Courthouse behind it (Figure 13). 1961 aerial photographs of Liverpool indicate that this new brick building to the north of Courthouse was built sometime between the 1951 and 1960 aerials being created.
1970-1972	Images dated to the early 1970s show the proximity of the c.1960s brick structure to the northern side of the Courthouse building and then its absence, indicating demolition occurred c.1971 (Figure 14, Figure 16, Figure 15). The new Liverpool Courthouse and Police Station opens on George Street. The old police station is reported as being prepared for demolition. At this time a fire is also reported to have affected both the police station and former Liverpool Courthouse, causing minor damage to the Courthouse structure[18].
1983	Restoration works carried out by NSW Department of Public Works

[14] *The Sydney Morning Herald*, 'Ordnance Reserves', Mon 9 April 1883, p. 6
[15] *The Cumberland Argus and Fruitgrowers Advocate*, Sat 29 July 1905, p. 3. Available online at: [https://trove.nla.gov.au/newspaper/article/86174619] Last accessed August 2019.
[16] *Australian Police Journal*: Vol 51, No. 1 March 1997
[17] Rappoport, *Former Liverpool Courthouse Conservation Management Plan*, p. 4
[18] "Firemen on the Job, Protection sought for old Liverpool Courthouse', *City of Liverpool Champion*, 21st March 1973, p. 17

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1991	1991 aerial of Liverpool showing the vacant lot to the west of the extant Courthouse building (Figure 17).
1994	1994 aerial photograph shows the study area to be a similar configuration to today, with the western portion of the area part of the Liverpool Public School.
2014	Baseline Archaeological Assessment by Casey & Lowe produced for the Former Courthouse area ahead of replacement of existing underground services. These works provide us with an idea of the existing services and disturbances in this part of the study area (Figure 19)

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Figure 4 A detail from an 1819 Town Plan of Liverpool by an unnamed surveyor showing the planned layout of the township, signed by Governor Macquarie. This plan does not show built structures, but rather the intention for structures to be built in the location. The study area is marked in red with a small structure is indicated on the eastern side of the lot. North is to the top of the page.

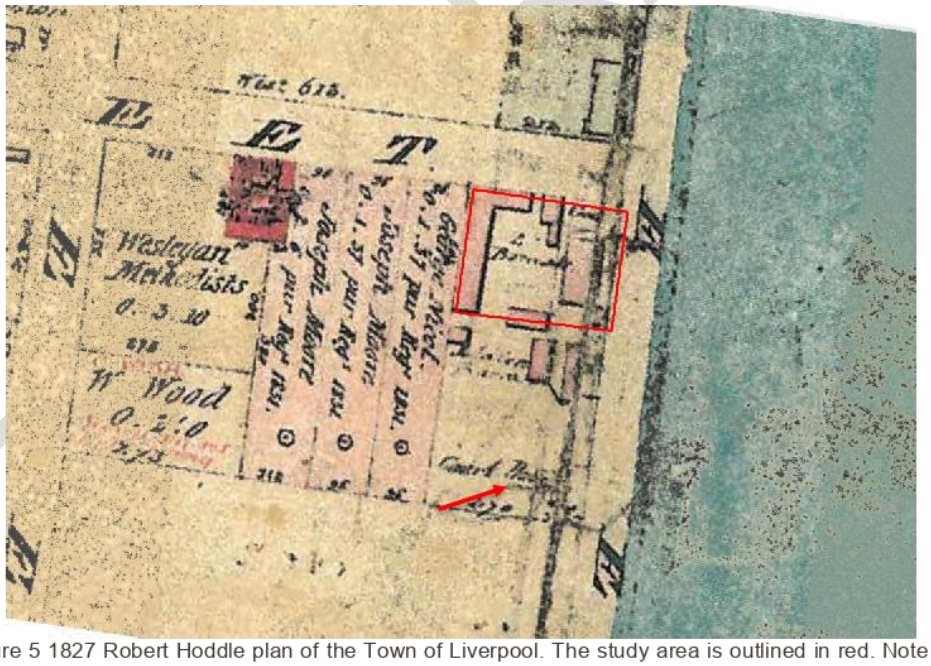

Figure 5 1827 Robert Hoddle plan of the Town of Liverpool. The study area is outlined in red. Note the barracks, gaol and other buildings within the study area, including perimeter walls and a wall dividing the barracks from the gaol. 'Courthouse' is marked to the south of the study area, indicated with a red arrow.

Not shown is St. Luke's Parsonage, where the Courthouse has previously been housed. Plan is orientated north.

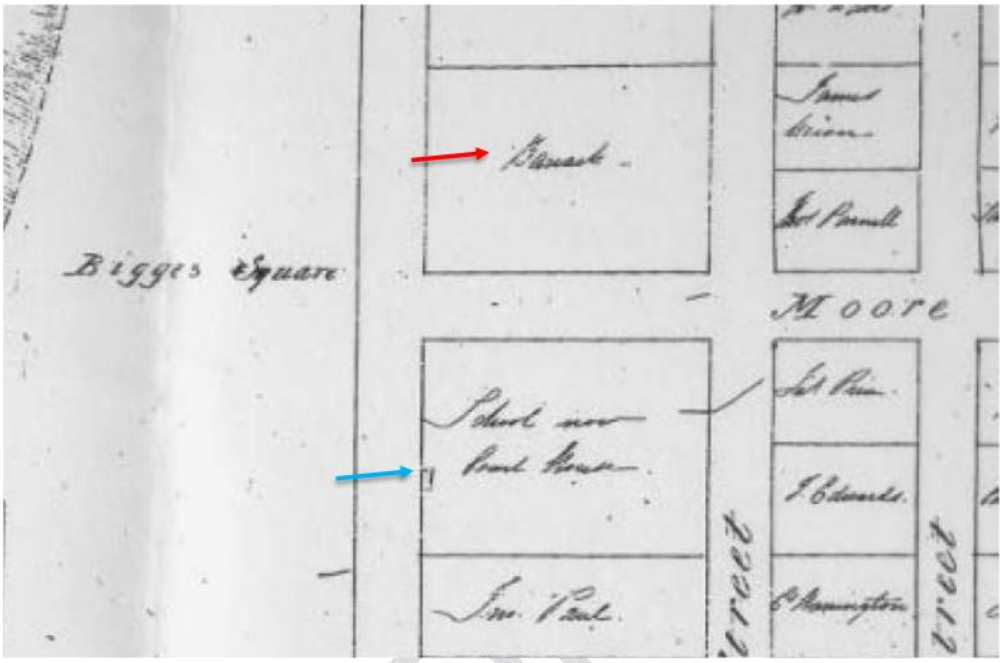

Figure 6 1839 Map of Liverpool showing site of 'Barrack' (red arrow) and 'School, now Courthouse' (blue arrow). North is to the bottom of the image. (Source: AONSW 3342, Map L.1.382)

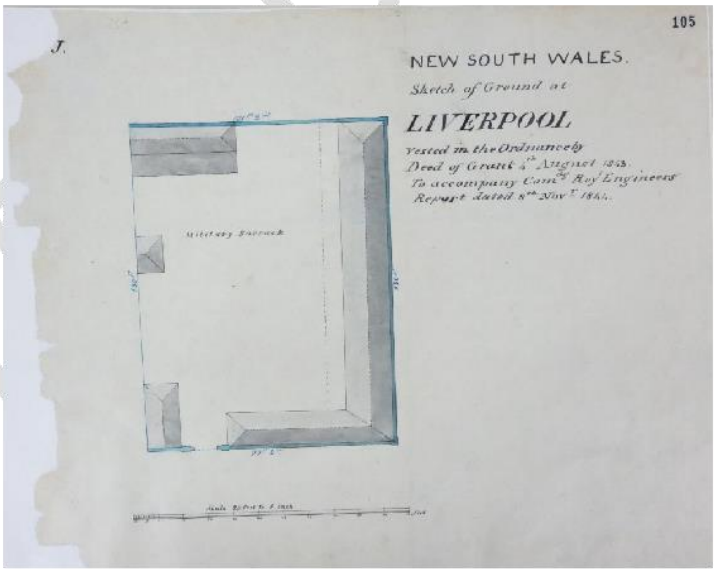

Figure 7 Plan of the ground vested ordinance in August 1843 showing the military barracks structures. Plan is orientated with south at top and is does not show the structures outside of the vested ground; the gaol and associated outbuilding (Source: UK Archives MPH 1-88-1)

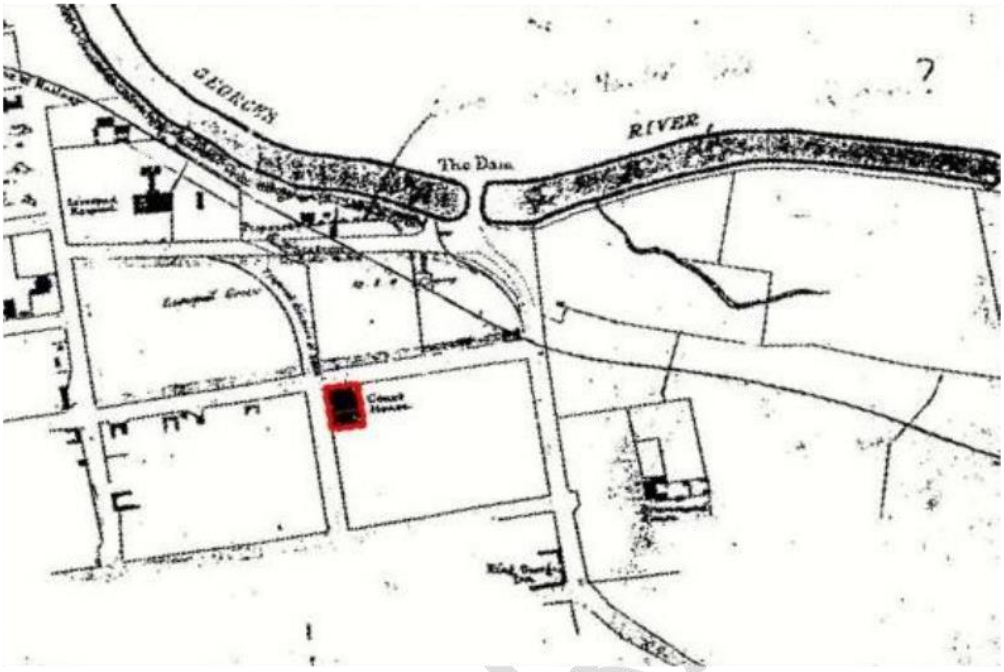

Figure 8 1850 Railway Map of Liverpool showing the Courthouse now positioned at the corner of Moore and Bigge Street, outlined in red. Image is orientated east.

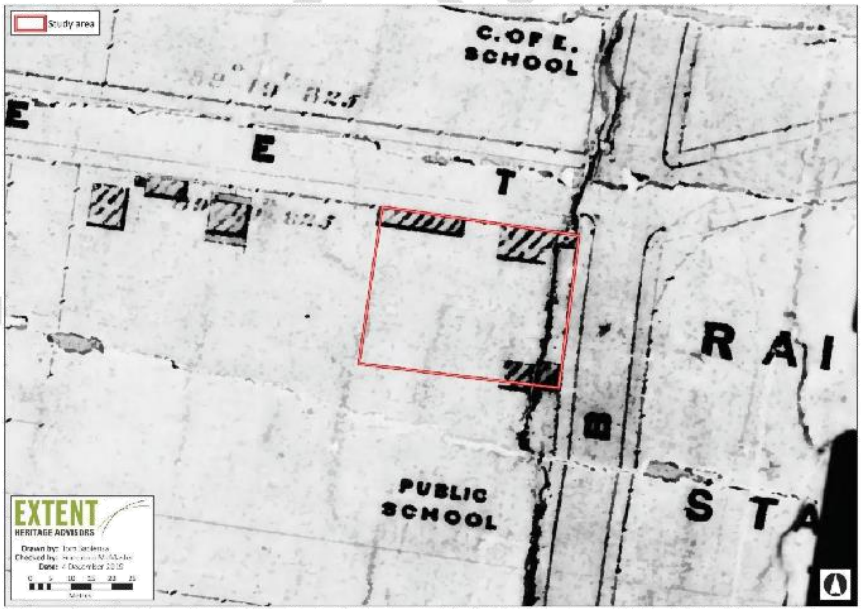

Figure 9 1875 survey by Handcock of Liverpool showing the street alignment. Note that this plan only depicts buildings with street frontage (Source: Alignment of Streets in Town of Liverpool, R. Handcock 1875).

Figure 10 1876 Photograph of the Liverpool Courthouse, taken from the present-day intersection between Moore and Bigge Streets. Note the eave of a building just visible on the right-hand side of the image. (Source: 'Entrance to Poor House, Liverpool', SLNSW GP01 – 05902).

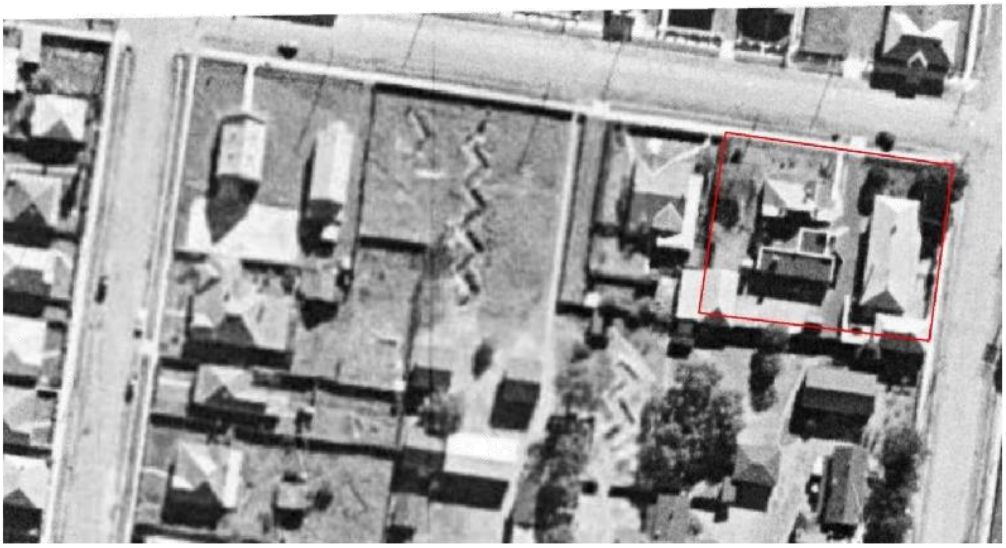

Figure 11 1943 aerial of Liverpool showing the study area (outlined in red). The police station and associated structures are visible on the left-hand side of the study area. The Courthouse occupies the right-hand side in much the same configuration and observed today.

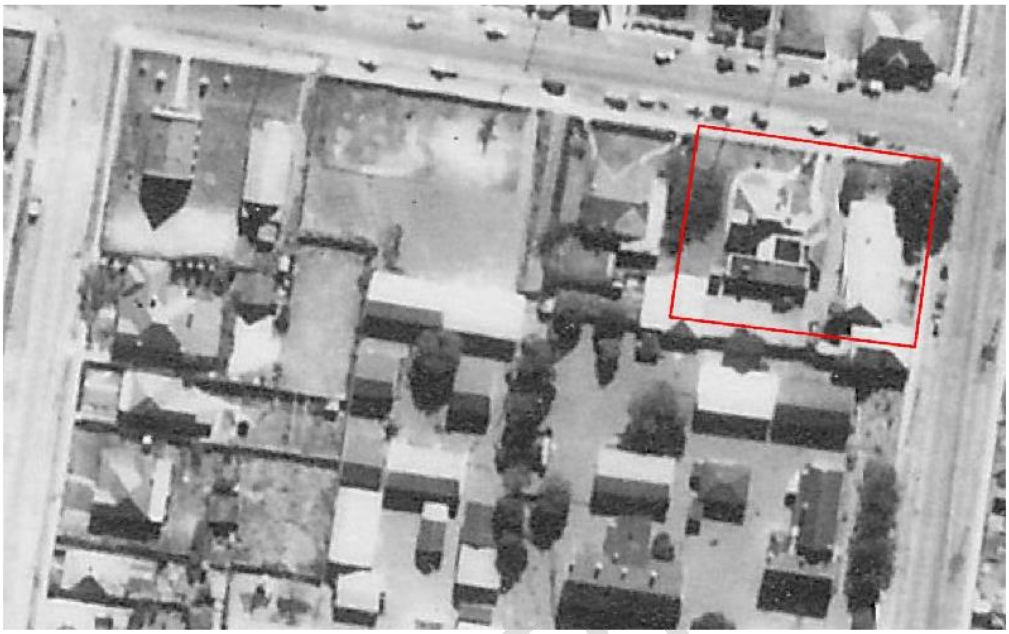

Figure 12 1951 aerial of Liverpool showing little change since 1943. Note that the structure observed in later photographs, to the north of the Courthouse, has not been built yet.

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Figure 13 *Churchill Memorial March on the 26th February 1965* by an unknown photographer, held by Liverpool City Library. Image shows the police station, Courthouse and a brick structure built on the Moore Street side of the Courthouse. (Source: https://liverpool.spydus.com/cgi-bin/spydus.exe/ENQ/OPAC/ARCENQ?RNI=299411)

Figure 14 Photograph provided by Liverpool Council dated to the 1970s, showing the Courthouse from Bigge Street. Note the brick building at the north end of the Courthouse.

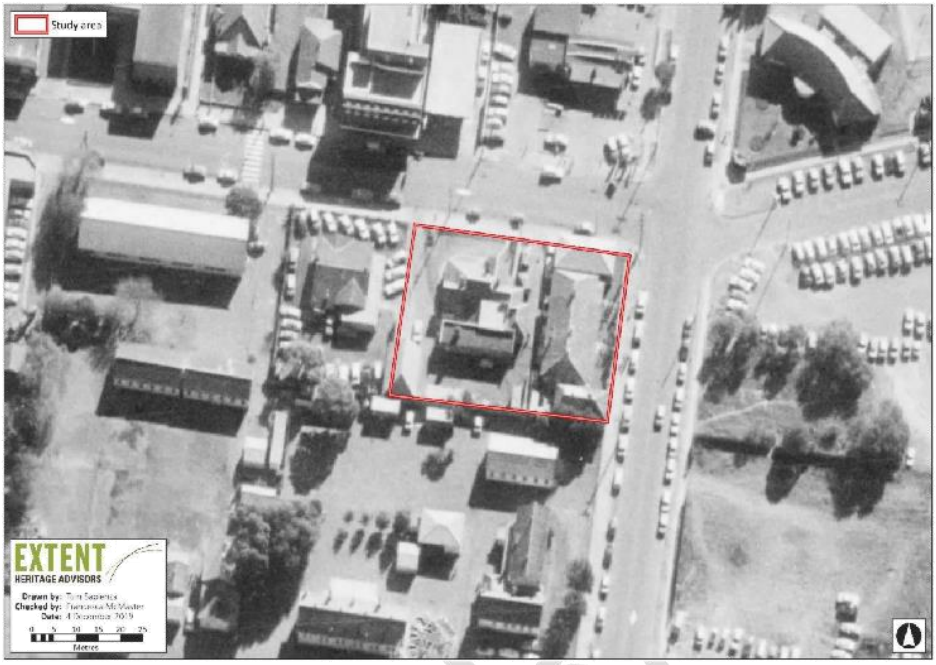

Figure 15 1970 aerial of Liverpool showing little change since 1943. Note that the structure observed in later photographs, to the north of the Courthouse, is present.

Figure 16 Photograph dated to the 1970s, provided by the Liverpool Council. Shows the Liverpool Courthouse from the Bigge and Moore street intersection. The c.1960s brick structure has been demolished (Source: Liverpool City Council).

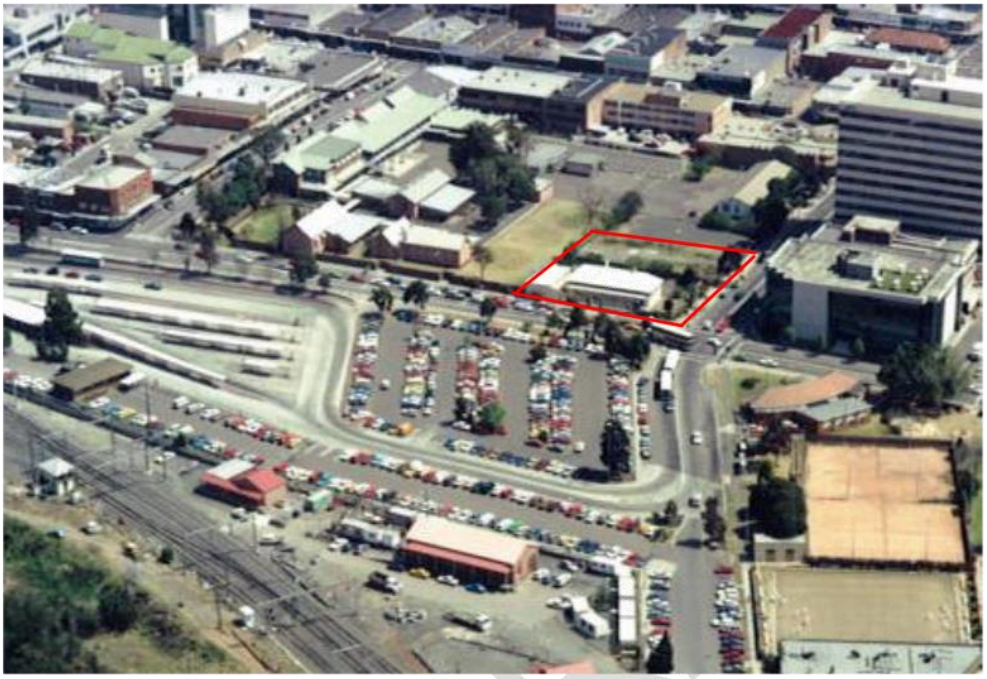

Figure 17 Detail of a 1991 aerial photograph of Liverpool, provided by the Liverpool Council. The Courthouse and associated structures to the south are shown in the same configuration today, outlined in red. The area to the west of the Courthouse, where the barracks and then police station stood, appears separate from the school grounds and structure free.

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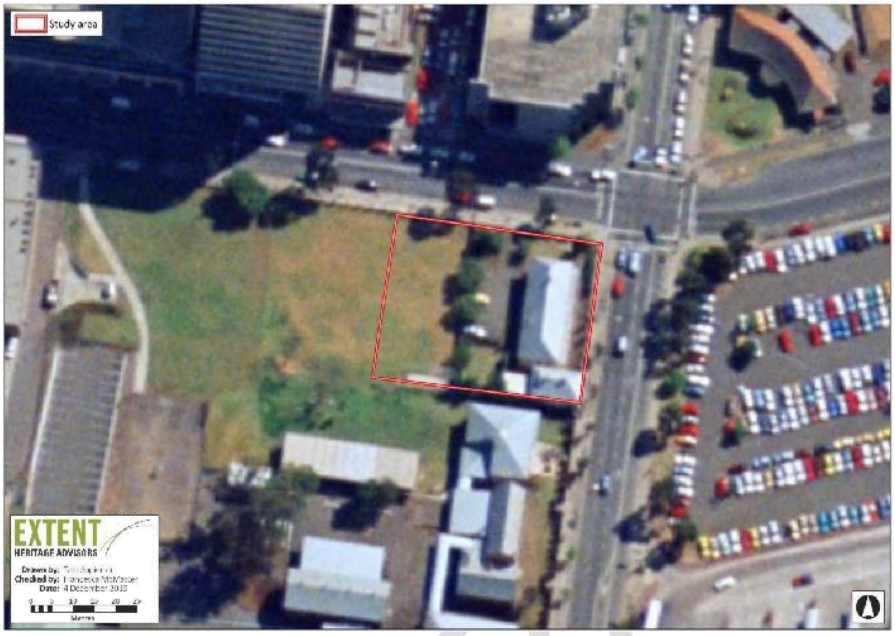

Figure 18 1994 aerial image showing the study area much as it appears today, with an asphalt carpark to the west of the courthouse structure and a fence dividing the eastern portion of the site from the west.

Image currently being amended and will be published with the publicly exhibited version.

Figure 19 OCP Architects drawing of existing stormwater and drainage pipes to be replaced in 2014. East is at the top of the page. (Source: Liverpool City Council).

3. Physical description

3.1 General

The site was inspected by Francesca McMaster (Heritage Advisor, Extent Heritage) on 2 August 2019 accompanied by Thomas Wheeler (Heritage Officer, Liverpool City Council). The aim of the site inspection was to become familiar with the site's context, note its current condition and observe any evidence of site formation processes relevant for the survival of any historical remains. The description below is divided into two sections, the western portion on the grounds of the Liverpool Public School, and the eastern portion, known as the former Liverpool Courthouse.

3.1.1 Western portion of the study area

The western side of the study area, Lot 441, sits within the grounds of Liverpool Public School and is used as a playing field (Figure 20). Access was provided by the school. This side of the study area contains fences, a cricket cage and a row of recently planted saplings. The eastern fence, dividing the Courthouse from the School, is a palisade fence (Figure 21). The northern fence, running along Moore Street, is a metal fence on a brick footing (Figure 22). From Moore Street one can observe that the playing field level is 150-200mm higher than the pavement level, with the brick footing serving as a retaining wall (Figure 23). The ground is undulating with a gentle slope northward, towards Moore Street (Figure 24). Evidence of possible stormwater drainage was observed to the south west of the study area. The drain 500-750mm below the ground level in the vicinity of a c.2010 school building (Figure 25). A groundskeeper at the school suggested the level of the drain was the original ground level until construction of the new school building to the south of the study area saw a large quantity of fill spread to the south. This, however, is not supported by satellite imagery showing the construction of the new school block in 2010, that appears to only have had a localised impact outside of the study area.

3.1.2 Eastern portion of the study area

The eastern side of the study area, Lot 442, is separated from Lot 441 by the aforementioned palisade fence and contains the extant structures of the former Liverpool Courthouse, two outbuildings, a sandstone-based palisade fence line and asphalt covered carpark. The northern extent of the lot consists of a grassed and mulched garden bed area with a short retaining wall, a palisade fence, asphalt road entrance to the car park and a small garden bed to the west containing a 1985 sculpture commemorating the "founding of Liverpool in 1810" (Figure 26, Figure 27). There is no visible sign of the presence or demolition material associated with a brick structure built in this area in c.1960. The asphalt surface for the carpark extends from the western side of the former Courthouse building to the west and south limits of the lot (Figure 28) and is the same level as the playing field ground to the west. Along the southern extent of the lot, the ground level of the public-school has been raised. A retaining wall on the south-western side of the former Courthouse lot reflects this level change, while in other parts of the southern boundary the fill sits against extant structures and walls and may be a contributory factor to the damp issues within these structures (Figure 29, Figure 30, Figure 31).

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In the south-eastern corner of the asphalt car park a north-south orientated brick wall extends southward (Figure 32). Where paint and render have weathered, sandstock bricks are visible. According to historic overlays and previous reports, the wall is likely a remnant of an original 1827 wall dividing the barracks from the gaol house and forming the eastern wall of an out-building. Visible on the west facing side of the wall was evidence of the walling up of an arched doorway and the removal of an east-west running wall, likely the structure visible on the 1827 plan (Figure 33, Figure 34, Figure 35, Figure 36). The southern end of the wall showed signs of having been shortened, with a pattern of irregularly placed bricks plastered over to neatly end the wall (Figure 37). To the east of this wall is a small toilet block, using a pre-existing wall as its western wall. The structure is constructed from dry-pressed bricks with a raised concrete floor. Surface openings associated with underground drainage is visible in the vicinity of the structure (Figure 38).

East of the toilet block is a sandstone and sandstock brick structure, identified as present on the 1827 plan (Figure 39). The eastern extent of the structure forms part of the boundary wall for the lot (Figure 40Figure 39Figure 39). At the western end of the structure an extension is clearly visible (Figure 41, Figure 42). The space between this outbuilding and the main Courthouse structure is paved with sandstone, extending to the verandah of the former Courthouse building, suggesting that it is likely contemporary with the verandah construction (Figure 43). The perimeter wall, extending northward from the southern outbuilding, was originally brick built. It is now a sandstone-based wall with palisade fencing. However, sandstock bricks are still visible beneath the sandstone blocks in several places (Figure 44, Figure 45). A sandstone paved pathway joins the verandah of the former Courthouse to the later Bigge Street gate (Figure 46, Figure 47).

The former Liverpool Courthouse structure consists of a sandstone based, sandstock brick structure (Figure 48, Figure 49, Figure 50, Figure 51). An addition to the north is evident, contemporary to the verandah on the eastern side (Figure 52). Modifications to the placement of windows and doorways is also evident (Figure 53). The verandah consists of sandstone paving overlying sandstock brick foundations (Figure 54). An access ramp has been installed on the western side of the structure, near the asphalt car park. The ramp has undergone a recent modification that does not appear to have caused any ground disturbance (Figure 55). There is potential evidence for stormwater modifications on the northern and western sides of the structure (Figure 56), associated with 2014 plans (Figure 19) and a Baseline Archaeological report produced by Casey & Lowe. A pit to the north-west of the former Courthouse structure indicates the presence of underground services in the vicinity, likely connected to stormwater outlets mentioned previously (Figure 57).

The interior of the former Liverpool Courthouse is divided into five rooms; the main courtroom, two offices, a foyer and reception. The main courtroom, at the southern end of the structure, consists of half of the structure and contains courtroom furniture (Figure 58). The three south facing windows are believed to have been converted from the three original cell doorways on the southern side (Figure 59). Signs of this modification are visible on the external wall (Figure 51). The foyer, a small space to the north of the main courtroom, is entered via an external west facing door and access ramp to the car park (Figure 60). The reception space, north of the foyer and on the western side of the structure, likely occupies part of the northern extension (Figure

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61). The two offices, on the eastern side of the structure, share a chimney (Figure 62, Figure 63).

The site inspection informed the current condition of the site and evidence of site formation processes. The site of the former colonial barracks and 20th century police station, within the grounds of Liverpool Public School, was observed as being used as a playing field and unlikely to have been significantly impacted by the demolition of the police station. Evidence for modifications to the former Courthouse structure and outbuildings were noted, particularly modifications that speak of the transition of the structure from a gaol to a Courthouse. The location of services and other possible impacts on archaeology were also noted.

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Figure 20 Looking eastward, towards the Courthouse, across the Liverpool Public School playing field.

Figure 21 Facing north, looking along the palisade fence towards Moore Street. Note the young saplings planted along this side of the playing field.

Figure 22 Looking westward along the northern boundary fence for the School, parallel to Moore Street.

Figure 23 Exterior of School brick-based fence meeting with the palisade fence. Note the ground level of the playing field compared to the side walk.

Figure 24 Northeast facing view of the playing field. The surface is undulating and gently sloping towards Moore Street.

Figure 25 Stormwater drain in relation to a 2010 school building and the Courthouse, situated beyond the trees on the left side of the image. Facing east.

Figure 26 View to the southeast overlooking the north-eastern corner of Lot 442. The garden bed and grassed area in the foreground is to the north of the former Courthouse structure.

Figure 27 View to the west overlooking the north-western garden bed containing a 1985 sandstone sculpture. The school playing field is in the distance.

Figure 28 South-west view across the asphalt car park. The extant Courthouse structure is to the east.

Figure 29 View to the south of the south-western corner of Lot 442 showing the change in level between the former Courthouse grounds and then school beyond.

Figure 30 View to the northeast taken from within the school grounds looking towards the former

Figure 31 View to the west along the southern extent of the former Courthouse lot boundary showing where the ground level has been raised and is retained

Courthouse showing how the ground has been built up.

Figure 32 View to the southeast of sandstock brick wall thought to be part of the original 1827 arrangement of walls and structures.

Figure 34 Detail of walled up entryway. The top arch of the entryway is clearly visible.

Figure 36 General view to the east of the possible c.1827 wall.

against extant structures and the retaining wall described previously.

Figure 33 Southern detail of south half of wall showing where an entryway has been walled up and a connecting wall removed.

Figure 35 Detail of the location an east-west return wall connected to the north-south extant wall. It has been plastered over and painted but is still visible.

Figure 37 View to the south-west of the c.1827 brick wall. Eastern face of the wall partially forms the wall

of the toilet block. The wall has been rendered on its southern end where it has been truncated.

Figure 38 Toilet block utilising the earlier wall for the western side of the structure. View to the south.

Figure 39 View to the southwest showing the southern structure. The verandah of the former Courthouse is visible on right side.

Figure 40 View to the east showing the perimeter wall joining the southern structure.

Figure 41 Western extension to the southern building. Photo taken to the southwest.

Figure 42 Southern view of the extension to the southern structure. The extension is to the right and original structure to the left.

Figure 43 Sandstone paving between the former Courthouse structure and the southern outbuilding. View to the east.

Figure 44 Sandstone-based palisade fencing with a visible row of sandstock bricks beneath it. Facing east, eastern extent of lot.

Figure 45 Detail of sandstock bricks beneath sandstone blocks of perimeter fence. View to the east.

Figure 46 Sandstone paved path from the Bigge street gate to the verandah of the former Courthouse structure. Likely dating to the late 20th century. View to the north.

Figure 47 View to the west of the Bigge Street gate of the former Courthouse.

Figure 48 North-west facing view of the eastern side of the former Courthouse building.

Figure 49 South-west facing view of the eastern and northern sides of the former Courthouse building.

Figure 50 West facing side of the former Courthouse building with an access ramp installed. Photo taken to the east.

Figure 51 Southern end of the former Courthouse building. Facing north.

Figure 52 Detail of the western wall of former Courthouse structure, at the northern end, showing the extension where the foundations transition from sandstone to brick, also visible in the wall itself in a change in brick quality. Photo taken facing east.

Figure 53 North facing view of the southern wall of the former Courthouse structure where the walling up of a doorway, one of three along this wall, is visible. The threshold stone is still in place.

Figure 54 West facing view of the eastern verandah showing the sandstock brick base topped by sandstone paving.

Figure 55 Part of the access ramp on the western side of the structure, photo taken looking east.

Figure 56 Potential storm water control measures in the gravel sections on part of the western and northern sides of the former Courthouse structure. View to the south.

Figure 57 A service pit in vicinity of the former Courthouse indicating services being present within the asphalt car park area.

Figure 58 Main Courtroom in the Courthouse looking to the north west.

Figure 59 Main Courtroom in the Courthouse, looking out the three south facing windows, originally cell doors for the gaol. View to the south.

Figure 60 The foyer on the western side of the Courtroom structure, opening to the car park. View to the west.

Figure 61 View to the south, back towards the foyer, from the reception space.

Figure 62 Office 2, to the east of the reception space. View to the southwest.

Figure 63 Office 1, to the south of and sharing the chimney of Office 1. View to the northwest.

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3.2 Discussion of Disturbance

Analysis of available historic maps and the results of the site inspection indicate that a series of demolition and construction events over the past century are likely to have had some impact on the archaeological resource. There is also the unknown impact of the installation of services. Records from stormwater modifications dating to 2014 provide some indication of existing disturbance in the vicinity of the extant Courthouse building.

The Convict Barracks and associated structures on the western side of the site were demolished at the turn of the century, with subsequent 20th century buildings, the Liverpool Police Station and outbuildings, constructed in their place. Overlays suggest that the Liverpool Police Station was constructed outside the footprint of the main barracks structure possibly limiting the impact on any surviving archaeological remains. Impact to remains associated with the Liverpool Police Station is dependent on the manner by which it was demolished c.1970s. 20th century aerial imagery showing that no other structures have been built in the area since. 1943 aerial imagery shows a rectangular building in the south-western corner of the study-area, this structure overlies the footprint of the barracks building and, depending on the method of construction and demolition, may have impacted the archaeological resource associated with this portion of the barracks building. Further outbuildings are constructed to the south of the Liverpool Police Station c. 1970, some of these buildings may have impacted the 1822 structures and perimeter wall on the southern side of the precinct.

A brick structure, likely associated with the Liverpool Baby Health Centre, was built directly to the north of the Courthouse building in c.1960 and demolished in c.1970. This structure may have impacted the perimeter wall, structures shown on the 1875 plan and associated yard surfaces exterior to the gaol structure, along with demolition or construction deposits associated with the changing use of the site. Without knowing the construction or demolition techniques of this building it is difficult to assess the amount of disturbance it would have had on the archaeological resource.

Whilst it is possible that some subsurface elements from the earlier structure have been disturbed, such as footings and foundations, the construction and demolition of overlying structures has been considerably localised and may have only had minimal impact on the archaeological resource.

Deeper subsurface features, such as early wells and cisterns are unlikely to have been significantly impacted by later developments.

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4. Historical archaeological potential

4.1 Introduction

This section of the report discusses the site's potential to contain archaeological evidence of the previous phases of occupation. The potential for archaeological resources to reveal useful information regarding the previous uses or activities that shaped its history depends on their extent, nature and integrity. Disturbed archaeological features and deposits in the form of fragmentary structural remains and random artefacts may be evidence of previous occupation, but their use or value in reconstructing the past through providing useful information is limited.

This section identifies where intact archaeological evidence is likely to be found at the site and to what extent it may survive. The level of significance of archaeological evidence (known or potential) is discussed in section 5.

4.2 Site formation and historical archaeological potential

Based on the historical research undertaken to date the following broad historical phases of site development could be identified:

Phase 1: Gaol and Convict Barracks 1811-1859

The initial colonial occupation of the Liverpool area and development of Liverpool town involved extensive building programs using convict labour. The study area sits within the very earliest portion of the Liverpool township where land was allocated to a gaol, Convict Barracks and soldiers' barracks. Nearby allotments were reserved for a school, church, burial ground and hospital. After the cessation of convict transport to Australia the Convict Barracks become military barracks and, by at least c.1850, the gaol structure is being used as a Courthouse.

Phase 2: From Gaol to Courthouse 1859-1900

Following decades of moving from location to location around the township of Liverpool, the Liverpool Courthouse was housed in Liverpool Gaol after extensive modifications were made to the structure. These modifications are likely to have involved the removal of several internal walls forming the cells within the gaol, as well as extensive changes to the windows and doors of the structure. The perimeter wall of the precinct was also modified and a verandah added to the building at this time. The original Convict Barracks structure (military barracks from 1843 onwards) to the west is still standing in 1875.

Phase 3: Courthouse and Police Station 1900-1972

By the turn of the century structures associated with the convict and military barracks had been demolished. A structure to house the Liverpool Police was built to the west of the Courthouse. Further buildings, including a charge room and lockup, was built at the rear of the station in the early 20th century. In the 1960s a brick structure was built to the north of the Courthouse, possibly associated with the Liverpool Baby Health Care centre. The Police Station and

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associated structures was demolished in 1972. The northern brick structure appears to have been demolished sometime in the 1990s.

Phase 4: Restoration and community use 1972-present

Since 1972 the Courthouse has been managed by Liverpool City Council. Extensive restoration works were carried by NSW Department of Public Works in 1983, including painting the exterior. The structure has been rented out for private business use and used as a meeting location before remaining empty for the last 10 years. Future use is hoped to be as a university classroom, utilising the courtroom layout to create mock trials for law students.

4.3 Summary of historical archaeological potential

The table below lists the potential archaeological remains from all phases of historical development with summarised formation process which may have affected the survival of those relics. Their likelihood of survival is graded in accordance with the following classification: Nil, Low, Moderate, High and Extant. The graphic representation of the site's formation and archaeological potential is provided in Figure 64and Figure 65.

Table 1. Summary of Historical Archaeological Potential

Phase	Archaeological items	Potential remains	Level [or likelihood] of survival	Research Potential [if present]
Phase 1 1811-1859 Barracks and Gaol construction	Convict Barracks and associated yards and outbuildings	Levelling fills and associated construction work surfaces, occupation deposits, yard areas and features associated with early structures such as postholes, remnant posts, footings, drainage or ground works.	Moderate-extant	High
	Gaol building and associated yards and outbuildings	Levelling fills and associated construction work surfaces, occupation deposits, yard areas and features associated with early structures such as postholes, remnant posts, footings, drainage or ground works.	Moderate-extant	High
	Precinct perimeter walls	Remnant sandstock brick footings of the perimeter wall appear to be extant under the later sandstone footings of the palisade fence and are extant as part of the wall for the toilet block. May survive as sandstock brick footings	Moderate-extant	High

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Phase	Archaeological items	Potential remains	Level [or likelihood] of survival	Research Potential [if present]
		around the perimeter of the precinct.		
	Unmapped subsurface elements	Unmapped deep subsurface elements (brick, stone or timber), cuts, fills and artefacts	Moderate	High
Phase 2 1859 – 1900 Gaol to Courthouse	Modifications of Gaol to be used as Courthouse	Building refuse/materials and structural modifications and extensions to the Courthouse associated with modification and extension to Courthouse structure and associated outbuildings.	Moderate – extant	Moderate
Phase 3 1900 – 1972 Courthouse and Police Station	Liverpool Police Station	Deposits associated with the demolition of the convict barracks and construction deposits associated with new buildings to the north and west of Courthouse; including the house that would become the Liverpool Police Station. Structural remains (brick, concrete) construction cuts and fills, services, artefacts	High	Low-Nil
	Ancillary structures to police station	Structural remains (brick, concrete) construction cuts and fills, services, artefacts	Moderate	Low-Nil
	c.1960 ancillary structure to courthouse, north of the courthouse building	Structural remains (brick, concrete) construction cuts and fills, services, artefacts	Moderate	Low-Nil
Phase 4 1972 – present Restoration and community use	Courthouse and associated buildings, restoration and use	Deposits associated with restoration of the Courthouse and use by the community	High-Extant	Low-Nil

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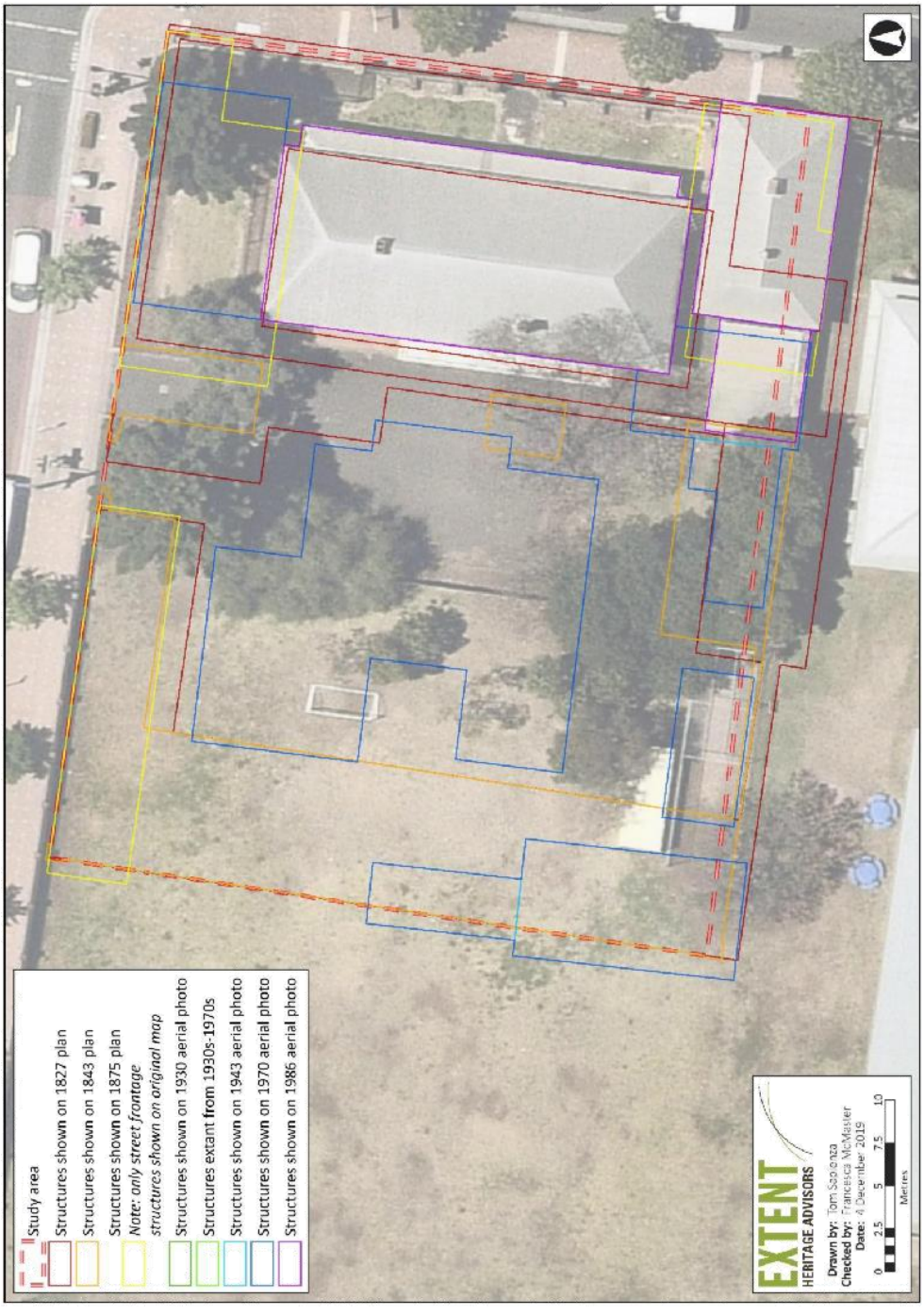

Figure 64 Footprints from various historic plans outlined to show site formation over time.

Figure 65 Graphic illustrating the archaeological potential in the study area.

The study area does not show evidence of substantial level changes as a result of cutting or filling on the site. To the south of the study area substantial fill has been imported to raise the ground level associated with works at Liverpool Public School, but this does not extend into the study area. There is some evidence for levelling with possible local filling on the western side of the study area, where the Convict Barracks and then Police Station previously sat, now a playing field associated with the Liverpool Public School. The Police Station, dated to c.1910 was demolished in the late 20th century and may impacted subsurface remains.

The potential remains of the early colonial archaeology (Phase 1: 1811-1859), including Convict Barracks, airing yard, and walls associated with the gaol, are likely to consist of remnant structural footings, paths, perimeter wall footings, and yard areas. Modifications to the site over its lifetime suggests that these features may have been impacted by later phases use of the site (Phase 2 and 3). However, analysis of historical maps indicates that the footprint of later structures largely misses the earlier (Phase 1) structures with the airing yard and perimeter walls more likely to have been impacted. The structures associated with the Convict Barracks, Gaol and perimeter fence shown on 1827, 1843 and 1875 plans have high potential for survival. Yard areas of these structures have moderate potential, likely impacted by later construction, demolition and installation of services. Deep subsurface features, such as wells, cisterns or privies, are likely to have been preserved under later construction and/or demolition and high potential for survival.

Archaeological evidence for the extensive modifications undertaken at the Courthouse from 1859-1900 (Phase 2) may survive in the form of building refuse deposits, working surfaces and visible alterations to other surviving features such as footings, walls and paths. These remains have moderate potential for survival.

In Phase 3 (1900-1972) significant changes were made to the study area with the demolition of the Convict Barracks and construction of new structures to the north and west of the Courthouse. Archaeological remains that may survive from this phase include structural remains from the Liverpool Police Station and associated buildings. The main structure has a high potential for survival while the ancillary structures have moderate potential for survival. Remains associated with the brick ancillary building constructed to the north of the Courthouse in c.1960 and demolished c.1970 have moderate potential for survival, dependant on the impact of later service installation and the manner by which the building was demolished.

Phase 4 (1972 – present) may be represented archaeologically through demolition deposits associated with the Liverpool Police Station and associated structures on the western side of the study area and brick structure to the north. It is likely that demolition of the buildings on the western and northern sides of the site in the 20th century would have impacted the survival of features associated with this and earlier phases. Deposits associated with the restoration of the courthouse and use by the community may be present. This phase, as the most recent and least impacted, has a high to extant potential for survival.

4.4 Archaeology of the neighbourhood

There been several archaeological assessment reports completed for this site and within the vicinity of the study area.

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Former Liverpool Courthouse, Draft Baseline Archaeological Assessment (Casey & Lowe 2014)

This report analysed the significance of the former Liverpool Courthouse, focussing on Lot 442 (the eastern portion of the study area containing the Courthouse structure) and the potential for archaeological remains to inform maintenance works to the site, including replacing service pipes in existing service trenches and a concrete slab for a new toilet block. The report identified that if works were to take place on site, archaeological monitoring would be required and care should be taken to not disturb any in-situ occupation deposits. The report identified high potential for archaeological remains associated with the barracks buildings as shown on the 1827 and 1840 town plans and also identified gaps in the known history of the site formation, recommending that a comprehensive history be undertaken to better understand the study area.

It is unclear if the works outlined in the 2014 report went ahead, the new toilet block was not present during the site inspection by the author of this report in August 2019.

Former Liverpool Courthouse, Draft Conservation Management Plan (Rappoport 2009)

The CMP was written to provide the Liverpool City Council with guidance on how to manage the former Liverpool Courthouse site. The report detailed the complexity of the history of the site and the lack of documentation on the site formation and consequent alterations. The CMP stated that the former Liverpool Courthouse had high historical significance at local and State levels.

Liverpool Hospital, Liverpool, NSW, Historical Archaeological Assessment, Research Design and Excavation Methodology (AHMS 2007)

Assessment identified potential archaeological sensitivity at the Liverpool Hospital site in the form of remnant natural soils, pre-1827 buildings, a c.1840 structure and several 19th century and early 20th century structures. Monitoring was recommended for a substantial part of the hospital campus; excavation was carried out in 2007 (see below for report).

Liverpool Hospital, Test Excavation and Monitoring Final Report (AHMS 2009)

The final test excavation and monitoring report for Liverpool Hospital found that natural soil profiles were intact in several areas of the study area and provided evidence of the early colonial occupation of the site, containing domestic artefacts from the 1850s onwards. Two postholes were uncovered with sandstock brick used as packing, indicating a mid-19th century or earlier period of their use. A sandstone box drain was also uncovered, possibly dating to pre-1850s, at a depth of 1.2m below the current ground surface. The drain has been utilised in more recent times with a concrete stormwater pit connecting to it. The earliest structures in the study area, identified in the 2007 assessment, were not definitively uncovered during excavation, possibly superseded by the later mid-19th century development.

Liverpool TAFE: Archaeological Monitoring Report (GML 2009)

Archaeological monitoring works at the Liverpool TAFE were carried out by GML in 2009 to facilitate the installation of new fire hydrant services. Liverpool TAFE complex comprises of

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buildings constructed between 1822 and the early 20th century. The monitoring program found a section of a sandstock brick box drain, the earliest relic uncovered during excavation, likely associated with the first phase of European occupation; the First Liverpool Hospital. Other relics uncovered were dated to the late nineteenth and early twentieth century use of the site as a government asylum and then hospital and asylum. These later relics were assessed to be of local significance.

Liverpool Archaeological Zoning and Management Plan (Casey & Lowe in association with Tracey Ireland 1996)

This report was commissioned by Liverpool City Council to provide an Archaeological Zoning and Management Plan for the town centre. The aim of the report was to provide management recommendations for sites identified as likely to contain archaeological sites within Liverpool City Centre and assess the cultural significance of these sites. The study area was identified as one of the most important archaeological sites in Liverpool and stated that the original gaol and barracks had likely been demolished and replaced with the structures now extant. The report, written before the study area was listed on the State Heritage Register, recommended that an archaeological assessment be required before submission of DA.

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5. Assessment of historical archaeological significance

5.1 Basis for assessment

Archaeological significance refers to the heritage significance of known or potential archaeological remains. While they remain an integral component of the overall significance of a place, it is necessary to assess the archaeological resources of a site independently from aboveground and other heritage elements. Assessment of archaeological significance is more challenging as the extent and nature of the archaeological features is often unknown and judgment is usually formulated on the basis of expected or potential attributes.

The following significance assessment of the study area's archaeological resource is carried out by applying criteria expressed in the publication 'Assessing Significance for Historical Archaeological Sites and 'Relics', prepared by the Heritage Branch, formerly Department of Planning (NSW) (now the Heritage Division, Office of Heritage and Environment) in December 2009.

5.2 Existing statement of significance

The Summary Statement of Significance for the former Liverpool Courthouse and Potential Archaeological site provided in the SHR listing is as follows:

> The former Liverpool Courthouse (1819) and Potential Archaeological Site is of State heritage significance as it demonstrates the activities of significant historic importance to the State from 1819 for over 120 years. The archaeology site is one of the earliest surviving examples of a Convict Barracks on the Australian mainland. It is likely that only Sydney's Hyde Park Barracks, (1817-19) predates it. The potential archaeological remains of the barracks at the rear of the Courthouse may provide key ongoing research opportunities in fields such as convict studies, colonial settlement and working-class communities, all important themes in Australian history.
>
> The former Liverpool Courthouse and potential archaeology provides evidence of the important role of Liverpool in the early colonial period as a key government administrative centre during Macquarie's time in office. The extant building served important functions in the colonial period, first as a gaol and then as a Courthouse and demonstrates the history of judicial service in the colony of New South Wales for over 120 years. The Courthouse is a rare example of an early colonial Georgian Courthouse with later Victorian additions and embellishments, indicating a level of achievement in its design and construction. Because of its early construction and use as a Convict Barracks before it became a Courthouse, the building demonstrates variation in form and style in NSW, highlighting its rarity and importance. Date significance updated: 05 May 17

The Summary Statement of Significance for the former Liverpool Courthouse provided in the 2009 CMP states:

> The former Liverpool Courthouse, previously the Convict Barracks contained within the Liverpool Gaol complex, has high historical significance at both the local and State levels. It is situated at the heart of the land area identified by Lachlan Macquarie in 1810 as being suitable

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for the establishment of the town of Liverpool, and as such demonstrates the history of the early settlement of Liverpool, and as such demonstrates the history of the early settlement of Liverpool. The former Liverpool Courthouse buildings are amongst the oldest buildings in Liverpool with only a small number of buildings in the state dating from this period or earlier.

It has significance for its association with the convict labour force which was not only housed within its walls, but was specifically selected to include skilled men, whose labour was utilised in the construction of some of Liverpool's early public buildings, including the former hospital.

The former Liverpool Courthouse is associated with Governor Lachlan Macquarie, whose vision for Liverpool in 1810 was of a town that, by his own declaration, would soon be able to add a '…gaol and guard-house', amongst others to its growing list of public buildings.

It is also strongly associated with Thomas Moore. Moore was one of the earliest recipients of land grants in the Liverpool region and ended up owning more than 6000 acres on the eastern bank of the Georges River. Moore was magistrate at Liverpool for 30 years and Superintendent of Convicts. He carried out a wide range of duties for his colonial masters and served under seven administrations between 1810 and 1840. It was under Moore's supervision that the former Liverpool Courthouse was built for its original purpose of Convict Barracks, being part of the gaol complex. Moore was widely regarded as the father-figure of white Australia in the Liverpool region.

Through its association with the convoluted history of the establishment of Liverpool Courthouse itself, the former Liverpool Courthouse is also associated with Nathaniel Lucas, original contractor for several local buildings, including St Luke's Church, Liverpool; his sons, William and John Lucas whose ill-fated contract to build a Courthouse in Liverpool in 1827 sent one to financial ruin and the other to his death; with Governor Darling who received an ignominious response from his superiors in Whitehall for his role in attempting establishment of a new Courthouse at Liverpool; and with Mortimer Lew, whose own design for a new Courthouse at Liverpool never got off the ground.

The former Liverpool Courthouse is a good example of a modified Colonial Georgian building and indicates a level of technical achievement in its design and construction. It exhibits the axial symmetry and simple prismatic lines of the Colonial Georgian period, and its later alterations, such as the decorative veranda, exhibit the use of higher levels of joinery associated with the Georgian Victorian period of architecture. As such, the buildings provide evidence of a range of building periods, styles and techniques ranging from the early Colonial period up to the early 20th century.

Situated in the heart of modern-day Liverpool's CBD, the former Liverpool Courthouse stands as a remnant of Liverpool's important colonial past, and as such, has landmark qualities in the local area.

The buildings have further research potential. It is highly possible that archaeological deposits in the sub-floor area could provide information about convict life that is unavailable elsewhere.

The former Liverpool Courthouse is representative of the layout, character and architectural style of an early 19th century gaol or barracks, modified to a form that is representative of the layout, character and architectural style of a 19th century Courthouse. It is therefore rare in the local area and in the state.

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The former Liverpool Courthouse is held in high esteem by the local community for its links to the history of the local area and the Colony generally. Some of the rooms within the buildings served as part of the Liverpool Baby Health Centre in the years before and during the Second World War, and it may be that it holds some significance for those in the community, who as young mothers of the day, utilised the services provided there.[19]

5.3 NSW heritage criteria for assessing significance related to archaeological sites and relics

5.3.1 Archaeological research potential (NSW Heritage Criterion E)

The study area has the potential to contain archaeological evidence of the construction and occupation of the Convict Barracks, gaol and associated outbuildings during the colonial period.

Archaeological investigation of the extant structures may reveal the survival of sub-floor deposits associated with almost two centuries of occupation of the structures. Such deposits have the potential to illustrate several phases of use of the site, as an early gaol, as a Courthouse from the mid-19th century to the 1970s, and also as the Liverpool Baby Health Centre from 1934 to the 1970s. These uses of the structures have research potential at both State and local levels.

Archaeological investigation of the western side of the site may expose structural elements and deposits associated with the Convict Barracks (later military barracks) and associated outbuildings. It may also expose structural elements associated with the Liverpool Police Station building that have local significance for the potential to shed light on the use and occupation of the site by local law-keepers.

5.3.2 Associations with individuals, events or groups of historical importance (NSW Heritage Criteria A, B & D)

The subject area is of significance for its associations with prominent figures in colonial New South Wales. It was under Governor Macquarie's leadership that Liverpool township was 'founded' and the civic centre established, surveyed by surveyor James Meehan whose plans illustrate many early colonial settlements in New South Wales and Tasmania. Thomas Moore, one of the colony's largest landowners in the early 19th century, was appointed local magistrate by Macquarie and left to oversee the construction of civic structures such as the military barracks, gaol, Convict Barracks and hospital. Moore would become the superintendent of convicts in later years.

The study area is significant as both a place of early convict construction and residence, with convicts participating in both the initial building of the early Liverpool structures but also being housed on the site for several decades. The Convict Barracks were later transferred to the

[19] Rappoport 2009, *Former Liverpool Courthouse Conservation Management Plan,* p. 153-5

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Board of Ordnance in order to house the Liverpool garrison following the cessation of transportation.

The extant former Courthouse structure is of significance for its association with law and order; with the prisoners held there in the early 19th century; and cases tried when it was used as a Courthouse from 1859 to 1972. The study area is also the site of the former Liverpool Police Station, now demolished, occupying the site from the early 20th century to the 1970s.

The former Courthouse structure and site is also of local significance for its association with mothers and children in the Liverpool community as the Liverpool Baby Health Centre from the 1930s to the 1990s.

5.3.3 Aesthetic or technical significance (NSW Heritage Criterion C)

As an example of modified colonial Georgian public building, the former Liverpool Courthouse is significant for its ability to demonstrate technical and aesthetic achievements in its design, construction and modification. It demonstrates a range of building periods, styles and techniques, from the early colonial period up to the 20th century. The structure, and associated perimeter fence and outbuilding, is also aesthetically significant as a piece of Liverpool's colonial history preserved in the centre of Liverpool's bustling CBD.

Although unable to be confirmed without physical investigation, the potential survival of archaeological remains associated with the barracks and associated structures may have some technical significance.

5.3.4 Ability to demonstrate the past through archaeological remains (NSW Heritage Criteria A, C, F & G)

The archaeological potential of the study area has the ability to demonstrate the development of the area from a small penal settlement through to a bustling farming community in the post-convict period. This development can potentially contribute to our understanding of Sydney's outer settlements during the convict and post-convict period through demonstrating modification to buildings and associated material culture.

The study area also has the potential to demonstrate, through the archaeological record, the manner by which the former Liverpool Courthouse structure and associated outbuildings were modified to accommodate different uses over its 150 years of use; from a gaol to a Courthouse in the 19th century and to a Courthouse combined with the Liverpool Baby Health Centre in the 20th century.

The potential archaeological resource of the Liverpool Police Station in the western portion of the study area has the ability to contribute to our understanding of local history and law keeping in the Liverpool area.

5.3.5 Bickford and Sullivan's questions

The above assessment criteria are supplemented by the established assessment framework that has been developed by Anne Bickford and Sharon Sullivan (1984), who set three

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fundamental questions to assist in determining the research potential of an archaeological site. These questions are as follows.

Can the site contribute knowledge that no other resource can?

The available historical information of the Liverpool Gaol, Convict Barracks and Courthouse consists of historic pictures and plans, newspaper articles and government gazettes. This provides a limited view of the site and its structural relationships. Currently no resource has been identified which shows the internal structures of the buildings or shows the modifications that the buildings underwent in detail. Therefore, if intact, structural features, sub-surface features (privies or wells) and/or sub-floor deposits were excavated they would be likely to contribute knowledge of the various modifications and uses of the structures that have not been gained from historical documents. Furthermore, the archaeological record has the ability to inform the daily lives of the people using the site through their material record. This would enhance our understanding of the people who used the site from the convict-period onwards.

Can the site contribute knowledge that no other site can?

There is significant potential for archaeological resource from the convict period to survive within the study area. While other early gaol and barracks sites in the New South Wales colony have been previously studied, this resource has the potential to contribute to our understanding of the role that Liverpool played in the early colonial period as a key government administrative centre during Macquarie's time. It can also potentially further illustrate our knowledge of the people who used the site and the manner by which convicts and other prisoners were treated at the time.

Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

Considering the age of potential archaeological remains at the study area, the information gathered from the site may provide information relative to early colonial Australian history and the formation of the colony, in particular, the development of rural Macquarie era settlements. Archaeological investigation of the study area has the potential to contribute to knowledge about the operations of convict era military and Convict Barracks as well as law and justice institutions such as the Courthouse and Police Station in later phases.

5.4 Summary statement of historical archaeological significance

The archaeological significance of the study area is associated with two different phases of historical development – the convict era construction and occupation of barracks and gaol, and the post-convict era of use of the site for law and order purposes from the 1850s to 1970s.

Any surviving archaeological deposits associated with the convict era use of the site are likely to be of State significance, particularly if the barracks structure can be definitively identified and if subfloor deposits within the former Courthouse structure dating to its use as a gaol survive. If

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the foundations of the barracks and any subfloor deposits from this period were found intact, they have the potential to enhance our understanding of the layout and construction of the structures, the uses of the different spaces and the daily lives of several different class of peoples, from convicts to watchmen to soldiers, who occupied the spaces.

The significance of archaeological deposits associated with the post-convict era period of use of the subject area, principally one of law, would enhance our understanding of these spaces and how they were used. Structural remains within the former Courthouse structure would inform our understanding of how the structure was modified from a gaol to a Courthouse and consequent modifications since. Subfloor deposits within the former Courthouse could potentially enhance our understanding of the use of different spaces and the types of people frequenting these spaces.

The extant former Courthouse structure and associated outbuilding are of State significance. The potential archaeological resource of structural and depositional remains associated with the Convict Barracks and military barracks period of use would be of State significance also.

Structural and depositional remains associated with the Liverpool Police Station would be of local significance. This potential archaeological resource could contain additional archaeological evidence pertaining to the operation and daily lives of the police station staff. Any archaeological remains associated with the first phase of the sites colonial occupation (Phase 1: Gaol and Convict Barracks 1811-1859) should be regarded as State significance. Archaeological remains associated with Phase 2: From Gaol to Courthouse 1859-1900 and Phase 3: are likely to be of local significance.

Table 2 below presents a summary of the archaeological potential and significance of items and Figure 66 illustrates the areas of State and local significance within the study area.

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Table 2 Summary of archaeological potential and significance.

Phase	Archaeological items	Potential remains	Level [or likelihood] of survival	Research Potential (if present)	Significance
Phase 1 1811-1859 Barracks and Gaol construction	Convict Barracks and associated yards and outbuildings	Levelling fills and associated construction work surfaces, occupation deposits, yard areas and features associated with early structures such as postholes, remnant posts, footings, drainage or ground works.	Moderate-extant	High	State
	Gaol building and associated yards and outbuildings	Levelling fills and associated construction work surfaces, occupation deposits, yard areas and features associated with early structures such as postholes, remnant posts, footings, drainage or ground works.	Moderate-extant	High	State
	Precinct perimeter walls	Remnant sandstock brick footings of the perimeter wall appear to be extant under the later sandstone footings of the palisade fence and are extant as part of the wall for the toilet block. May survive as sandstock brick footings around the perimeter of the precinct.	Moderate-extant	High	State
	Unmapped subsurface elements	Unmapped deep subsurface elements (brick, stone or timber), cuts, fills and artefacts	Moderate	High	State
Phase 2 1859 – 1900 Gaol to Courthouse	Modifications of Gaol to be used as Courthouse	Building refuse/materials and structural modifications and extensions to the Courthouse associated with modification and extension to Courthouse structure and associated outbuildings.	Moderate – extant	Moderate	State

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Phase 3 1900 – 1972 Courthouse and Police Station	Liverpool Police Station	Deposits associated with the demolition of the convict barracks and construction deposits associated with new buildings to the north and west of Courthouse; including the house that would become the Liverpool Police Station. Structural remains (brick, concrete) construction cuts and fills, services, artefacts	High	Low-Nil	Local
	Ancillary structures to police station	Structural remains (brick, concrete) construction cuts and fills, services, artefacts	Moderate	Low-Nil	Local
	c.1960 ancillary structure to courthouse, north of the courthouse building	Structural remains (brick, concrete) construction cuts and fills, services, artefacts	Moderate	Low-Nil	Local
Phase 4 1972 – present Restoration and community use	Courthouse and associated buildings, restoration and use	Deposits associated with restoration of the Courthouse and use by the community	High-Extant	Low-Nil	Nil

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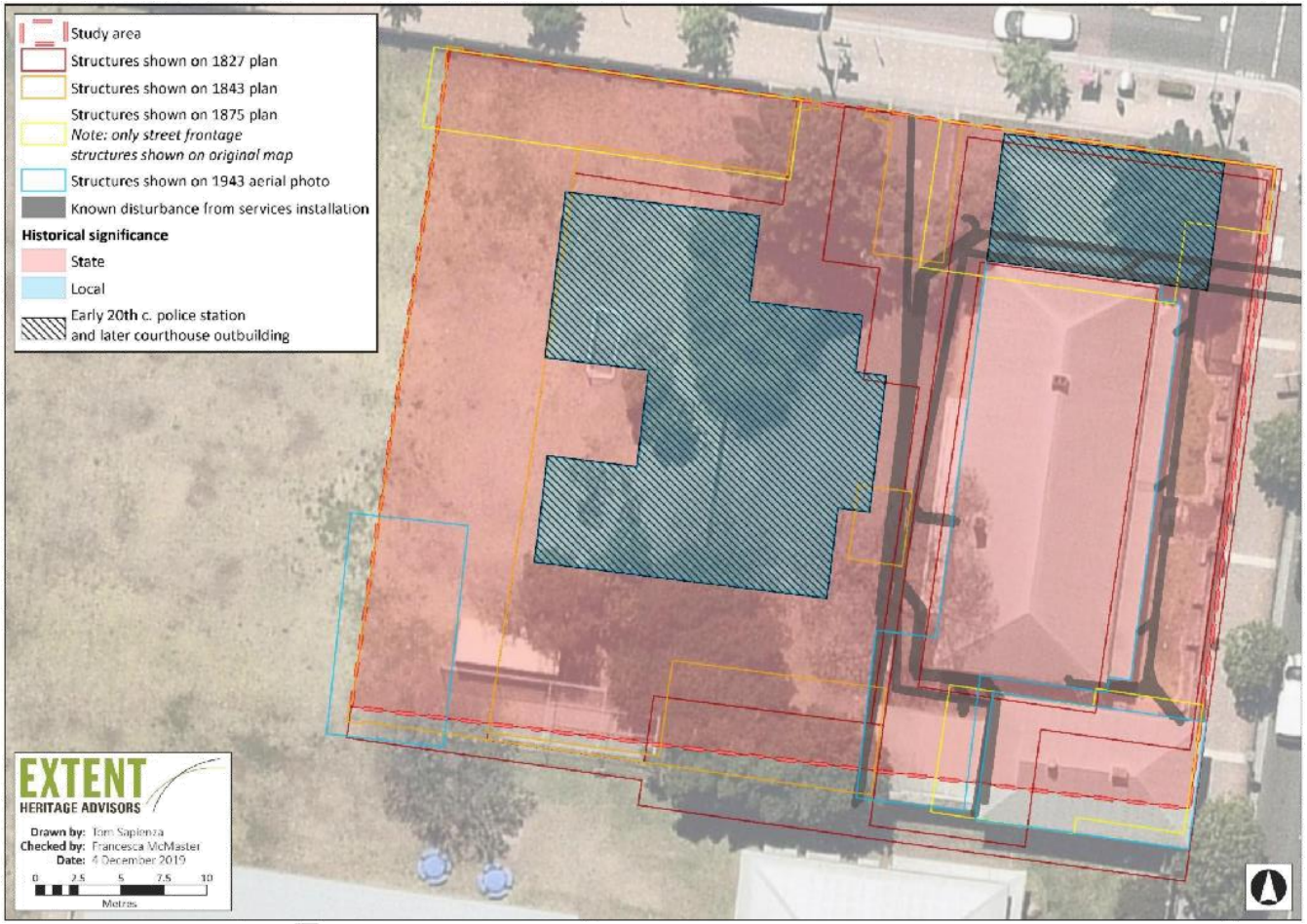

Figure 66 Graphic illustrating areas of State and local significance within the study area.

6. Conclusions and recommendations

6.1 Conclusions

The study area is an important cultural landscape that contains extant heritage items that are important visual features of the Liverpool CBD. The Courthouse is an important symbol of both the convict beginnings of Liverpool township and also the towns establishment and success from an early point in the colony of New South Wales. The structure of the Courthouse and associated out buildings also stand as an impressive example of the repurposing of a convict-era gaol into a Georgian Courthouse that has stood the test of time and development in Liverpool.

Previous studies of the site have indicated confusion over the original use and age of the extant structures. Through historical research and analysis this report has found that the extant structure is highly likely to have been the original gaol building that has undergone significant modification to achieve its current configuration. As outlined in the fabric analysis of the CMP (Extent 2019) document, several exterior walls of the structure likely date to 1820.

Potential archaeological features associated with the phase of historical development associated with the Convict Barracks and gaol include the barracks structure, perimeter walls, yard surfaces, outbuildings and paths, to archaeological deposits associated with the extant gaol structure that was to become the Courthouse in later years. Comparative mapping, analysis of historic photographs and consideration of previous assessments carried out on the site allow predictions for the archaeological potential of the study area, however, there is potential for unexpected or undocumented historic features in the study area.

The post-convict era saw the site be transformed into a centre for law and order, housing Liverpool's Courthouse in the repurposed gaol building, its first permanent location since conception, and the demolition of the barracks structures and perimeter walls to construct the Liverpool Police Station. These events, consequent demolition and later restoration works, have changed the appearance of the site and potentially impacted the survival of archaeological remains across the site.

6.2 Recommendations

Based on available information from previous reports, historic plans and descriptions, areas shown in Figure 65 have the potential to contain archaeological remains of local and State significance (Figure 66). While this report has identified a number of areas of archaeological potential, it is important to note that the historical documentation of the study area is not complete and requires further detailed analysis to more fully understand the site formation. Furthermore, the integrity of many of the areas indicated on Figure 65 may have already been compromised by repurposing of structures, demolition, construction and restoration works.

The following general recommendations are made in regard to the management of potential historical archaeological resources within the subject area:

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- Given the subject area's potential to contain historical archaeological remains that would be significant at a local or State level, any works proposed which will require subsurface disturbance should be subject to a full historical archaeological assessment.
- All ground disturbance works in areas with potential to contain archaeological relics will require application for an Approval under Section 60 of the Heritage Act. Ground disturbance works with negligible impact on the heritage significance of the site would be carried out in accordance with an endorsed Exemption Notification under Section 57(2) of the Heritage Act.
- Interpretation of the historical archaeological resource could be considered as part of the broader interpretation of the historical significance of the site, at both local and State levels. Further historical research to highlight themes and stories as part of this interpretation could be undertaken, including research into the pre and post-colonial use of the area by Aboriginals.

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Appendix 1.Liverpool AZMP Inventory No. 61.1

LIVERPOOL ARCHAEOLOGICAL ZONING AND MANAGEMENT PLAN

LOCATION **Inventory No:** 61.1

Street No: 251 **Street** Bigge Street **DP:** 831058 **Lot #:** 442

EXISTING BUILDING *Present Name:* (former) Liverpool Court House.

Description of Existing Structure: Single storey building and open space.

HISTORIC PHASES **Grantee:**

Phase 1: 1827 - goal, barracks; 1836 - soldiers barracks.

Phase 2: 1875 - buildings.

Phase 3: 1928 - Court House and Police Station.

Notes: **Section:** 61 **Allotment:** 10
The extant Court House is though to have been built c1850 on the site of the Goal and Barracks.

Heritage Study Themes:
Convict Settlement; Growth and Changing Role; A Place to Live; Industrialisation & Deindustrialisation.

ARCHAEOLOGICAL THEMES
Convict Period, Post-convict, Transition.

REFERENCES
Keating 1996:58-59.

Maps: Hoddle 1827; Larmer 1836; Liverpool 1840; Handcock 1875; MWSDB 1928.

Previous Investigations:

Informants:

NATURE OF ARCHAEOLOGICAL REMAINS

Type of Remains: Number of phases: pre-1827, 1850s.

Degree of Disturbance: Low

Degree of Archaeological Potential: High

ABOVE GROUND REMAINS

Type of Site:

Description:

Degree of Intactness:

PRELIMINARY SIGNIFICANCE
This is one of the most important archaeological sites in Liverpool. It should contain remains from the goal and barracks dating to pre-1827. There are changes in the building configuration and probable rebuilding of court house c1850. 1928 map indicates that a Police Station was also within this allotment.

Degree of Significance: High

RECOMMENDATIONS
Archaeological Assessment required before submission of DA.

AA: ☐ **Exc. Permit:** ☐ **Exc. Rpt:** ☐ **Feedback:** ☐

Caption:

Date: 13/06/96 **Surveyed By:** AL

Casey and Lowe Associates **Liverpool City Council**

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Former Liverpool Courthouse Complex and Associated Archaeology

Conservation Management Plan

Prepared for Liverpool City Council

November 2019 – 75% Draft

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Brisbane
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Document information

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Client:	Liverpool City Council
Project:	Former Liverpool Courthouse Complex Conservation Management Plan
Site location:	Bigge Street, Liverpool NSW 2170
Author(s):	Jacqueline Pearce Kim Watson Francesca McMaster Lucy Irwin Gabrielle Harrington

Document control

Version	Internal reviewer	Date	Review type
Draft 01 (75%)	Tony Brassil	2.12.2019	QA Review

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Executive summary

To be completed for final.

Summary

This Conservation Management Plan (CMP) has been commissioned to develop strategies, guidelines and actions for the conservation of the heritage significance of the subject site. The document provides an overview of the history, significance and management requirements of the Former Liverpool Courthouse

This plan is intended to act as the principal guiding document for the management and future use of the Former Liverpool Courthouse. It has determined the cultural significance of the site and provides policies for future directions, new works and interpretation.

This CMP has been prepared in accordance with the standards and guidelines of the NSW Office of Environment and Heritage, the principles of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Australia ICOMOS 2013) and best heritage practice.

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1. Introduction

1.1 The Brief

Extent Heritage Pty Ltd (Extent Heritage) was commissioned by Liverpool City Council to prepare a Conservation Management Plan (hereafter CMP) and Historical Archaeological Assessment (HAA) for the Former Liverpool Courthouse Complex at 251 Bigge Street, Liverpool. The purpose of the report is to provide a framework for managing the heritage significance of the Former Liverpool Courthouse Complex and associated historical archaeology. The Liverpool Courthouse and associated buildings demonstrate the importance of Liverpool as a key government administrative centre during Governor Macquarie's time in office. The site collectively illustrates the judicial functions of the early colonial through to the mid-twentieth century, operating as an active Courthouse from 1859 through to 1972, and consisted of a military barracks and convict barracks which now form part of the archaeological record.

This document provides balanced guidance designed to achieve both operational and conservation objectives for the place. It should be used as the principal guiding tool that provides policies to direct future management, adaptive re-use, new works and interpretation of the site.

The CMP has been prepared in accordance with the guidelines published by the NSW Heritage Council. It provides documentary evidence and physical analysis of the historical development of the place and assesses the significance of the site as a whole, as individual elements and within its context. The plan identifies constraints, potential future issues and policies for future management.

The CMP is intended to be a working document, providing information in a readily accessible format, which sets out:

- The nature, extent and degree of heritage significance of the places within the context of its urban setting;
- The relative ranking of significance of the individual components of the site: and
- Conservation policies and recommendations for the building and site that allow for future use and management whilst retaining heritage significance.

1.2 Ownership

The Former Liverpool Courthouse Complex is owned and managed by Liverpool City Council.

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1.3 Location

The Former Liverpool Courthouse Complex is located at 251 Bigge Street in the suburb of Liverpool in New South Wales, within the Liverpool Local Government Area (LGA). The courthouse complex is sited on a corner block at the intersection of Bigge and Moore Streets and framed to the west and south by Liverpool Primary School. The Former Courthouse Complex resides on land legally defined as Lot 442 of Deposited Plan (DP) 831058. The figure below indicates the site's location and allotment boundaries.

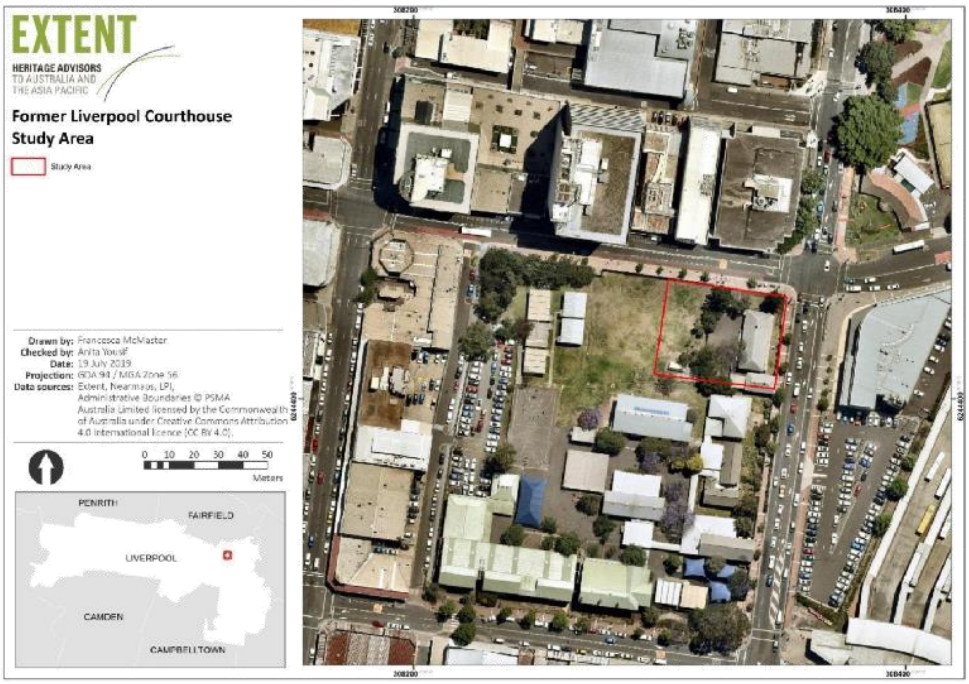

Figure 1: Former Liverpool Courthouse Study Area. (Source: Extent Heritage 2019)

1.4 Approach and Methodology

This CMP is an update of *Draft Former Liverpool Courthouse Conservation Management Plan* (February 2009) prepared by Rappoport Pty Ltd. The following update methodology has been employed:

- Update of report structure, terminology, legislative context in accordance with current legislation, standards and guidelines.
- Review and update of historical, physical description, condition and significance data.
- Review and update of heritage management framework and conservation policies.

- Update implementation program.

This methodology used in the preparation of this CMP is in accordance with the principles and definitions as set out in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (*Burra Charter*) (Australia ICOMOS 2013) and the latest version of the NSW Heritage Branch's CMP Assessment Checklist.

The methodology incorporates the following sections: Historical Background, Physical Analysis, Assessment of Significance, Conservation and Management Principles and Policies. The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

The methodology used in the preparation of this plan follows that set out in The Conservation Plan (6th edition) by J S Kerr. The basic methodology of this process is to:

- Research the history and development of the place;
- Identify the significance of the place and its elements;
- Assess the significance of the place and its elements; and
- Develop management recommendations to manage the significance of the place and its elements.

1.5 Limitations

This report has adopted and relies upon the historical research and analysis set out in previous Conservation Management Plan documents, specifically:

- *Draft Former Liverpool Courthouse Conservation Management Plan,* Rappoport Pty Ltd, February 2009;
- *Draft Baseline Archaeological Assessment Former Courthouse, 251 Bigge Street, Liverpool,* Casey & Lowe, April 2014.

The update of this CMP is largely restricted to the assessment of built heritage and historical archaeology; no detailed analysis of Aboriginal cultural heritage has been undertaken. No invasive testing of fabric was undertaken for this report. No archaeological testing of the land was undertaken.

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1.6 Authorship and Acknowledgements

The following staff members at Extent Heritage have prepared this CMP:

- Tony Brassil, Principal Heritage Advisor;
- Jacqueline Pearce, Architect – Senior Associate;
- Kim Watson, Heritage Advisor;
- Lucy Irwin; Heritage Advisor, and
- Gabrielle Harrington, Research Assistant.

A review of this CMP was undertaken by Tony Brassil, Principal Heritage Advisor.

1.7 Terminology

The terminology in this report follows definitions presented in the *Burra Charter*. Article 1 provides the following definitions:

> **Place** means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.
>
> **Cultural significance** means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, records, *related places* and *related objects*. Places may have a range of values for different individuals or groups.
>
> **Fabric** means all the physical material of the place including elements, fixtures, contents and objects.
>
> **Conservation** means all the processes of looking after a *place* so as to retain its *cultural significance*.
>
> **Maintenance** means the continuous protective care of a *place*, and its *setting*. Maintenance is to be distinguished from repair which involves *restoration* or *reconstruction*.
>
> **Preservation** means maintaining a *place* in its existing state and retarding deterioration.
>
> **Restoration** means returning a *place* to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
>
> **Reconstruction** means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material.
>
> **Adaptation** means changing a *place* to suit the existing *use* or a proposed use.
>
> **Use** means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

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Compatible use means a *use* that respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.

Related place means a *place* that contributes to the *cultural significance* of another place.

Related object means an object that contributes to the *cultural significance* of a *place* but is not at the place.

Associations mean the connections that exist between people and a *place*.

Meanings denote what a *place* signifies, indicates, evokes or expresses to people.

Interpretation means all the ways of presenting the *cultural significance* of a *place*.

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2. Heritage Status

The Former Liverpool Courthouse Complex is listed on the following statutory and non-statutory registers:

Table 1: Heritage status

Register/Listing	Item Listed (Y/N)	Item Name	Item Number
Statutory Registers			
National Heritage List	N	-	-
Commonwealth Heritage List	N	-	-
State Heritage Register (SHR)	Y	*'Liverpool Courthouse (former) and Potential Archaeological Site'*	01999
Liverpool Local Environmental Plan (2008)	Y	*Former Liverpool Court House*	73
		Bigge Park Conservation Area	-
Non-Statutory Registers			
Register of the National Trust (NSW)	Y	*Former/Courthouse including wall and fence to Bigge Street*	-
Register of the National Estate	Y	*Liverpool Courthouse (former)*	003292

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Figure 2: State Heritage Register curtilage. (Source: NSW OEH, SHR Listing Sheet for Liverpool Courthouse (former) and Potential Archaeological Site)

Figure 3: Liverpool LEP Heritage Map showing the study area, outlined in blue. (Source: Liverpool LEP 2008, HER_MAP_011)

3. Historical Background

3.1 Preamble

The following history has been adapted from the history complied for the Former Liverpool Courthouse in Casey & Lowe's (2014) *Baseline Archaeological Assessment* and Rappoport Pty Ltd.'s (2009) *Draft Former Liverpool Courthouse Conservation Management Plan* both prepared for Liverpool City Council. New research has been added to provide further background on the property and to inform the significance of the place. Additional historical information that is of interest but not of particular relevance to this CMP has been included as appendices.

3.2 Historical Context

3.2.1 Indigenous Occupation, pre 1810

The land within the present-day boundaries of the Liverpool Local Government Area lies within the traditional country of the Darug, Gandangara and Tharawal Aboriginal People. In particular, the traditional occupants of the land that extended between the Georges River and the Cabramatta Creek are the Darug-speaking-Cabrogal Tribe (Liverpool Council 2016).

The Georges River was a site of significance for Aboriginal people for thousands of years, as it was a source of both land and river resources. Aboriginal presence around this area is confirmed through the presence of artefacts, artefact scatters, middens and art sites within the Mid-Georges River (the area between Salt Pan Creek and the Liverpool Weir). Overall, there are approximately 1277 known Aboriginal sites in the Georges River Catchment area (Kelly 2007, 12-13).

Within the present Liverpool LGA, there are several significant places of Aboriginal Heritage including the Collingwood Precinct and the Holsworthy area, particularly within the restricted access areas of the Australian Army firing range where over 500 significant Aboriginal sites have been found. Such finds include drawings, scarred trees, a number of engravings sites and approximately sixty-nine grinding/grooving sites (Liverpool City Council n.d).

3.2.2 Liverpool: A Macquarie Town

During 1810, Governor Macquarie toured the outer regions of the Cowpastures and Hawkesbury region and established new town sites. Liverpool was the first Macquarie Town established.

> …having surveyed the ground and found it in every respect eligible and fit for the purpose, I determined to erect a township on it, and named it Liverpool in honor of the Earl of that title, now the Secretary of State for the Colonies. (Macquarie, Lachlan. Memoranda & Related Papers. 22 December 1808-14 July 1823. ML Ref: A772 29f. [Microfilm Reel CY301 Frame #36])

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For information about the area, Governor Macquarie relied heavily on the local magistrate, Thomas Moore. Liverpool was one of a number of locations, including Windsor, Pitt Town, Wilberforce and Castlereagh, which were designed to function as produce depots and convict administrative centres to support the growing colony (Keating 1996, 16). The new town was to contain a convict barracks and military barracks, a courthouse, gaol, hospital and church (Kass 1992, 315). Moore was established as the local magistrate and appointed each year between 1810 and 1821 (Col Sec May 1810, SR Reel 6038; SZ758 p.40). His duties included responsibility for allocation of the town's allotments when the town plan was gazetted (Keating 1996, 16).

Early residents in the town included convicts, itinerant timber-getters and farmers and those engaged in associated industries. There were 832 people living in Liverpool by 1814 (not including the local Aboriginal people) and the town was, at that stage, the fourth largest mainland town in the colony (*Historical Records of Australia* (HRA), 1, (8), pp.600-601). A road from Parramatta to the township of Liverpool was opened in February 1814. It had been built by ex-convict William Roberts and had taken 20 months to complete but its opening, by passage of the Governor's carriage, heralded "incalculable benefits", as the Sydney Gazette styled it, to the residents of the George's River area (Keating 1996, 14).

By 1825, the population of the district was 1132 and, while the decade had not seen excessive growth, this number does indicate steady development of the early town (HRA, 1, (12), 317-8). The 1824 Lycett image of the town shows a well-ordered township within verdant rolling pastures.

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Figure 4: Joseph Lycett's 1824 idealised image of Liverpool. The view is looking west down Elizabeth Street to St Luke's Church with the tower at centre of picture. (Source: NLA 7690903).

With the return of Governor Macquarie to England and the arrival of Governor Brisbane, the recommendations of the Bigge Report were enacted. One of these was a reduction in investment in public works, with the convicts formerly used on such projects dispersed to rural locations (Kass 1992, 3.15). In 1833, Moore was requesting work on the streets, as many had become dangerous through lack of regular maintenance (Kass 1992, 3.24). The 1827 Hoddle map (Figure 5) of the town shows a rectangular road grid with the majority of visible development east of St Luke's Church.

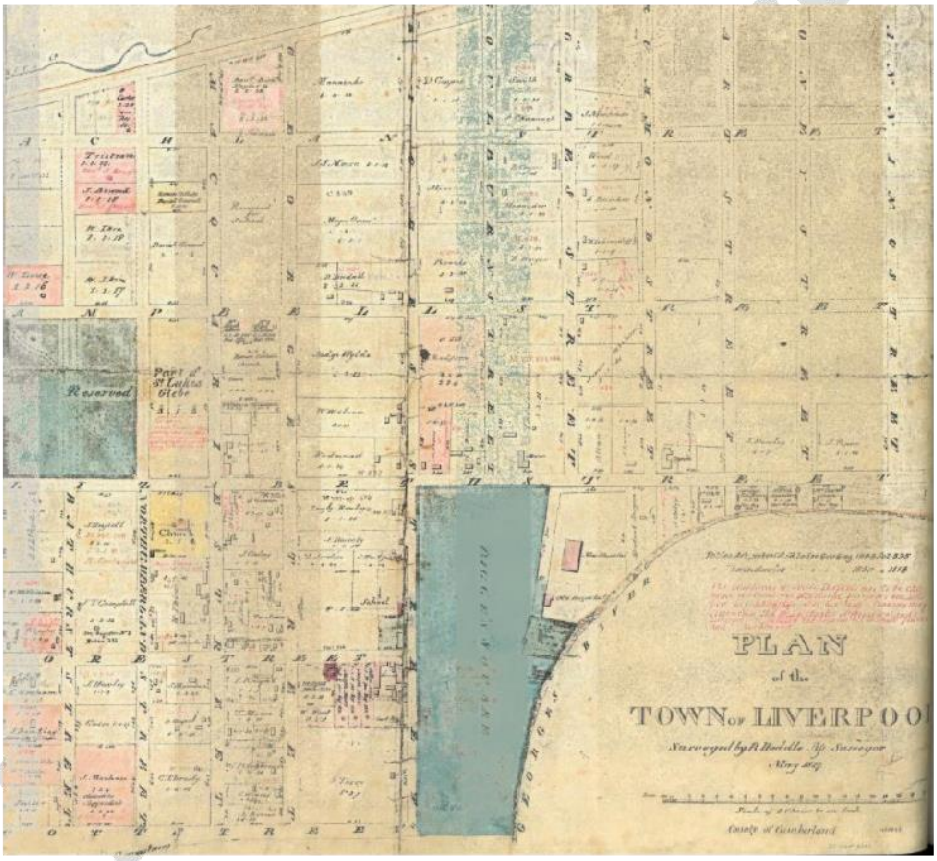

Figure 5: 1827 Hoddle Map of Liverpool showing a rectangular road grid. (Source: State Records, Map 3341 in Jack 2010, 12)

Moore had originally moved from Sydney in 1809 to establish his new home at Moorebank on the Georges River. His commitment to the nascent town was evident through his efforts to organise subscriptions to fund public works. By about 1820, he had moved from his Moorebank residence to an allotment in town (Sydney Gazette November 11, 1820,) where he built a two-storey brick house with attached skillions, plus several outbuildings and fences.

A dam was constructed across the George's River between 1836 and 1839, completed by convicts under Major Christie, creating a fresh and saltwater divide at the structure (Kass 1992, 3.22). Piped water was not available to the town until the Upper Nepean Scheme was built in the 1880s and the Liverpool Offtake Reservoir was constructed to hold water for the town.

The development of Liverpool in the late 19th century was spurred on by the establishment of the railway in 1856, however, it was not until the late 1880s that there was a growth in workers' housing and subdivision of previously vacant land (Casey & Lowe 1996, 21).

3.2.3 Development of Convict Gaols

The establishment of convict barracks and gaols of the type constructed at Liverpool had its origins under the governorship of John Hunter a decade or so before Macquarie. In the wake of fires that destroyed both the Sydney and Parramatta gaols in the late 1790s, both of which were constructed of timber and thatch, the need for a more substantial type of stone or brick building to house re-offending convicts was seized upon by Hunter who noted the rapid decay of the early brick buildings as early as 1796 (Kerr 1984, 5).

The Sydney Gaol, built in 1800, was a simple construction comprising two rooms off a transverse corridor, with three cells at either end. This became a standard type around the colony over the next twenty years. The same plan was replicated at Parramatta in 1803, and similar designs were implemented at Norfolk Island in 1801-04 and at Windsor in 1813.

In 1819, a design for the Liverpool Gaol was drawn up on the same principles and using a similar layout as evident in the Figure 6. There is some conjecture as to whether the building was constructed to this design, however, based on plans it appears that the gaol was built according to the original standard Sydney Gaol plan, though on a much smaller scale. It appears that the Liverpool Gaol had at least one set of three cells, as described by James Backhouse in *A Narrative of a Visit to the Australian Colonies* (p. 418) who visited the gaol in 1836.

The dimensions and scale of the building on Hoddle's 1827 map (Figure 5) suggests that the assignment of convicts to Liverpool must have been a more pressing concern than the matter of where to incarcerate repeat offenders in the new town. The assignment of convicts to Liverpool was a thoroughly considered affair, forming the backbone of the program of government building that was gathering momentum in Liverpool around 1820.

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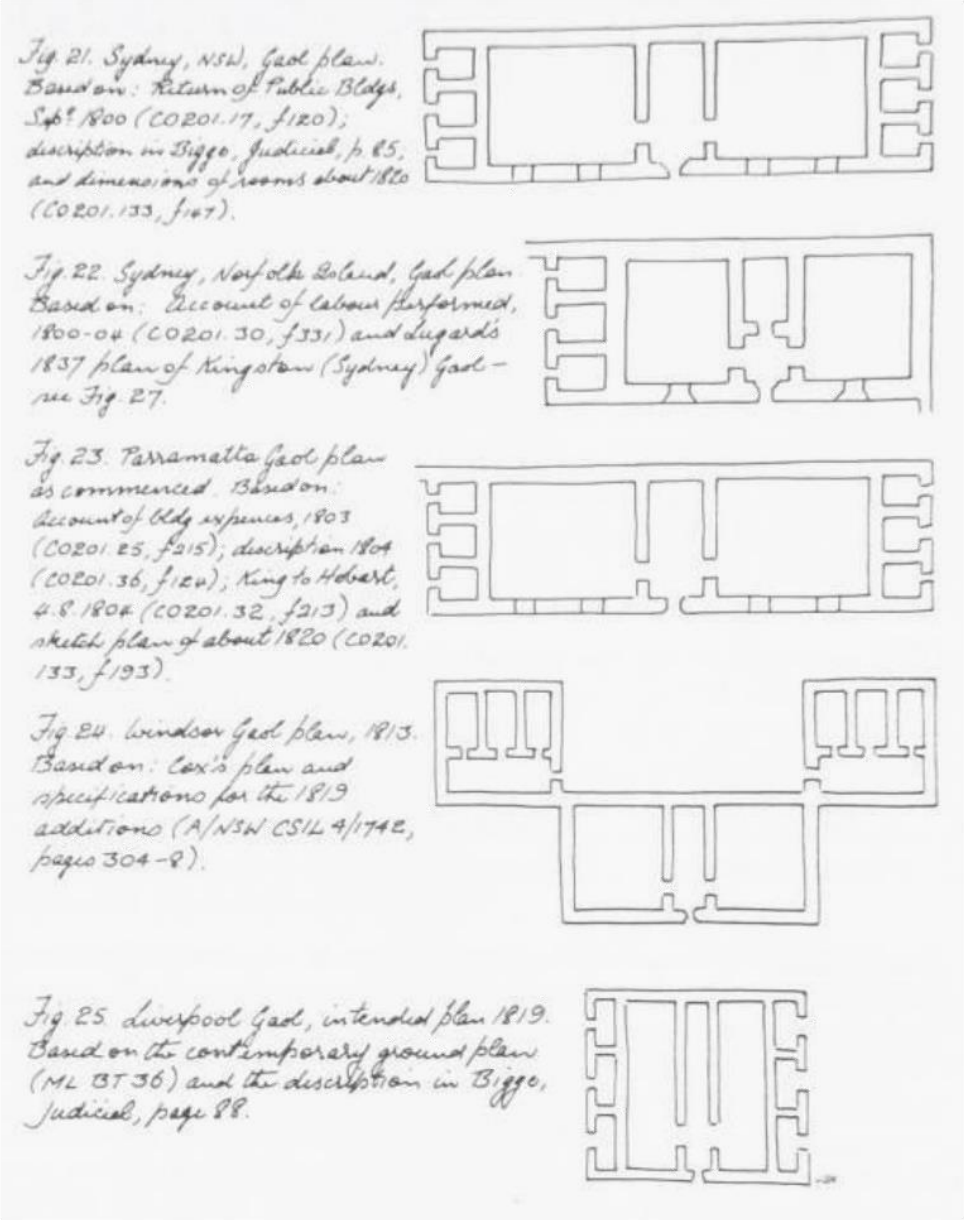

Figure 6: Plans for convict gaols, 1800-1819. (Source: Kerr 1984, 20)

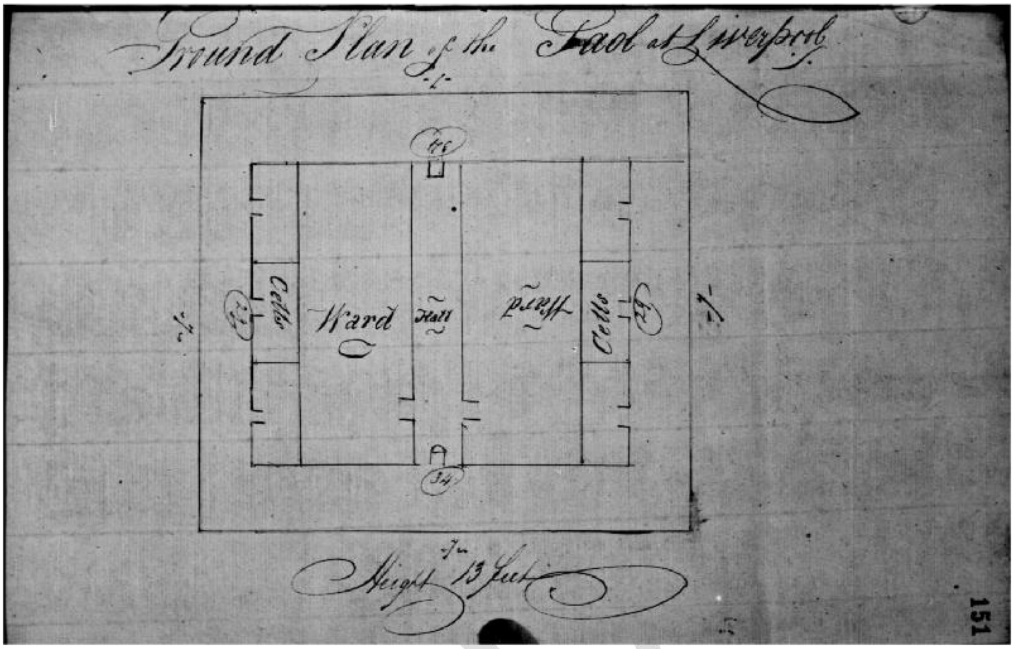

Figure 7. (Source: Colonial Office Records, 1822, Mr Greenway Public Buildings, NLA collection,C.O.201/File 133 http://nla.gov.au/nla.obj-979878206)

3.3 Historical background of the site

3.3.1 Preamble

There is some discrepancy in terms of the identification of the use of the Former Liverpool Courthouse over time. The structure known as the former Liverpool Courthouse only became so in 1859. Originally built as a gaol in 1819, the structure was converted to a Courthouse in 1859. Therefore, there are two parallel histories involved in understanding the evolution of the site, that of the extant structures and the associated structures that are no longer standing, and that of the institution and its multiple locations before settling at the current site in the mid-1850s. The following history has been presented as a timeline to clearly articulate the development of the Former Liverpool Courthouse which will inform this Conservation Management Plan.

3.3.2 Liverpool Gaol and Convict Barracks 1811-1859

Documentary evidence suggests that the earliest known Court of Justice within Liverpool was established in 1815 in two rooms in the General Hospital, fitted-out for the purpose by the convict builder Nathaniel Lucas. The General Hospital, built roughly 1810, was a simple three-room brick building that proved to be inadequate for the growing population of Liverpool, resulting in the construction of a larger hospital in 1820 (now Liverpool TAFE) (*The Sydney Gazette and New South Wales Advertiser* 1815, 2).

In 1811, two two-storey weatherboard buildings had been completed at Liverpool, one of which stood almost adjacent to the present Former Liverpool Courthouse and was used as a guardhouse and barracks for the military; the other was a school-house and temporary church (Jack 2010, 18; see Figure 8 and 9).

Figure 8: Sketch of The Courthouse, Liverpool; Edward Mason, 1821-23. Note that this likely depicts the 1811 school house and chapel. (Source: SLNSW, Call No. PXC 459)

Figure 9: Photograph of the two-storey weatherboard multi-purpose building used overtime as a church, temporary courthouse and school, c.1860s. (Source: Liverpool District Historical Society)

In 1819, Local Magistrate Thomas Moore oversaw the building of a gaol, convict barracks and military barracks on the corner of Bigge and Moore streets. The gaol structure was described as consisting of two ward rooms, a central corridor and six cells, 29 feet long and surrounded by a 13-foot perimeter wall (Keating 1996, 21; *HRA* Ser.1, Vol. 10, 693). The gaol was inspected and recorded by Francis Greenway. In the 'Mr Greenway Public Buildings records' in the Colonial Office records lists, an expense of £917 in 1819 for 'Erecting a Gaol' in the Liverpool District is noted (Colonial Office Records, 1822, Mr Greenway Public Buildings, NLA collection, refer to Figure 7). This expense is triple that of erecting the hospital which was recorded to cost £300.

A Plan of the Town of Liverpool which dates to 1819 show the convict barracks within a walled yard – likely the exercise yard – and a rectangular building fronting Bigge Street (Figure 10). By late 1820, 42 convicts, all skilled tradesmen had been assigned to Liverpool to construct the town's public buildings. After the convict barracks were built. the number of convicts posted to Liverpool grew. In Commissioner Bigge's 'Report on the Colony', the number of convicts employed in the construction of Government works in Liverpool was noted as being 42 (Bigge 1822) and, by 1828, there were found to be 75 prisoners confined within the barracks (Keating 1996, 41-3).

In 1822, Governor Macquarie wrote of works completed under his governance, in which he included military barracks, gaol, and combined school and courthouse in his list. He described the gaol as a: "Strong Brick-Built with the necessary Wards and Cells, Kitchen and other Outhouses, including the accommodation for the Jailor, a Lodge for the Watchman, and a Court for the Prisoners to walk and the Air in, the whole being surrounding with a strong high Brick Wall". The convict barracks are also described here as a "Strong Weather Boarded House contiguous to the gaol" (*HRA* Ser.1, Vol.10 p.692-693).

Later, in 1836, James Backhouse, naturalist and Quaker missionary, visited the gaol and writes an account in *A Narrative of a Visit to the Australian Colonies* (p. 418):

> We visit a few prisoners in the Jail, a brick-building, containing two large rooms for prisoners of common order, one for debtors, a small one for females, and three good cells, all opening into one common yard, along with the dwellings of the turnkey and overseer, and the cooking-place, and other offices! The number of prisoners varies, from a very few to about fifty…

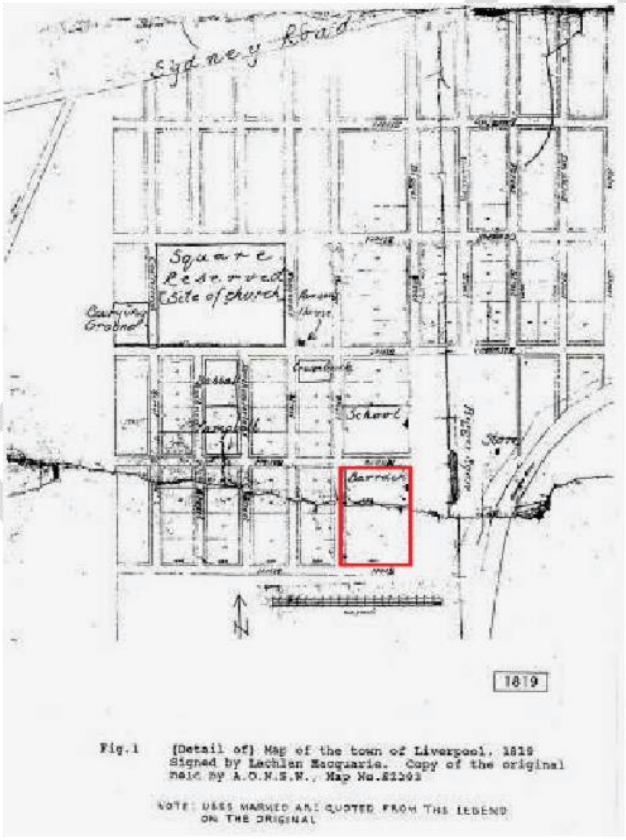

Figure 10: 1819 Map of the Town of Liverpool showing the subject site outlined in red. (Source: AONSW Map SZ293 in Rappoport 2009, 32)

3.3.3 Tenders for a New Court House

It was not until 1837 that there was a call for the construction of a new courthouse. Prior to this, Liverpool courthouse had been housed in several locations. Initially, in 1815, the Court of Justice had established two rooms at the General Hospital which were fitted out by convict builder Nathaniel Lucas (*The Sydney Gazette and New South Wales Advertiser* 1915, 2). The courthouse then migrated across several temporary locations and by 1822 was located at the top storey of the structure depicted in Edward Mason's sketch of 'The Courthouse' (originally the 1811 School house, refer to Figure 7) which faced the west side of Bigge Street.

In 1825, a letter from Governor Brisbane's secretary negotiating the rent of the parsonage of St Luke's Church in Liverpool for the Courthouse indicates that the Courthouse was then moved and housed at the parsonage for at least a short period. The use of the Parsonage as a Courthouse was cut short by the closure of Castle Hill Mental Asylum in 1825, leading to forty-two 'lunatics' being relocated to Liverpool (*HRA* Vol. 14, 211; Raeburn 2018, 348). They were housed at St Luke's Parsonage and the Courthouse shifted again, likely to the structure marked as such on the 1827 Hoddle Town Plan of Liverpool (Figure 12). The courthouse is marked in this plan as being housed in a small structure to the south of the barrack and gaol. The 'Mad House' is marked on the same plan as being within St Luke's Parsonage, confirming that the Castle Hill Asylum patients were housed there.

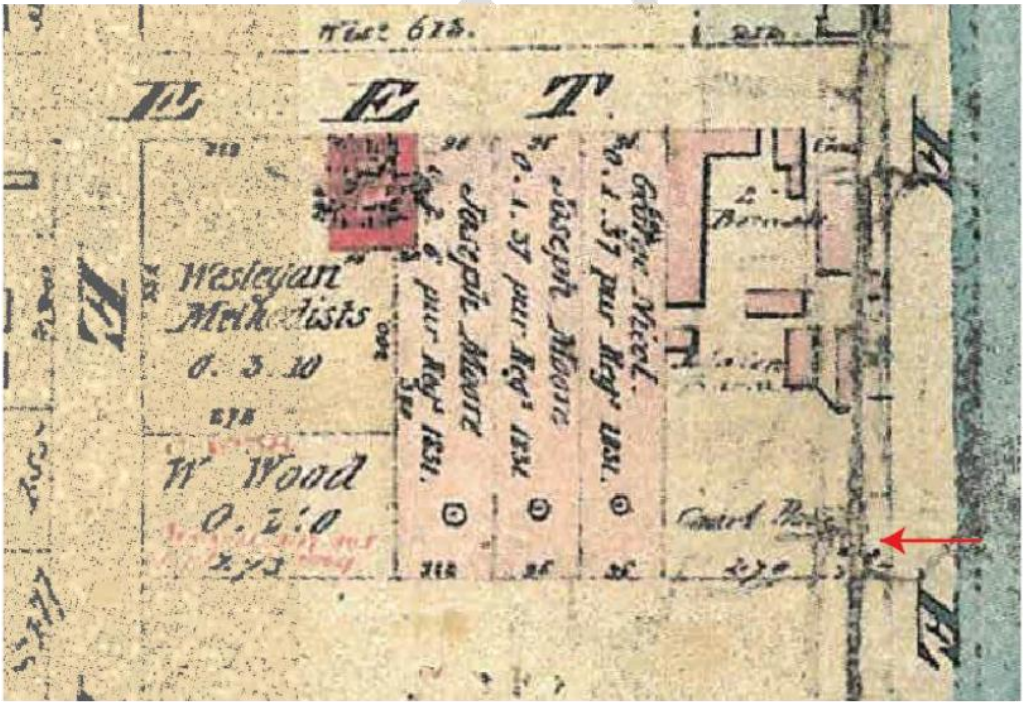

Figure 11: Detail Hoddle's 1827 Map of Liverpool showing the location of the Gaol, Barracks, Soldier's Barracks and Courthouse. Location of courthouse is marked with a red arrow. (Source: State Records NSW, Map 3341)

In 1828, Moore and his fellow magistrates wrote to Governor Darling urgently requesting that a purpose-built Courthouse be authorised for erection in Liverpool (*HRA* Vol. 14, 210-1; 402). Approval was given and a private contract for the sum of £1700 was made out to William and John Lucas (sons of Nathaniel Lucas). The project however, was cut short when William died in 1828 and the business went insolvent soon after (*Governor Darling's Despatches HRA* vol. 13, 1061-64).

From this point, the history of the Courthouse and its location is unclear. Larmer's survey of Liverpool in 1836 (Figure 13) shows a structure on the north corner of Bigge and Moore Streets, (opposite the site of the existing Former Courthouse), labelled 'Foundations for New Court House'. Hoddle's 1827 Map of Liverpool also shows a structure in this same location however it is not labelled (Figure 12). In 1836, responsibility for the military barracks was transferred from the Board of Works to the Ordnance Department (Sydney Gazette 30 June 1836, 3).

Figure 12: Tracing of Larmer's 1836 'Survey of Allotments in the Town of Liverpool 'with the study area outlined. (Source: Liverpool AZMP, 1996, volume 3)

A further attempt to build a permanent courthouse within Liverpool was undertaken in 1837, with designs for a new courthouse completed by Government Architect Mortimer Lewis (Figure 14). However, for reasons unknown, the structure was not built and tenders were again called for the construction of a courthouse.

By 1838, local builder John Hamilton Thomson was the successful tenderer this time around, signing a contract "to execute such Mason's, Digger's, Bricklayer's, Carpenter's, Painter's, Glazier's, Plasterer's and Plumber's work required in the erection and completion of the new Court House at Liverpool"(Rappaport, 2009: 26). Once again, however, the project was derailed, for reasons that are unknown, and Mortimer Lewis' Courthouse was never built in Liverpool, (nor was the one of his same design proposed for Newcastle).

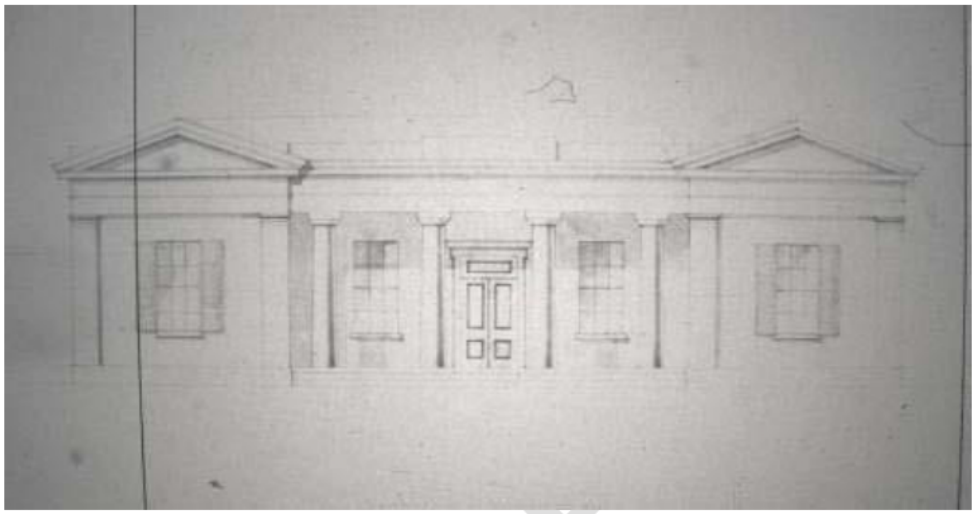

Figure 13: Proposed design, 1837 for Liverpool and Newcastle Courthouse. Neither of which were built. (Source: AONSW NRS 4334 X693 Reel 2660, image taken from Rappoport 2009, 25)

It would appear, then, that by the late 1930s there was no designated structure erected in Liverpool. However, within the 1839 Map of Liverpool (on which are inscribed the words "in the possession of Mr Thomas Moore"), the block immediately to the north of the site of the convict barracks, is marked "School, now Court House" (Figure 15). This is located in the same position as the 'Foundation for new court house' shown on Lamar's survey from 1836. It remains unclear if the Courthouse had once again moved back to the Schoolhouse or if it continued to reside in the small structure south of the barracks. In either event, the facilities provided for accommodating the court were still unsatisfactory. An 1854 requisition for twelve new cane-bottom chairs for use at the Liverpool Court House, for example, conveys the sense of frustration still at hand. In the column headed 'Purpose for which required':

> 'For the use of the magistrates, there being only three useless old chairs for the bench where magistrates come to court. Chairs have been frequently borrowed from the neighbourhood.'

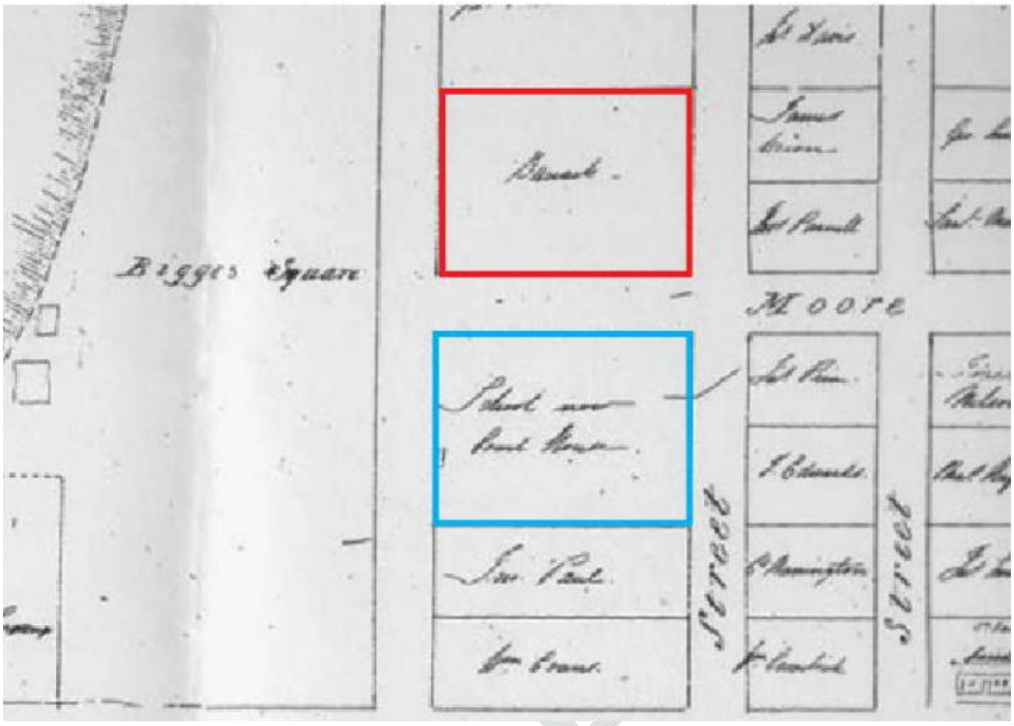

Figure 14: Map of Liverpool, 1839, showing site of 'Barrack' (red outline) and 'School now Courthouse' (blue outline). North is at the bottom of the image. (Source: AONSW 3342, Map L1.382 taken from Rappoport 2009, 28)

In 1840, convict transportation ceased, which led to the gradual phasing out of the convict system and economic decline for Liverpool (Casey & Lowe Pty Ltd 2014, 10). By 1843-44, Ordnance Department documents and plans indicate that the convict barracks adjoining the gaol were now military barracks. The military barracks were deemed 'so unimportant, as scarcely deserve notice' and were given over to the civil authorities, presumably as part of the Lock-up Keeper's quarters (*HRA* vol. 22, 505; *Government Gazette,* 26 December 1843).

By 1843, JJ Galloway's Plan (Figure 16) of the boundaries of Liverpool identifies the barracks marked at the site of the former courthouse. The Courthouse is labelled as a small structure to the west of the barracks.

Figure 15: 1843 Plan of the Town of Liverpool with Courthouse identified as Barracks outlined in red. (Source: Liverpool City Council)

In 1850, the Courthouse is shown within the study area on the Sydney Railway map of Liverpool and, by 1856, on the Plan of Town Allotments Liverpool Gaol, is shown as four buildings, one L-shaped structure and three smaller rectangular structures, none of which front Bigge Street (Figure 17 and 18). The location of the courthouse in Liverpool continued to move locations until 1859 when the gaol fronting Bigge Street was converted into the present-day former Liverpool Courthouse.

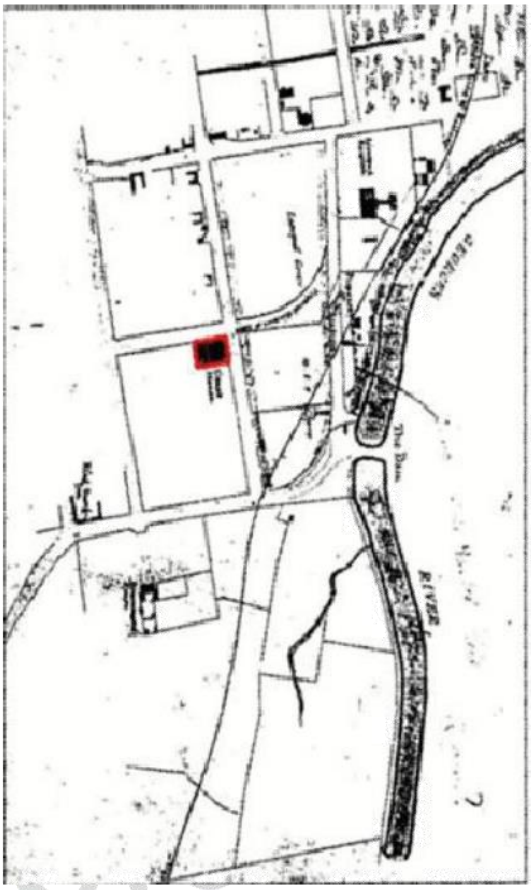

Figure 16: Sydney Railway, Railway Station and Approaches at the Town of Liverpool, 1850 showing subject area outlined in red. (Source: State Records Architects Office, Map 5316, taken from Casey and Lowe 2014, 17)

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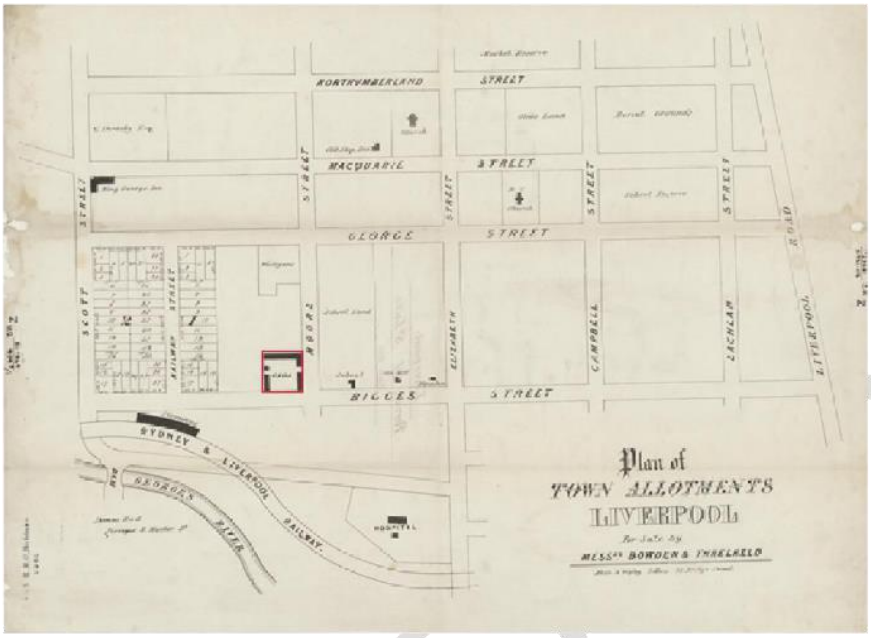

Figure 17: Plan of Town Allotments of Liverpool, 1856, showing existing buildings of Liverpool Gaol, outlined in red. (Source SLNSW, Call No. M Z/M2 811.1345/1856/1)

3.3.4 From Gaol to Courthouse 1859-1900

The initial proclamation of the Former Liverpool Courthouse to conducting District Court matters was published by Governor Sir William Thomas Denison in the New South Wales Government Gazette in 1858 (9 December 1858, Issue 207, 2173). By 1859, the former gaol structure had become the Courthouse. The first documentary evidence of this use comes on 28 January 1859, when the local constabulary requested the Secretary for Lands and Public Works to attend to certain maintenance matters:

> The Court House Offices and Cells should be thoroughly cleansed and whitewashed with a few necessary repairs to the fixtures therein and particularly one of the cells which will require the brickwork to be put in order to render the same safe for prisoners. The Outbuildings and walls are in many places in a very bad state and we are of the opinion that if they are not immediately attended to considerable expense will be incurred in putting them in proper condition.

In late 1862, the magistrates at Liverpool again called for further alterations and repairs to the Court House. It was reported that the structure was in a poor state of repair and substantial repairs and alterations were required to the main structure and brick perimeter wall (Rappoport 2009, 37). The magistrates claimed:

> The partition of the Court House should be taken down in order to enlarge the room which in its present state is inconveniently small especially when required for the holding of the District Courts. The desk should be removed from its present position by placing it under the window

> and the iron bars of the window ought to be taken out. The present stone flooring of the Court House should be taken up and a wood flooring substituted in its place. Lastly, that the roof of the building should be thoroughly examined and if found out of repair, repairs should be made accordingly.

In response, the Government Architect drew up specifications for the following works were carried out in in 1863 to various outbuildings, including the old military barracks (Rappoport 2009, 39). The works included the:

- Taking down the walls for throwing the lobby and small cell at the end into the courtroom;
- Removing the old windows and putting in new and larger windows to the court room and jury room;
- Converting the large room off the courtroom into a jury room, and a cell for prisoners;
- Constructing a jury box and other court fittings;
- Taking down the old lining boards of the courtroom and plastering instead; and
- Reshingling the roofs of the entire range of buildings, including the courthouse and gaol (GAO, 1979).

Two months after the completion of these works, the local magistrates again called for the following additional repairs:

- Reshingling of roofs to outbuildings;
- Replacement of floors in the rooms occupied by the Lock-up keeper, office and judges' room;
- A new window in the clerk's office;
- Installation of shutters to Outer Office window;
- Painting the brickwork;
- Whitewashing the walls of the buildings; and
- Providing rainwater tanks to receive water from the roof and cells.

On inspection, the Clerk of Works added the following:

- New doors to be installed;
- Windows to be raised;
- A new doorway to be constructed between the two rooms occupied by the lock-up keeper;

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- A new window to be constructed in the Registrar's Office;
- New shutters to the window; and
- Painting and colouring the boundary wall.

The extant structure, as it appears today, seems to have been present by 1876 when the following was also added to building:

- Addition of the veranda on the east elevation, complete with decorative timber valence;
- New grant entrance gate with high palisade fence;
- The conversion of the central doorway in the east elevation to a window and the addition of double doors to the southern end of the east elevation; and
- Demolition of building to the north and construction of a northern extension to the main building (GAO, 1979).

By this point, the Courthouse had been reconfigured with new doorways created and others blocked off, windows enlarged, and partition walls removed. A verandah was built along the eastern elevation and a new iron palisade fence on a sandstone base was constructed in lieu of the partially demolished perimeter wall. A 3.5 metre extension along the eastern and northern boundary is evident (refer to Figure 19). A photograph of Bigge Street shows the extant southern building connected to the perimeter wall, fence, gateposts and a continuation of the perimeter wall. A small portion of a roofline of a western building is visible (Figure 19).

Figure 18: Photograph of Former Liverpool Courthouse c. 1876, taken from the present-day intersection between Moore and Bigge Streets. Note the eaves of a building just visible on the right-hand side of the image. (Source: State Library NSW, Call No. IE1772728).

3.3.5 Courthouse and Police Station 1900-1972

From the period dating from 1876 until 1905, historical evidence relating to the courthouse is lacking. By 1905, the courthouse is documented in news articles for its poor condition. Particularly the boundary wall which is described as having a number of bricks knocked out and decayed. Minor repairs were undertaken to the Courthouse and consisted of painting, new guttering and piping, and window repairs. The old buildings were stated to be a disgrace to the Department and it was argued that they be demolished with a residence for the police sergeant constructed over the old buildings. (*The Cumberland Argus and Fruitgrowers Advocate* 1905, 3). From this period, the only plan that exists of the courthouse was drawn by Walter Edward Goodman, who was born in the Former Lock-Up keepers Quarters adjacent the courthouse in 1878 (Figure 20). Goodman's sketch was drawn in 1960 and given to Liverpool Council along with a note stating these were the buildings as he remembered them from his childhood. The rough sketch illustrates the courthouse, barracks and associated structures as Goodman recalled them, although there is some conjecture as to its accuracy. By 1930, it appears the military barracks and associated outbuildings were demolished by this time. A police station, a shed and an additional structure directly at the rear of the police station now occupy Lot 441.

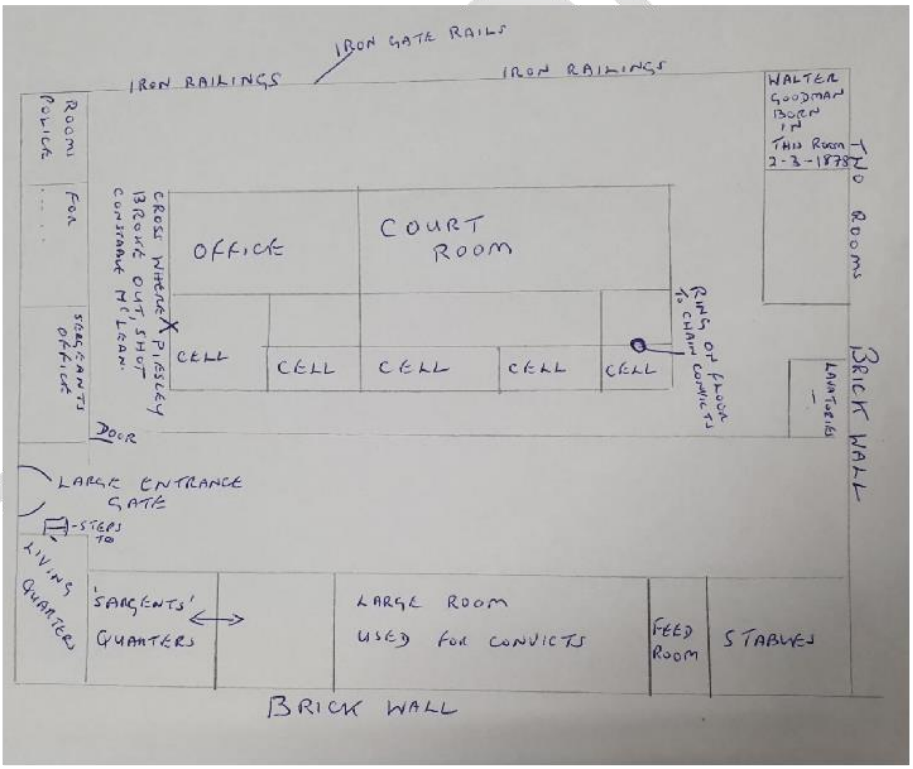

Figure 19: Walter Edward Goodman's sketch of the courthouse (redrawn from original sketch). (Source Liverpool Council).

In 1934, Liverpool Baby Health Care Centre was established in the rooms at Liverpool Courthouse. At this time, the courthouse continued to operate alongside the Baby Health Care Centre, however, it became apparent that the courthouse was in need of maintenance and was lacking in functionality. By 1938, several requests were made to the Department of Works for alterations to be made to the building, as the courthouse was unable to cater to the larger groups of people who were attending court (*The Biz,* 1938, 8). This arrangement proved to be unsatisfactory due to the clash in operations with the Courthouse; the centre eventually relocated to the Dr Pirie Health Centre located diagonally across the Bigge Street intersection.

In 1947, it was announced that funds were being granted by the Minister for Justice to the sum of £4,250 were made available for the erection of a new Courthouse; however, a shortage of materials and labour were predicted to put a delay in the construction (*The Biz* 1947, 1). An article in *The Sydney Morning Herald* (1949, p. 2) titled 'Historic Old Courthouse To Go' notes there were plans to demolish the structure after the Minister for Justice, Mr Downing, selected a site for a new court in Liverpool as the old building was too small for the then operational requirements. The courthouse was not demolished, and the article describes it as being in a 'remarkable state of preservation', in particular the three main rooms of the Courthouse – the court room, court office, and magistrates room.

Based on aerial photographs of Liverpool taken between 1943 and 1961, it appears a new brick building to the north of the Courthouse was constructed in the early 1960s. An aerial photograph from 1943 (Figure 21) shows the police station and associated structures are visible on the left-hand side of the study area. In the image, the Courthouse occupies the right-hand side in much the same configuration and observed today. A photograph dating to 1965 of the Churchill Memorial March down Moore Street shows the Police Station and associated rear structures, as well as the newly constructed brick building fronting Moore Street with the Courthouse behind it (Figure 22).

In 1966, the Courthouse, was again condemned for its inadequate size, though it continued to operate until 1972, when the court moved into new the new purpose-built premises on George Street.

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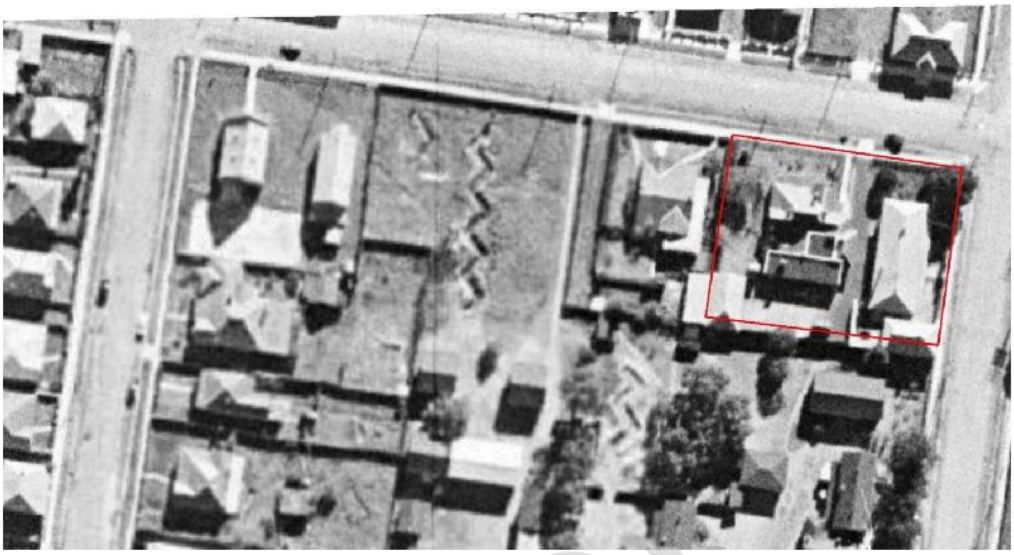

Figure 20: 1943 aerial photograph of Liverpool showing the study area (outlined in red). The police station and associated structures are visible on the left-hand side of the study area. The Courthouse occupies the right-hand side in much the same configuration and observed today. (Source: SIXMaps LPI)

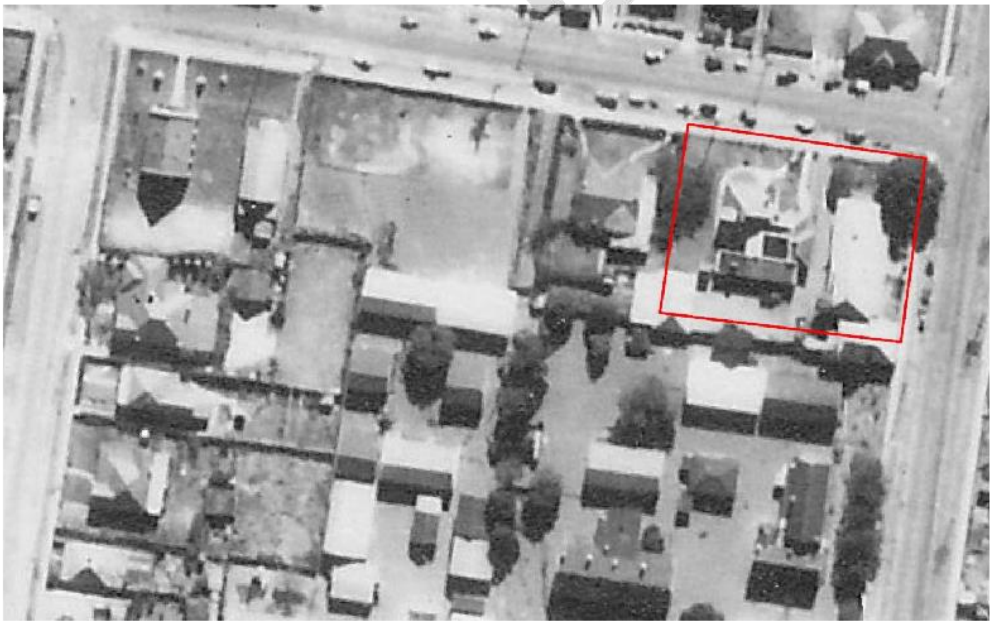

Figure 21: 1951 aerial photograph of Liverpool showing little change since 1943. Note that the structure observed in later photographs, to the north of the courthouse, has not yet been built. (Source: Liverpool City Council)

Figure 22: Churchill Memorial March on 26 February 1965 by an unknown photographer, held by Liverpool City Library. Image shows the police station, courthouse and a brick structure built on the Moore Street side of the Courthouse. (Source: Liverpool City Library)

3.3.6 Restoration and community use 1972-present

In 1972, the former Liverpool Courthouse ceased to operate as a courthouse, after the completion of the new Liverpool Courthouse and Police Station on George Street. The old police station was reported as being prepared for demolition in March 1973.

At this time, a fire was reported to have affected both the police station and former Liverpool Courthouse, causing minor damage to the courthouse structure. The two images below (Figure 24 and 25) dated to 1971 and c.1970s, show the proximity of the brick structure to the northern side of the Courthouse building and then its absence, indicating demolition occurred in the early 1970s.

In 1974, an agreement between the Department of Public Works and Liverpool Council saw the Council granted permission to lease the building to the Liverpool Community Aid Service. The site of the former police station was converted into a carpark at this time. The Liverpool Community Aid Service remained the primary tenant of the Courthouse Building throughout the late 1970s and into the 1980s.

In 1978, the Former Liverpool Courthouse was identified by the Federal Department of Defence as being possibly suitable for use as a nuclear fallout shelter. A number of buildings around the country were identified as such in the National Fallout Shelter Survey of 1977-78, however, the Former Liverpool Courthouse was never converted for this purpose.

In 1984, the Department of Public Works undertook works to restore the Courthouse building. Alterations made in the 1984 restoration included: repainting throughout; the repair, reglaze and repaint of windows of the former Lock-Up Keepers Quarters; removal of cement topping to Courthouse verandah; new sandstone flagging laid from the Yellow Rock Quarry; removal of cement verandah posts; Chainwire fence added to perimeter; and the removal of porch and stairs to entryway on north elevation for the creation of window matching the existing openings on the north elevation. The restoration sought to make good the damp affected wall surfaces. The works undertaken were estimated at a cost of $62,000. While the restoration was underway, the Liverpool Community Aid Service resided in a caravan located in the carpark. The restoration of the Courthouse was intended to take 6 months, however, it was over 14 months before the community group would occupy the former Courthouse again.

Figure 23: Photograph of Former Liverpool Courthouse still in use as a Courthouse, 17 March 1971. (Source: Liverpool City Library Ref. No. HL000124)

Figure 24: Photograph dated to the 1970s, provided by the Liverpool Council. Shows the Liverpool Courthouse from the opposite side of Moore Street, looking across the Bigge and Moore Street intersection. The c.1960s brick structure has been demolished. (Source: Liverpool Council)

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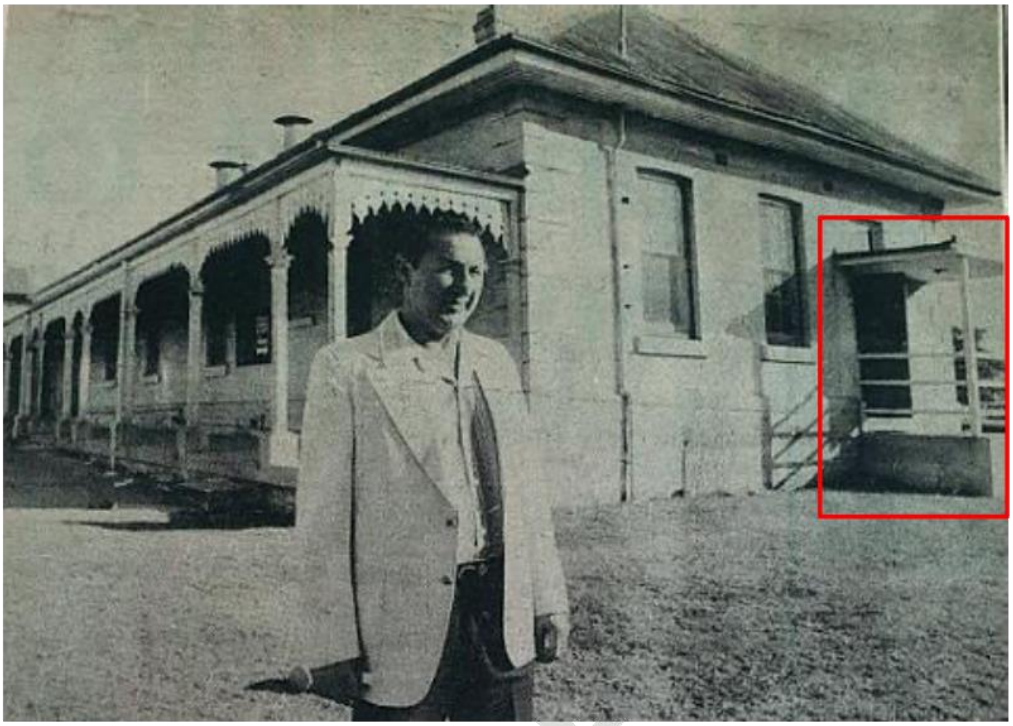

Figure 25: Photograph of the former Liverpool Courthouse, c.1982 prior to the restoration of the building. The former porch and entrance on the north elevation are outlined in red. (Source: Liverpool Council)

Figure 26: Photograph of the Liverpool Courthouse, c.1982-86. (Source: Liverpool Council)

In 1991, the Liverpool Heritage Committee lobbied for a conservation study to be carried out on a plot of vacant land immediately to the west of the Former Liverpool Courthouse. This land had been earmarked for sale by the Liverpool City Council. In response, the Minister for Conservation and Land Management prepared a draft local assessment for Crown lands adjoining the Old Liverpool Court House, in which it was recommended that a 200sq m strip of land be added to the adjoining Reserve No.100159 for Community Purposes and Preservation of Historic Sites and Buildings (which contained the Old Court House). The remaining portion of the land (794 sq m) would be disposed of by sale, with the condition that a conservation study would be required prior to any development being carried out on the site. The additional strip secured in that ruling contains the car park, landscaped area and the sandstone memorial of the 175th anniversary of the founding of Liverpool which stands at the Moore St entrance (Rappoport 2009, 44). An aerial photograph dating to 1991 of Liverpool shows the courthouse as it stood at this time (Figure 26).

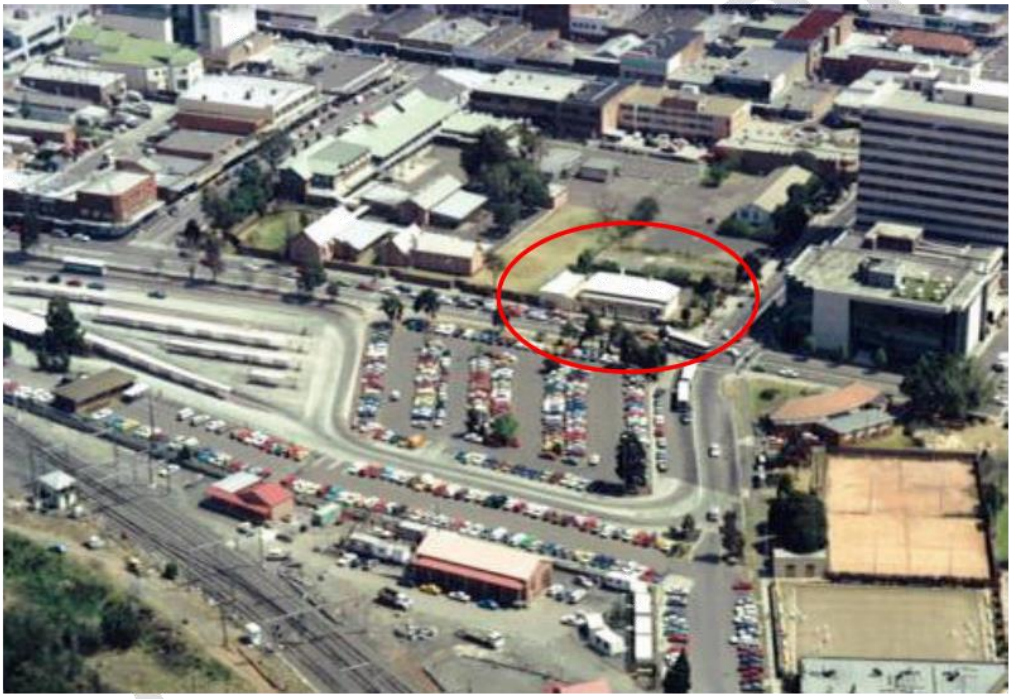

Figure 27: Detail of a 1991 aerial photograph of Liverpool, provided by the Liverpool Council. The Courthouse and associated structures to the south are shown in the same configuration today. The area to the west of the Courthouse, where the barracks and then police station stood, appears fenced off from the school and devoid of structures (Source: Liverpool Council).

3.4 Chronology of Built Fabric

The development of the built fabric of the Former Liverpool Courthouse has been tabulated as a chronological history below.

Table 2. Chronology of built fabric.

Year	Building Development
1819/1820	Liverpool Gaol built.
1859	First documentary evidence of the use of the building comes on 28 January 1859 when the local constabulary requested the Secretary for Lands and Public Works to attend to certain maintenance matters: "The Court House Offices and Cells should be thoroughly cleansed and whitewashed with a few necessary repairs to the fixtures therein and particularly one of the cells which will require the brickwork to be put in order to render the same safe for prisoners. The Outbuildings and walls are in many places in a very bad state and we are of the opinion that if they are not immediately attended to considerable expense will be incurred in putting them in proper condition".
February 1859	Local Clerk of Works, James Moore provided a cost estimate for the remedial works to the building which included: ▪ partial demolition and rebuilding of 50ft section of the brick perimeter wall; ▪ substantial repairs to the floors in the Chief Constables Quarters with introduction of new hardwood joists and T&G pitch-pine floor boards ▪ repairs to the plaster in Chief Constable's Quarters; ▪ repair all linings and timber work to cells, Court room and other rooms in the building ▪ repair all fixtures in court room and apply two coats of varnish ▪ repairs to the stone flagging in the cells ▪ reshingle the roofs ▪ paint generally ▪ whitewashing of the courthouse and cells.
March 1859	Additional works required at the Courthouse included: ▪ pulling up old floors and laying new joists ▪ installation of new skirting boards ▪ making two lockable cupboards and a bookcase ▪ Installation of a mantelpiece to one of the fireplaces ▪ Installation of a new window board and fastening ▪ Facing old hearth stone and chimney back with new brick ▪ Scraping walls, ceiling, papering walls and ceiling, then painting ▪ Laying a new oil cloth for the floor.
August 1859	▪ Mention of a '…privy attached to the Police Office and the Watch House at Liverpool'. The Watch House was located on Moore Street, to the west of the Former Courthouse (now part of the school grounds).

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Year	Building Development
	▪ Unknown if the privy is the same building as currently occupied by the ladies toilets.
Late 1862	Magistrates at Liverpool again called for further alterations and repairs to the Court House: "the partition of the Court House should be taken down in order to enlarge the room which in its present state is inconveniently small especially when required for the holding of the District Courts. The desk should be removed from its present position by placing it under the window and the iron bars of the window ought to be taken out. The present stone flooring of the Court House should be taken up and a wood flooring substituted in its place. Lastly, that the roof of the building should be thoroughly examined and if found out of repair, repairs should be made accordingly." In response, the Government Architect drew up specifications for the following works: ▪ Taking down the walls for throwing the lobby and small cell at the end into the courtroom. ▪ Removing the old windows and putting in new and larger windows to the court room and jury room. ▪ Converting the large room off the court room into a jury room, and a cell for prisoners ▪ Constructing a jury box and other court fittings ▪ Taking down the old lining boards of the courtroom and plastering instead; ▪ And reshingling the roofs of the entire range of buildings, including the courthouse and gaol. Two months after the latter works, the magistrates claimed that the following works were required: ▪ Reshingling of roofs to outbuildings ▪ Replacement of floorboards in the rooms occupied by the Lock-up Keeper, Office and Judge's Room ▪ A new window in the Clerk's Office ▪ Installation of shutters to Outer Office window ▪ Painting the brickwork ▪ Whitewashing the walls of all buildings ▪ Providing rainwater tanks to receive water from the roof and cells. The Clerk of Works, following his own inspection, subsequently added additional items to the list, including: ▪ New doors to be installed ▪ Windows to be raised ▪ A new doorway to be constructed between the two rooms occupied by the Lock-up Keeper ▪ A new window to be constructed in the Registrar's Office at 'B' ▪ New shutters to the window at 'C'

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Year	Building Development
	▪ Painting and colouring the boundary wall. These repairs were carried out by Samuel Long in early 1864 for the sum of 188 Pounds.
c.1864 - 1876	▪ Reconfiguration of courthouse- with new doorways created and others blocked off, ▪ windows enlarged, ▪ Conversion of the central doorway in the east elevation to a window and the addition of double doors to the southern end of the east elevation ▪ partition walls removed ▪ 3.5m extension at the northern end ▪ Addition of the veranda on the east elevation, complete with decorative timber valence, ▪ Partial demolition of perimeter wall ▪ New grand entrance gate with high iron palisade fence with sandstone base; ▪ Demolition of building to the north and construction of a northern extension to the main building
1930	▪ Article from 1930 which reports that "much needed repairs" were undertaken to the structure (*The Biz* 1930, p. 4).
1934-1940s	▪ Former courthouse partially occupied by the Liverpool Baby Health Centre. Continued function as a Courthouse.
1974	▪ Police Station demolished
c.1970s	▪ Toilet block constructed
1984	▪ Courthouse restored by NSW Department of Public Works. Works included: • Repainting throughout including interior and exterior, • The repair, reglaze and repaint of windows of the former Lock-Up Keepers Quarters, • Removal of cement topping to Courthouse verandah, • New sandstone flagging laid from the Yellow Rock Quarry, • Removal of cement verandah posts, • Chainwire fence added to perimeter • Removal of porch and stairs to entryway on north elevation for the creation of window matching the existing openings on the north elevation. • Make good the damp affected wall surfaces.
Post 1990s	▪ New tall palisade fence to the north and west elevations.

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3.5 Historic Themes

The following Historic Themes outlines the relationship of the Former Liverpool Courthouse to national and state historic themes. National themes directly relate to the themes set out in the *New South Wales Historical Themes* (Heritage Office 2001). The themes tabulated below can be applied to the Liverpool Courthouse.

Table 3. Historic themes

Australian theme	State Theme	Description
2 – Peopling Australia	Convict	Activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850) – does not include activities associated with the conviction of persons in NSW that are unrelated to the 'imperial convict system'.
4 – Building settlements, towns and cities	Towns, suburbs and villages	Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages
7 – Governing	Government and administration	Activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes both principled and corrupt activities.
	Law and order	Activities associated with maintaining, promoting and implementing criminal and civil law and legal processes.
9 – Marking the phases of life	Persons	Activities of, and associations with, identifiable individuals, families and communal groups.

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4. Physical Analysis

4.1 Preamble

Extent Heritage carried out a physical inspection of the study area on Tuesday 23 July 2019. The inspection involved an investigation into the built form and landscape setting. This section provides both a brief overview of the subject site and a detailed analysis of individual components. The below tables define the gradings condition used in the below analysis.

The below floor plan has been utilised to identify the rooms within the structures present on site. The following physical description is quoted from the previous Conservation Management Plan prepared by Rappaport in 2009 with minor amendments and updates made throughout.

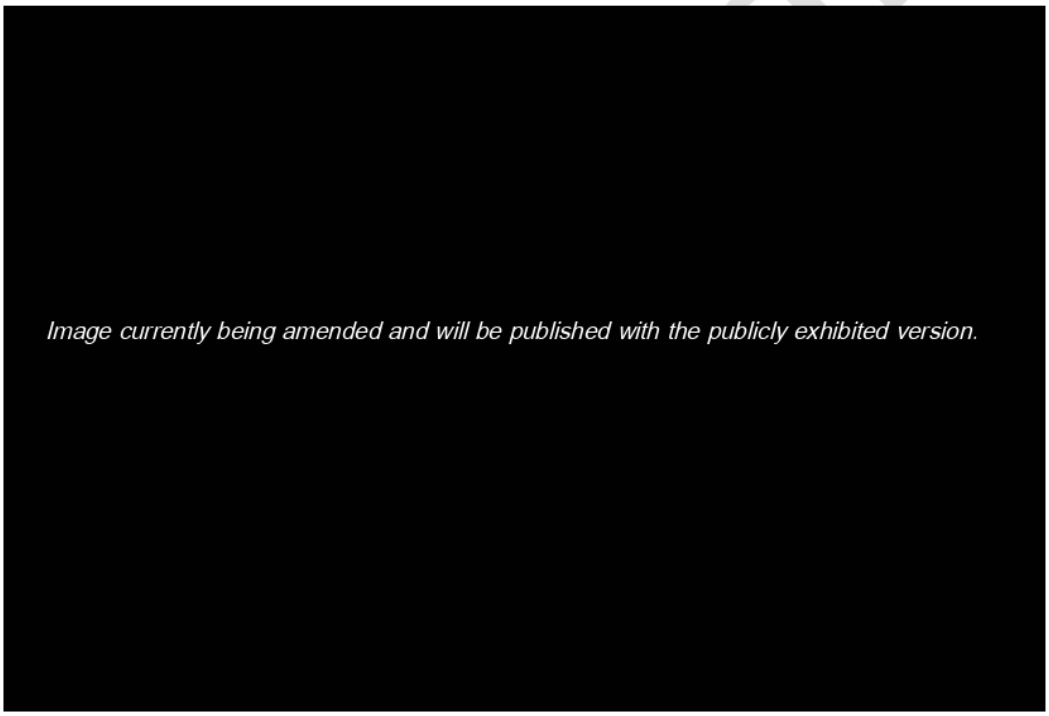

Figure 28: Plan of the former Courthouse and outbuildings. (Source: Rappoport 2009, with Extent mark-ups)

Table 4. Grading of condition

Grading	Description
Good	Little to no maintenance and repair works required.
Fair	Some maintenance and repair work required.
Poor	Significant maintenance and repair works required.

4.2 Context and Setting

The Former Liverpool Courthouse is located at the corner of Bigge and Moore Streets, Liverpool. The Former Courthouse complex comprises of the former Courthouse, the former Lock-up Keeper's building and later addition abutting its west elevation, a toilet block and remnants of an original perimeter wall.

The site is bounded on the east by a rendered brick wall with sandstone piers and a wrought iron palisade fence secured into a sandstone railing base. Wrought iron gates are hung between two sandstone gate piers. The north-eastern and northern boundaries are delineated by a contemporary steel fence and concrete kerbing retaining a garden bed. A car parking area to the west of the main building is bound by a contemporary steel fence that separates the study area from the adjacent Liverpool Public School. A contemporary triptych sandstone sculpture is sited to the west of the Moore Street vehicular entrance gate commemorating the 175th anniversary of the founding of Liverpool, erected in 1985 (Rappoport 2009:45).

Figure 29. View from the corner of Bigge and Moore Streets.

Figure 30. View southeast from Moore Street.

Figure 31. View south along Bigge Street.

Figure 32. View southwest to the corner of Bigge and Moore Streets.

Figure 33. View from the intersection of Moore and Bigge Streets to the Liverpool Courthouse.

Figure 34. View west from Bigge Street to Liverpool Courthouse.

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4.3 Main Courthouse Building

4.3.1 Exterior

The main courthouse building is a single storey Colonial style building with later Victorian alterations. The building is constructed of sandstock brick, laid in courses of English Bond with chamfered sandstone quoins supported on a sandstone plinth. All external surfaces are coated in a thick layer of acrylic paint.

The building has a hipped roof clad in corrugated galvanised iron sheeting and features two tall painted brick chimneys with expressed brick detailing and ventilated boxed eaves. The gutters and downpipes are of modern steel. The brick chimney located on the main ridge is in its original location, while the tall brick chimney located at the rear of the building is a later Victorian addition.

The front façade (east elevation) has a hipped verandah roof clad with corrugated galvanised iron sheeting supported on chamfered timber posts with painted timber soffits and a decorative timber valence. The verandah floor consists of sandstone flagging overlaying sandstock brick foundations. The current floor and wall have replaced vents, painted. Fenestration on the east elevation consists of two timber doors and five window openings. The door at the northern end is a four panelled timber door with a brass doorknob, while the door at the southern end is a timber double-leaf entrance door with brass hardware. Four windows along this elevation are timber framed single hung sash, windows with twelve-panes and painted sandstone sills. An additional smaller window exists on the east elevation, though this window is boarded up with a painted sign that reads 'Former Liverpool Courthouse'. Of particular interest, the window second from the south, features a brick infilled sandstone plinth, indicative early repairs made to the building. There is evidence in the brick detailing on the east elevation to suggest the original location of the former gaol and the later 1860s -70s additions, demonstrated by the texture of the brick and new joins.

Similarly, the southern elevation features the three former cell doorways, now converted into windows with later sandstone replacements of the original sandstone steps. The windows are timber framed sash windows with twelve-panes and have a painted sandstone sill.

The north elevation consists of a brick base with a course of sandstone at the verandah height and three timber framed sash windows with twelve-panes and a painted sandstone sill. The window on the westernmost end of the façade dates to the 1984 renovation of the building, which removed a former entrance and made good the surface to match the existing fenestration.

The west elevation has two timber framed sash windows with twelve-panes and painted sandstone sills and an entrance doorway addressed by a steel ramp. The door is a timber sheeted tongue and groove door with brass elements and a fanlight. The timber door and fanlight is fronted by a steel security screen. The rear entrance door is the current primary entrance and is serviced by a steel framed ramp with powder coated balustrade, in place of superseded concrete steps which remain extant under the ramp.

Figure 35. East elevation

Figure 36. View of verandah underside.

Figure 37. View southwest to east elevation.

Figure 38. View northwest to east elevation.

Figure 39. View to infilled base of window on the east elevation.

Figure 40. northern end of East elevation with brick extension.

Figure 41. View to cement stairs on the west elevation.

Figure 42. Detail of west elevation with eroded sandstone and rendered cement inserts. Also shows signs of the previous ramp.

Figure 43. West elevation

Figure 44. Corner of South and West elevation

Figure 45. Detail of former cell doorway on the south elevation.

Figure 46. Detail of former cell doorway on the south elevation.

Figure 47. North elevation.

Figure 48. North elevation.

4.3.2 Interior

Internally, the courthouse can be divided into five (5) main spaces; the main courtroom, foyer, office 1, office 2 and reception. The building features replaced timber flooring throughout and predominately plastered walls. The Main Courtroom, Foyer and room denoted 'Office 1' have plastered walls. While the room denoted 'Office 2' has a modern gyprock and stud wall which separates it from the Reception area. This wall appears temporary in nature and is intrusive to the overall Victorian aesthetic qualities of the space. Other walls in these rooms are plastered but have replacement cement-render in place of the plaster to approximately 900mm from the floor. All rooms have timber skirtings with some power points installed.

The interior doors are four panelled, of Victorian period, and have painted timber reveals and architraves. Some of the doors have had the lower panels replaced with steel louvres. External doors have slate thresholds. The windows have timber architraves and sills, and splayed timber reveals. Window hardware is a mix of original and contemporary, all windows have contemporary internal steel security bars fitted.

All rooms have a painted corrugated iron ceiling with pressed-metal decorative rosettes and plaster cornices, probably being late Victorian. The courthouse contains three fireplaces that are blocked-in with rendered brick, except for the fireplace located in Office 1 which has a marble pilaster, lintel, cornice and mantelshelf.

Fixed internal furniture in the Main Courtroom consists of the former judge's seat and associated court administrators' boxes, a two-tiered jury box and a prisoner box. All appear to

be of cedar and a second unknown timber. The prisoner box has wrought steel railings and handrail, the latter encased in timber.

Figure 49. Entrance through foyer.

Figure 50. View south from foyer to Court room and reception.

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Figure 51. View south to reception

Figure 52. View north to reception.

Figure 53. View southeast to Office 2

Figure 54. View northwest to Office 2

Figure 55.View south to Office 1.

Figure 56. View north to Office 1

Figure 57. Main courtroom looking north to judges stand.

Figure 58. Main courtroom looking south.

Figure 59. Main courtroom, looking northeast.

Figure 60. Main courtroom with jury stand, looking northeast.

Figure 61. Main courtroom looking southwest to Prisoner Dock

Figure 62. View northwest to judges stand.

Figure 63. Prisoners Dock, looking west.

Figure 64. View to windows on the west elevation of the main courtroom.

4.3.3 Condition and Integrity

Generally, the condition of the former courthouse is fair although certain elements require remediation. There are signs of some structural cracking evident along the southern elevation and at the northeast corner of the building and internally. There is also evidence of salt attack and rising damp. It is likely the salt attack is accelerated by the acrylic paint coating the exterior of the courthouse and the concreting along the base of the west elevation. This is evident in the condition of the sandstone foundations which show severe signs of sandstone degradation. The acrylic paint is also impacting timber elements.

A reading from a moisture metre on the internal wall dividing the main courtroom from the foyer and Office 1 was quite high, indicating there is an issue with the moisture levels. The portion of wall where this reading was taken from had exposed sandstock bricks and piles of plaster and salt.

The overall integrity of the former courthouse is considered to be high. The building retains a high level of original fabric relating to the earliest configuration of the building as a gaol to its subsequent use as a courthouse.

Figure 65. Detail of sandstone dilapidation on the west elevation.

Figure 66. Detail of sandstone dilapidation on the west elevation.

Figure 67. Detailed of sandstone degradation due to salt attack, located on the east elevation.

Figure 68. Detail of concrete abutting west elevation of Courthouse.

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Figure 69. Deteriorated timber elements of the verandah due to the acrylic paint.

Figure 70. Detail of cracking on the southern elevation.

Figure 71. Moisture metre reading from the northern wall in the Courtroom.

Figure 72. exposed brickwork with crystallised salt and loose plaster.

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4.4 Lock-Up Keeper's Quarters and Addition

4.4.1 Exterior

The former Lock-Up Keeper's Quarters located to the south of the Main Courthouse Building is a single storey Colonial style building with later Victorian alterations. The building is constructed of sandstock bricks laid in courses of English Bond. Adjoining the original sandstock section of the building is a later cavity brick constructed extension at the western end. The newer addition to the western end of the Lock-Up Keepers' Quarters is separated from the earlier building by a continuous vertical expansion joint. Externally, the lower 1800mm of the north and west walls is cement rendered with scored joints to imitate ashlar coursing, while the upper wall consists of painted brick laid in the Stretcher bond pattern.

All external brick walls are painted in thick layers of acrylic paint.

The roof is hipped with a gable vent to the west and overhanging eaves with steel gutters and downpipes. The soffits are lined with wide timber boards. There is a simple brick chimney in its original location and a modern brick chimney on the new addition. Like the courthouse, the roof would have originally comprised of timber shingles, was replaced with corrugated galvanised iron sheeting.

The north elevation includes a new sandstone threshold to two doorways with timber sheeted tongue-and-groove doors and a new slate threshold at the westernmost doorway which has a timber four-panelled door. Fenestration on this elevation consists of two small timber framed sash windows with nine-panes and a replaced painted sandstone sill. Window and door openings feature brick segmental arches.

Another doorway is located at the southern end of the west elevation, opening into a passageway adjacent to the toilet block. The door is a timber four-panelled door with a toplight. The passageway is permanently inaccessible owing to the presence of a fixed picket fence at its northern end.

The east and south elevations are rendered brick with scored joints to imitate ashlar coursing. The south elevation retains a sash window with an original sandstone sill and modern timber louvred shutters. This window has a broken windowpane. There are several painted aluminium floor vents and painted terracotta wall vents, that are replacements of the originals.

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Figure 73. View to the Lock-up keepers' quarters, north elevation.

Figure 74. North elevation of the Lock-up keepers' quarters

Figure 75. Detail of windows on the north elevation of the Lock-up keepers' quarters.

Figure 76. Detail of timber tongue and groove door

Figure 77. View to later western extension to Lock-up keepers' quarters.

Figure 78. Detail of change in brickwork pattern along north elevation of Lock-up keepers' quarters.

Figure 79. South elevation, looking northeast.

Figure 80. Southern elevation, looking northwest.

4.4.2 Interior

Internally, the original portion of the Lock-Up Keepers Quarters building was divided into two rooms, referred to in plan as Office 6 and Office 7. The original rooms consist of plastered brick walls with fireplaces either side, both now infilled with rendered brick. They shared a doorway in the dividing wall, which is now infilled with brick. Each room has timber flooring throughout and painted timber tongue-and-groove ceilings with small timber quad mouldings, timber skirtings, and timber picture rails.

The windows in Office 6 and office 7 have painted timber architraves and sills, and splayed timber reveals. Window hardware is a mix of original and contemporary. All windows have contemporary internal steel security bars fitted. Modern fluorescent light fittings and modern door hardware are intrusive elements to the character of the building.

The internal layout of the later addition, office 5, features timber floorboards, plastered walls with timber skirtings, picture rails and architraves. The ceiling consists of fibre sheets with timber battens. Contemporary fluorescent lights are located at the centre of the fibre ceiling. There is an infilled fireplace with a brick chimney breast with brick cornices supporting a painted timber mantelshelf. The internal door is a four panelled timber door with profiled panels and a toplight. Windows feature timber sills and fitted internal steel security bars.

The 1984 restoration of Liverpool Courthouse included the repair, reglaze and repaint of several windows in the Lock-Up Keepers Quarters.

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Figure 81. Room 5, looking north

Figure 82. Room 5, looking south.

Figure 83. Detail of fireplace located in Room 5, looking east.

Figure 84. Room 5, looking southeast.

Figure 85. Room 6, looking north.

Figure 86. Room 6, looking northeast.

Figure 87. Detail of timber panel ceiling with fluorescent strip light in Room 6.

Figure 88. Former doorway infilled with brick between Office 6 and 7.

Figure 89. Detail of timber floorboard located in Office 6.

Figure 90. Office 7, looking north.

Figure 91. Fireplace located in Office 7, looking northwest.

Figure 92. Office 7, looking southeast.

Figure 93. Detail of timber panel roof in Office 7.

Figure 94. Office 7, looking south.

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4.4.3 Condition and Integrity

Generally, the condition of the Lock-Up Keepers Quarters is fair although certain elements require remediation. The building shows signs of physical impacts to north elevation and it is clear the building is impacted by salt attack and rising damp likely the result of and accelerated by the external acrylic paint coat. This is particularly evident in the condition of the sandstock bricks that show substantial weathering and deterioration beneath the coat of paint, as well as internally where the plaster walls show signs of salt attack. Contributing to this issue includes the build-up of soil along the southern elevation.

Some windows show general signs of age with the peeling of pain from timber windowpanes. There is significant damage to the window located on the southern elevation in Office 7, which has suffered a severe loss of timber work to termite damage.

Although modified the building retains a high level of integrity and a substantial amount of significant fabric.

Figure 95.Detail of deteriorated timber window elements with peeling paint.

Figure 96. Impacted brickwork on the northern elevation

Figure 97. Detail of salt attack in Room 6, looking south.

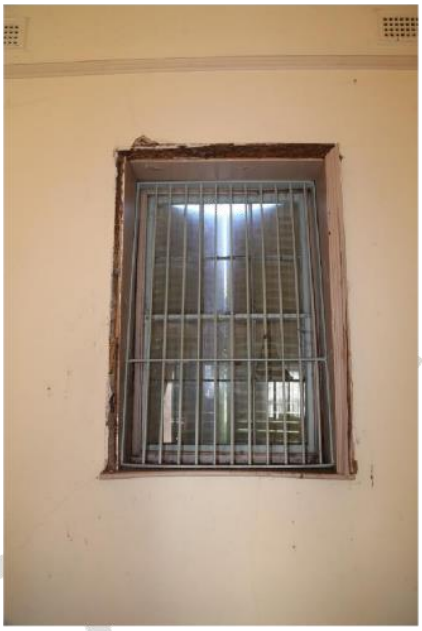

Figure 98. Detail of window with termite damage in Office 7.

4.5 Toilet Block

The toilet block consists of a mixture of early and contemporary fabric. The western and southern walls are of early sandstock brick laid in the English Bond pattern. The western wall extends to the north beyond the toilet block itself and appears to be a remnant fabric of the 1819 boundary wall. A former opening in the west elevation of this wall is bricked-up. While the east elevation is of rendered sandstock brick with scored ashlar markings. All external surfaces are coated in a thick layer of acrylic paint.

Other walls comprising the toilet block are a mixture early and modern brick. Some internal walls are cement-rendered. The structure is situated under a corrugated steel skillion roof with steel gutters and downpipes. The two door openings on the north elevation have modern steel security gates.

Fenestration consists of three small arched windows located on the east elevation. The windows have original brick sills. All three windows have contemporary glass louvres installed in timber frames.

The male toilet cubicles are of contemporary brick construction and have concrete floors and cement rendered internal walls. The upper portion of the southern wall has remnant

redundant fixings dating from the Victorian period. The two cubicle doors in the male toilets are of contemporary ledged and sheeted tongue-and-groove type.

The eastern wall of the female toilet is constructed from early sandstock bricks. The dividing walls of the cubicles are rendered brick. Two of the three female toilet cubicles have corrugated iron ceilings which match the ceilings in the Main Courthouse Building. The third has a ceiling of timber tongue-and-groove panels. One of the female toilet cubicles has a slate threshold of Victorian origin. The remaining floors are concrete. The three cubicle doors in the female toilets are timber ledged and sheeted tongue-and-groove doors.

Figure 99. North elevation of the toilet block showing modern fitout.

Figure 100. East elevation with louvered windows.

75% draft

Figure 101. View south to the interior of the toilet block.

Figure 102. View east to the interior of the toilet block. Evidence of structural movement.

Figure 103. Southern elevation of toilet block.

Figure 104. Detail of rendered southern elevation with exposed sandstock brick.

4.5.1 Condition and Integrity

The toilet is block is considered to be in a fair condition although there is evidence of structural movement to the north elevation and the building features deteriorated timber work. The building features salt attack and rising damp issues associated with external coat of acrylic paint.

The toilet block retains a moderate level of integrity.

4.6 Boundary Wall and Perimeter Fence

The remnant brick boundary wall and fence located extending west from the toilet block would have originally surrounded the Main Courthouse Building and outbuildings. The boundary wall was later replaced with the steel (originally wrought iron) palisade fence atop a sandstone railing base with rendered brick walls scored to imitate sandstone masonry along the eastern boundary.

The remaining remnant boundary wall that adjoins the toilet block is constructed of sandstock bricks laid in the English Bond pattern and coated with an acrylic paint. This and features a bricked arch and former doorway, now infilled.

The boundary wall that now marks the eastern boundary of the site consists of a rendered brick wall with scored ashlar joints, sandstone capping and sandstone quoins with a steel spearhead palisade fence secured into a sandstone railing base with a double leaf steel (originally wrought iron gates) hung between the two sandstone gate piers. The original sandstock brick footings of the boundary wall are visible beneath the sandstone railing base.

A contemporary steel palisade fence adjoins the sandstone piers at the northern end of the eastern elevation and extends along the north and west perimeter.

Figure 105. View east to the western extension of the Boundary wall.

Figure 106. View east, detail of former entrance infilled with brick.

90% Draft

Figure 107. View southwest to remnant brick boundary wall extending from toilet block.

Figure 108. View west to sandstone pillars and steel palisade gate.

Figure 109. View northwest to sandstone base and steel palisade fence.

Figure 110. View southwest to sandstone base with steel palisade fence and rendered brick wall.

75%

Figure 111. Detail of steel palisade fence atop sandstone base.

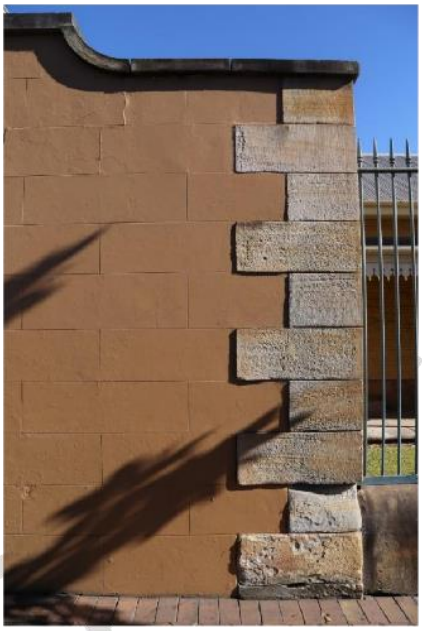

Figure 112. Detail rendered brick boundary wall.

Figure 113. Exposed sandstock bricks beneath the sandstone base.

Figure 114. View east to sandstone plinth and palisade fence and rendered boundary wall.

Figure 115. Sandstone plinth and palisade fence.

Figure 116. Contemporary palisade fence along the east and north boundary of the site.

4.6.1 Condition and Integrity

The condition of the brick boundary wall is considered to be fair although certain elements require remediation. It is evident the brickwork is impacted by the acrylic paint and detrimentally affecting the sandstock bricks beneath. The wall also shows signs of cracking and structural movement as a result of nearby vegetation growth.

The rendered brick sections along the eastern boundary (Bigge Street) shows signs of salt attack and rising damp with a high moisture reading recorded. There are also signs of structural movement, with the northernmost sandstone pier on a lean to the west and resting on the contemporary palisade fence. The sandstone plinths also show signs of cracking, as a result on the new steel palisade inserts.

While the boundary wall retains some original fabric, the boundary wall has been progressively reduced and modified with the inclusion of contemporary fencing elements, such as the steel palisade inserts and only a small portion of the original 1819 boundary wall is extant. Overall, the integrity of the item is considered to be moderate.

75% Draft

Figure 117. Western boundary wall with impacted brickwork from tree root and acrylic paint.

Figure 118. View of sandstone plinth with cracking du to steel palisade inserts.

Figure 119. Rendered brick boundary wall with sandstone degradation.

Figure 120. Sandstone pier with lean to the west, may require repointing.

4.7 Landscape

Two symmetrical grass lawns to the east of the Main Courthouse Building are bisected by a modern sandstone-paved pathway leading from the entrance gates to the former front entrance (no longer extant) of the Main Courthouse Building. A hedge flanks the contemporary steel fencing on the northern section of the east elevation. To the north, there are two bunya pines on a lawn bounded by low gardens containing mostly agapanthus. A vehicular entrance is located on the north boundary (Moore St), entering a car parking area to the west of the Main Courthouse Building. A contemporary triptych sandstone sculpture is sited to the west of the Moore St vehicular entrance gate. A small lawn with established trees is located in the south-western corner of the site.

Figure 121. View from corner of Bigge and Moore Streets.

Figure 122. View north along Bigge Street.

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Figure 123. View south along Bigge Street.

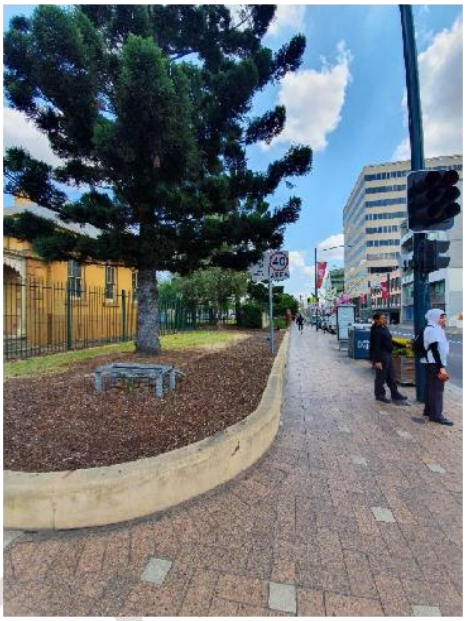

Figure 124. View west along Moore Street.

Figure 125. View west along Moore Street to triptych sandstone sculpture.

Figure 126. View north to carpark and landscaping at the rear of the Courthouse.

Figure 127. View south to trees located along the southern boundary shielding the Public School.

Figure 128. View west to carpark at the rear of the Courthouse.

Figure 129. View south towards Liverpool Public School.

Figure 130. View to lawn at the southwest of the Courthouse.

4.8 Heritage Fabric Analysis

The following analysis is based on the evidence of provided in sketch plans and later architectural drawings of the building's floor plan. The early historical documentation of the Liverpool Courthouse is limited, and where accessible, not drawn to scale. One particular source is a plan of the site drawn from memory by Walter Edward Goodman, who was born in the Courthouse complex in 1878. Although there is some conjecture in the accuracy of the drawing, the plan does provide some valid historical information pertaining to an escaped prisoner who shot Constable McLean in 1898 and an intriguing description of the Courthouse and associated buildings use.

Consolidating the historical analysis of the site and the extant heritage fabric will serve to understand the original configuration of the gaol and understand the alterations associated with the building's adaptation to a Courthouse throughout 1860 and 1870s. Later architectural drawings of the building pre-restoration in 1979 and post-restoration works in 1984 provide a relatively contemporary configuration of the building and bridge the gap between the historical documentation and the extant fabric.

The current configuration of the courthouse contains a courtroom, foyer area and three office spaces. The structure contains a sandstone masonry plinth with sandstock brick walls and sandstone quoins, and hipped roof. At the northern end of the courthouse is a sandstock brick extension.

The original construction of the building was as a small gaol, based on Governor King's Sydney gaol although on a much smaller scale which comprised of two rooms off a transverse corridor, with three cells at either end (refer to figure 7). Within the courtroom, it is likely that at least three exterior walls and possibly one internal wall, contain remnants of its original configuration as a gaol. This is supported by a comparison of the early plans of Liverpool gaol noted in the Mr Greenway Public Building records and in Commissioner Bigge's report with the 1979 architectural plans of the courthouse. The later architectural drawings of the building measure the courtroom to be approximately 10.3 meters long and 7.35 meters wide. This roughly equates to the measurements recorded by Greenway and Bigge which state the gaol was 34 feet by 29 feet. Evidence to suggest the Courtroom contains the remnants of the former gaol is further supported by the alignment of the cell doors below the extant windows along the southern elevation, where an exposed sandstone threshold or step atop brick foundations (refer to figure 45 ad 46). Furthermore, although the roof cavity was not inspected, the roof was originally of timber shingles, and it is possible the roof form may have evidence of this former fabric and construction.

The east and west elevations feature new window and door openings that date to the 1863 modification of the courthouse, however, also align with the location of the former hallway at the centre of the gaol. Later modifications associated with the courthouse included altering the entrance of the building and its address to the Bigge street. This included the addition of a verandah, central doorway and decorative gate. The present orientation and external physical description of the Courthouse is largely associated with the 1870s modifications. Significant fabric relating to the conversion and use include the sandstock brick walls, windows, ceiling, judges stand, jury box and prisoner box.

The building was again modified in the 1980s when it was restored by the Government Architect. The introduced fabric includes new timber floorboards, internal and external paint schemes, an internal dividing wall separating office 2 and reception, and a new window located on the north elevation. Refer to Appendix D for architectural plans.

4.9 Historical Archaeology

TBA (In progress)

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5. Comparative Analysis

5.1 Preamble

A comparative analysis is often undertaken to determine the relative value of a place in relation to other similar sites. This is particularly important in the overall assessment of significance of places, as types or elements become increasingly rare. In the case of the Former Liverpool Courthouse, a comparative analysis is a far more academic process regarding details than it is in relation to an issue for determining relative significance. At this level, the buildings are so significant in relation to their age and association with the first phase of settlement, their 'relative value' is well known and documented.

5.2 Comparative Analysis of Courthouses in Sydney

The history of the judicial system of the early NSW Colonial Government is intrinsically tied to the social and cultural development of the British penal philosophy. The function of courthouse has changed very little and there has been a consistent design philosophy. Courthouses built in the Victorian era are distinct buildings for their architectural character and contribution to the landscape as notable public buildings. They were built to embody the ideals of the Government and evoke a sense of civic pride whilst simultaneously conveying a sense of imposed grandeur. They are clear architectural symbols of authority.

Early colonial courthouses, however, were built to a pattern and reflected the hardships of the early European settlement. The Liverpool Courthouse is unique in that the building initially consisted of a gaol, convict barracks and military barracks within close proximity. This was a relatively rare and unusual justice precinct which are typically separated the early administrative functions of the military, convicts and justice in the town planning of a Macquarie Town.

The architecture of the Liverpool Courthouse is also unique owing to its primary function as a gaol first, and courthouse based in a rural town second. The architecture of the Liverpool courthouse demonstrates a modest approach to the construction that reflects a functional need rather than desire to impress. While the building features some typically Victorian architectural elements, the architectural expression of the buildings function is not comparable to extant Courthouse building in Sydney. Many extant courthouses that date to the Victorian period are designed by the Colonial Government Architects and are grandiose buildings.

Refer below for comparative examples of Courthouses built in Sydney.

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Table 5: Comparative Analysis of Courthouses in Sydney NSW

Name	Description	Image
Windsor Court House (Court and Pitt Streets, Windsor, NSW 2756)	The Windsor Court House, a rare surviving Colonial Georgian public building that originally dates from the early 19th century. The building has a fine and impressive form which uses an adapted Palladian plan to suit the Australian climate. It is of considerable historical, social and aesthetic significance, as one of the earliest surviving Court House buildings in Australia. The Court House now [1967] ranks as Greenway's best-preserved building. The Building and Maintenance Branch of the NSW Department of Public Works carried out restoration work in 1961 to remove unsympathetic rendering of the external brickwork which was an attempt to reduce the problem of damp. The building now stands in its original and unspoiled form in Windsor, the most prosperous and successful of the towns then being founded by Governor Macquarie. The courthouse was insisted upon by Governor Macquarie, designed by Francis Greenway (himself originally a convict) and built by William Cox using convict labour. It is a combination and the result of all the forces directly at play during the Australia's early development. (Ellis, 1973; Pike, 1966). The Window Courthouse still operates as a courthouse and is one of the oldest operating courthouses in Australia.	

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Name	Description	Image
Darlinghurst Courthouse (Taylor Square, Darlinghurst, NSW 2010)	Darlinghurst Courthouse and Residence is the finest Old Colonial Grecian public building complex surviving in Australia. Construction commenced in the 1830 and was completed in 1844. The place has a long and continual association with the provision of law and order in Sydney, along with the neighbouring Darlinghurst Gaol complex. The building has variously contained District Courts, Supreme Courts and the High Court throughout its history and has been the site of many high-profile trials and inquiries, including sittings of the Royal Commission into Espionage in 1954 within the High Court wing. Darlinghurst Courthouse and Residence is associated with Sir Richard Bourke, Governor of New South Wales from 1831-1837, who made a number of significant changes to the New South Wales justice system during his time as governor. Governor Bourke called for the construction of a new courthouse in Sydney to relieve pressure on the King Street Court and allow better transfer of prisoners between court and the proposed Darlinghurst gaol. Darlinghurst Courthouse and Residence is one of the few remaining examples of public buildings designed by Colonial Architect Mortimer Lewis. The many additions and alterations to the building over its history have been the responsibility of successive Government Architects and the Department of Public Works.	

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Name	Description	Image
Sydney Supreme Courthouse (Old Supreme Court) (King Street and Elizabeth Street, Sydney, NSW 2000)	The Old Supreme Court building located at the corner of Elizabeth and King Streets has historic significance as one of the three remaining Greenway designed buildings in the immediate area, the others are the Hyde Park Barracks and St James Church. The building has aesthetic significance as a design of Australia's first trained architect, Francis Greenway, and as a fine rare and largely intact, if modified, example of the Old Colonial Georgian style as used in a judicial building. The building has historical and social significance as part of the early colonial legal system and as part of Macquarie's vision for Sydney. The site is significant as the location chosen for Macquarie's first Georgian Public School which was apparently modified during construction to accommodate the Supreme Court. Representative of the style as used in a courthouse building and representative of the importance given to judicial buildings in the early days of the colony. (Peddle Thorp and Walker Pty Ltd, 1998) It is prominently sited and forms a major part of the Court group in Queens square and part of the earliest civic group with the Hyde Park Barracks and St James' Church.	
Camden Courthouse (John Street, Camden NSW 2570)	Camden Courthouse is one of the few remaining examples of public buildings designed by Colonial Architect William Weaver. The building is a modest example of the Italianate architectural style, and has a T-shaped layout typical of mid nineteenth-century country courthouses in New South Wales. The courthouse is a landmark building in Camden and an important element of the town's civic precinct. Camden Courthouse has been associated with the provision of law and justice in Camden since 1855. The site for the courthouse was selected as part of the original layout of the town.	

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Name	Description	Image
Campbelltown Courthouse (Queen Street, Campbelltown NSW 2560)	Campbelltown Courthouse has been associated with the provision of law and justice in the region since 1886. The large scale and form of the courthouse represents the longstanding importance of Campbelltown as a centre for the administration of justice in the region. Campbelltown Courthouse is an outstanding example of Victorian Free Classical style architecture and a landmark building in the town. The courthouse dates from a key period of expansion of a major public works program in New South Wales during the last three decades of the nineteenth century. Campbelltown Courthouse is an outstanding example of the large regional courthouses designed by Colonial Architect James Barnet and displays the principal characteristics of his standard courthouse plan built on a large scale, with a grand double-height central court room and single-storey wings on either side.	

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Name	Description	Image
Bathurst Court House (Russell Street, Bathurst NSW 2795)	The Bathurst Court house is one of the finest Victorian Court House buildings in New South Wales. Built as part of a precinct of Victorian public buildings, it is a landmark building prominently sited in the town centre of Bathurst. The building has a lengthy association with the provision of justice in the district. The buildings architectural style is Victorian Free Classical and constructed of local brick with sandstone detailing. It is a grand and impressive building which comprises a central building flanked on either side by wing buildings. The central building is surmounted by an octagonal domed tower with turrets and has a two-storey pediment portico entrance. All of the rooms have external outlets into brick walled courtyards and a clerestory semi-circular apse gallery on two sides. The extant structure replaced three earlier courthouse buildings and was designed by Colonial Architect, James Barnett and was built between progressively 1877 and 1880.	
Goulburn Court House and Residence (Montague Street, Goulburn, NSW 2580)	The Goulburn Court house is significant as it is part of an intact Victorian civic precinct in a NSW regional centre together with Bathurst Court house, Goulburn reflects the development of the state in the late 19th century. Comparable developments include being at the end of an important rail line and the change in character of the towns from penal settlements to regional government administrative centres. The Goulburn courthouse and its setting is an expression of a cultural and developmental phase, embodying the confidence of the late Victorian era and is associated with the coming of age of the town, the lobbying for civic improvement and demonstrates an important phase in the town's evolution and development. The design is associated with and is a climactic work of the architect Barnet and his team at the Government Architects Office. The extravagance of the grand courthouses at Goulburn and Bathurst was never to be repeated after the 1890's depression and restructure of the Government Architects Office. It is both a representative and a rare example of an important Victorian courthouse with related garden. Other courthouses either never had substantial gardens or such gardens do not retain their Victorian character. The building is an accomplished example of Victorian Free Classical design	

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Name	Description	Image
	demonstrating Palladian concepts and Mannerist influences. The architectural design shows academic excellence. The building demonstrates exceptional standards of construction in both materials and workmanship. The building contains the highest quality stone carving, bricklaying, metal and timberwork. The exceptional quality extends even to details such as ventilation and door furniture and to the fine structure which forms the dome. The Goulburn Courthouse garden enhances and is enhanced by the courthouse buildings and Belmore Park opposite. The courthouse garden is related to but, importantly, distinct from Belmore Park. Its formal character is emphasised by its separation from the street by fences and gates. The place has been in continual use for its original purpose for the last 100 years and for the foreseeable future (Conservation Plan, Heritage Group, 1993)	

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6. Heritage Significance

6.1 Preamble

Multiple heritage significance assessments have been undertaken previously. These have been detailed below, and a synthesis of relevant elements provided.

This chapter outlines the methodology and process for assessing heritage significance in New South Wales, identifies the heritage significance criteria and applies these criteria to the Former Liverpool Courthouse. Cultural significance is defined in *The Burra Charter* (2013), published by Australia ICOMOS, as:

> Aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, records, *related places* and *related objects*. Places may have a range of values for different individuals or groups.

Setting out the cultural significance of a place assists in identifying what aspects of the place contribute to that significance and the relative contribution of the various elements of the place to that significance. An understanding of the significance of the place is crucial to its management in providing guidance for future work and to ensure its cultural significance is retained. The following section outlines the methodology and process for assessing heritage significance in New South Wales, identifies the heritage significance criteria and applies these criteria to the subject site.

6.2 Criteria for Assessing Cultural Heritage Significance

The N.S.W. Heritage Assessment Criteria were developed by the (predecessors of the) Office of Climate Change & Sustainability, Department of Planning, Industry and Environment (DPIE) (formerly known as the Office of Environment and Heritage) to provide the basis for an assessment of heritage significance of an item or place. This is achieved by evaluating the place's or item's significance in reference to eight criteria, which can be applied at a state or local level.

Table 6. Criteria for assessing Cultural Heritage Significance

Criterion	Description
Criterion (a)	An item is important in the course, or pattern, of the cultural or natural history of the Australian, NSW or local area;
Criterion (b)	An item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history;
Criterion (c)	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW;

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Criterion	Description
Criterion (d)	An item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons;
Criterion (e)	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history;
Criterion (f)	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history;
Criterion (g)	An item is important in demonstrating the principal characteristics of a class of Australia, NSW or local areas; Cultural or natural places; or Cultural or natural environments.

6.3 Existing Statement of Significance

The following Statement of Significance is quoted from the State Heritage Register (SHR) listing sheet for the Liverpool Courthouse and Potential Archaeological Site, last updated in May 2017. An earlier statement of significance was prepared by Rappaport in 2008, however highlighted a number of errors, and as such it has not been included in this revision of the CMP.

The SHR states:

> The former Liverpool Courthouse (1819) and Potential Archaeological Site is of state heritage significance as it demonstrates the activities of significant historic importance to the State from 1819 for over 120 years. The archaeology site is one of the earliest surviving examples of a convict barracks on the Australian mainland. It is likely that only Sydney's Hyde Park Barracks, (1817-19) predates it. The potential archaeological remains of the barracks at the rear of the courthouse may provide key ongoing research opportunities in fields such as convict studies, colonial settlement and working-class communities, all important themes in Australian history.
>
> The former Liverpool Courthouse and potential archaeology provides evidence of the important role of Liverpool in the early colonial period as a key government administrative centre during Macquarie's time in office. The extant building served important functions in the colonial period, first as a gaol and then as a courthouse and demonstrates the history of judicial service in the colony of New South Wales for over 120 years. The Courthouse is a rare example of an early colonial Georgian courthouse with later Victorian additions and embellishments, indicating a level of achievement in its design and construction. Because of its early construction and use as a convict barracks before it became a courthouse, the building demonstrates variation in form and style in NSW, highlighting its rarity and importance.

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6.4 Assessment of significance

An assessment of significance against the State Heritage Criteria is recorded in the SHR online database report. This assessment is reproduced below, with additional material added where appropriate.

Criterion (a) Historic

An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area);

State Register Comment:

The site meets this criterion at a state level as the Liverpool Courthouse (former) demonstrates the accommodation of convicts at a time when those convicts were actively engaged in the physical construction of the town of Liverpool in its very early days. The Courthouse is one of the oldest buildings in Liverpool and, dating from the Macquarie era, is probably the second oldest existing convict barracks in mainland Australia. A relatively small number of buildings in the state date from this period or earlier.

In its role as a courthouse, it provided an important contribution to the administering of law and order and the furthering of social justice over a period spanning 120 years.

Extent Comment:

The Liverpool Courthouse precinct forms an important part of Liverpool's early Colonial history as a 'Macquarie Town' established as a produce depot and convict administrative centre to support the growing colony. The Liverpool Courthouse and associated buildings are some of the earliest buildings constructed in Liverpool and demonstrate an important phase of development documenting the change in the government's administration of justice.

The Liverpool Courthouse is historically significant for its original configuration as a standard colonial gaol built in 1819 with an associated convict barracks and military barracks located within its curtilage. The original layout of the precinct is a unique and unusual form of town planning that did not separate the administration of justice from the military or convict systems. The courthouse is of further historical significance in its role as a courthouse, which has provided an important contribution to the administering of law and order and the furthering of social justice over a period spanning 120 years.

Significance Level: State

Criterion (b) Associative

An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area);

Extent Comment:

The Liverpool Courthouse is associated with Thomas Moore. Thomas Moore was the magistrates at Liverpool and Superintendent of Convicts, responsible for the construction of the initial gaol complex at Liverpool. This is of heritage significance at the local level.

Significance Level: Local

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Criterion (c) Aesthetic

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);

State Register Comment:

The site meets this criterion at a state level. The Liverpool Courthouse is an example of an early Colonial Georgian convict barrack with later Victorian additions and embellishments associated with its use as a courthouse which indicate a level of technical achievement in its design and construction. The site is situated opposite the colonial period Bigge Park and its location in the vicinity to a number of other historic sites in the Liverpool city centre based on the Hoddle grid street plan adds landmark qualities to the site.

Extent Comment:

The Liverpool Courthouse retains its aesthetic significance as an intact and early Colonial building with later Victorian additions. The building is aesthetically significant as a modest Courthouse that reflects the functional use of the site. The Liverpool Courthouse and associated buildings make a notable contribution to the historic building stock of Liverpool, particularly those constructed in the Macquarie Era.

Significance Level: State

Criterion (d) Social

An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;

Extent Comment:

There are no known strong or special associations with a particular community or cultural group. It is likely the Former Liverpool Courthouse is of social significance to the local community for its link to the history of the area and past use as a Community Aid Service.

Significance Level: Local

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Criterion (e) Scientific / Research Potential

An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);

State Register Comment:

The site contains areas of archaeological significance at a state level as these can provide evidence of material culture which yields information that may be unavailable from documentary sources alone. Analysis of the archaeological information that could potentially be gathered at this site includes data that would provide a window into the changing impact of Government during the formative historical period.

The site has the potential to contain structural remains associated with the early gaol and barracks buildings, such as footings, postholes, fences and outbuildings. This information may be crucial to interpreting the site's development over time.

The physical remains at the site and the associated artefact collection would provide major ongoing research opportunities in fields such as convictism, colonial settlement and working class communities, which are major themes in Australian history.

Extent Comment:

The Former Liverpool Courthouse precinct has a high degree of research potential for its historic construction techniques and archaeological resources that offer new information on the operation of the convict era military and convict barracks, enhancing the existing knowledge of this period.

Significance Level: State

Criterion (f) Rarity

An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);

State Register Comment:

The former Liverpool Courthouse is one of the oldest and last remaining convict barracks in the State, almost all others of its time having been destroyed or demolished. The Former Liverpool Courthouse buildings provide a fine example of early 19th century architecture erected during the significant period of Governor Macquarie's governorship. Further, the Former Liverpool Courthouse is a remnant of Liverpool's important colonial past. It is part of a group of Colonial buildings which includes St Luke's Church and the former Hospital, which illustrate different aspects of Liverpool's convict beginnings. The potential archaeology of this period is a rare resource.

Despite having been originally designed and used as a convict barracks, the Former Liverpool Courthouse served predominantly as a courthouse. As such the building is possibly unique in being the only courthouse in NSW not to have been originally designed by the Government Architect.

Extent Heritage Comment:

The Liverpool Courthouse is a rare surviving example of an early colonial gaol reconfigured into a modest Courthouse. The design of the Liverpool Courthouse is a modest Colonial Building with later Victorian additions and is a rare expression of Courthouse architecture. Courthouses were typically designed by the Government Architect and were considered buildings of civic pride whilst simultaneously conveying a sense of imposed grandeur. The modest and functional architecture of Liverpool Courthouse is a unique expression of the social, cultural and geographic climate of Liverpool throughout the nineteenth century.

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Significance Level: State

Criterion (g) Representative

An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments. (or a class of the local area's cultural or natural places; or cultural or natural environments.)

State Register Comment:

The Liverpool Courthouse (former) is representative of the layout, character and architectural style of an early 19th century gaol, which was then modified to a form that is representative of the layout, character and architectural style of a 19th century courthouse.

Extent Heritage Comment:

While the Liverpool Courthouse demonstrates representative architectural characteristics of the early Colonial and Victorian period, the Liverpool Courthouse and associated buildings do not demonstrate representative qualities of a typical Victorian era justice precinct designed by the Government Architect. The architecture of the Liverpool Courthouse is unique owing to its primary function as a gaol first and courthouse second, and this is evident in the building's modest construction and presentation.

Significance Level: Local

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6.5 Summary Statement of Heritage Significance

The Former Liverpool Courthouse and Associated Archaeology is of heritage significance at the State level for its historic, aesthetic, scientific and rarity values. The Former Liverpool Courthouse precinct forms an important part of Liverpool's early Colonial history as a 'Macquarie Town'. The Liverpool Courthouse and associated buildings are some of the earliest buildings constructed in Liverpool and demonstrate an important phase of development documenting the change in the government's administration of justice. The site also contributes to our understanding of the role Liverpool played in the early colonial period as a key government administrative centre during Macquarie's time.

The Former Liverpool Courthouse is historically significant for its original configuration as a standard colonial gaol built in 1819 with an associated convict barracks and military barracks located within its curtilage. The original layout of the precinct is a unique form of town planning that combined the administration of justice, military and convict systems. In its role as a courthouse, the site has provided an important contribution to the administering of law and order and the furthering of social justice over a period spanning 120 years.

The Former Liverpool Courthouse is a rare surviving example of an early colonial gaol converted into a modest Victorian Courthouse. While the courthouse demonstrates representative architectural characteristics of the early Colonial and Victorian period, the Former Liverpool Courthouse and associated buildings do not demonstrate representative qualities of a typical Victorian era justice precinct. The architecture of the Former Liverpool Courthouse is unique owing to its primary function as a gaol first and courthouse second, this is evident in the building's modest construction and presentation. The associated buildings have aesthetic significance as an intact and modest collection of early Colonial buildings with Victorian alterations and additions.

The Former Liverpool Courthouse precinct has a high degree of research potential for its historic construction techniques and archaeological resources that offer new information on the operation of the convict era military and convict barracks, enhancing the existing knowledge of this period.

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6.6 Gradings of Significance

Graded levels of significance are a management tool used to assess the relative significance of elements within an item, place or site and to assist in decision-making regarding elements of a place. The gradings of significance that have been used for elements within the study area are based on guidelines established in the NSW Heritage Division publication, *Assessing Heritage Significance*.

Table 7. Gradings of significance definitions

Level of Significance	General Conservation Principles
Exceptional	Elements of exceptional significance are key to the understanding of the place, as they represent its major characteristics and are generally original elements. They may also be rare or exceptional examples of their type. Fabric of exceptional significance must be conserved and restored. In the case of failure, fabric of exceptional significance must be reinstated using the same materials and, where possible, traditional methods. These elements should not be removed or obscured by future works. Where such elements are missing, concealed or damaged, they should be restored.
High	Elements of high significance are major components of the place and important to understanding its significance and development over time. These elements may include later but sympathetic additions to the place or original elements, which have been altered sympathetically. Fabric of high significance should generally be retained, conserved or restored using sympathetic methods and materials. Minor changes or alterations to fabric of considerable significance are permissible, where changes are relatively minor, fabric is not obscured, and changes are reversible.
Moderate	Elements of moderate significance have some heritage value but are not key components to understanding the place or its significance. This may include later, introduced fabric or elements in poor or modified condition, which cannot be reasonably conserved. Fabric of moderate significance may be altered if necessary, provided such alteration does not compromise the overall significance of the heritage item.
Little	Elements of little significance are minor components of the site, elements which have been altered over time or which make little contribution to the significance of the place. They may include items such as fittings and fixtures which have been changed many times over the life of the item. Fabric of little significance may be altered, removed or replaced as necessary, but such actions should not damage or obscure fabric of higher significance.
Intrusive	Intrusive elements are those later additions to a site which obscure or compromise elements of the site's significance. Such elements are not sympathetic to the site and may obscure the understanding of the place. Wherever possible, intrusive elements should be removed and replaced (if necessary) with new elements which are sympathetic to the place. New intrusive elements should not be introduced to a place.

Source: Heritage Office (2001)

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6.6.1 Significance of Key Buildings and Individual Elements

The following table grades the significance of key buildings and individual elements of the Former Liverpool Courthouse.

Table 8. Significance of Key Buildings

Element	Significance	Comment
Former Courthouse	Exceptional	Largely intact with a high level of integrity. The building development reflects the historic uses of the site. The Courthouse is a key component.
Former Lock-Up Keepers Quarters	Exceptional	Although modified with an extension to the west the building remains largely intact with a high level of integrity. The building development reflects the historic uses of the site. The building is a key component that assists the interpretation of the sites use.
Boundary Wall and Perimeter Fence	Exceptional	Although modified element retains key fabric that relates to the original construction and development of the site.
Toilet Block	Moderate	Retains key fabric that relates to the original construction and development of the site, primarily parts of the Boundary wall (sandstock brick) however features a later contemporary fit-out.

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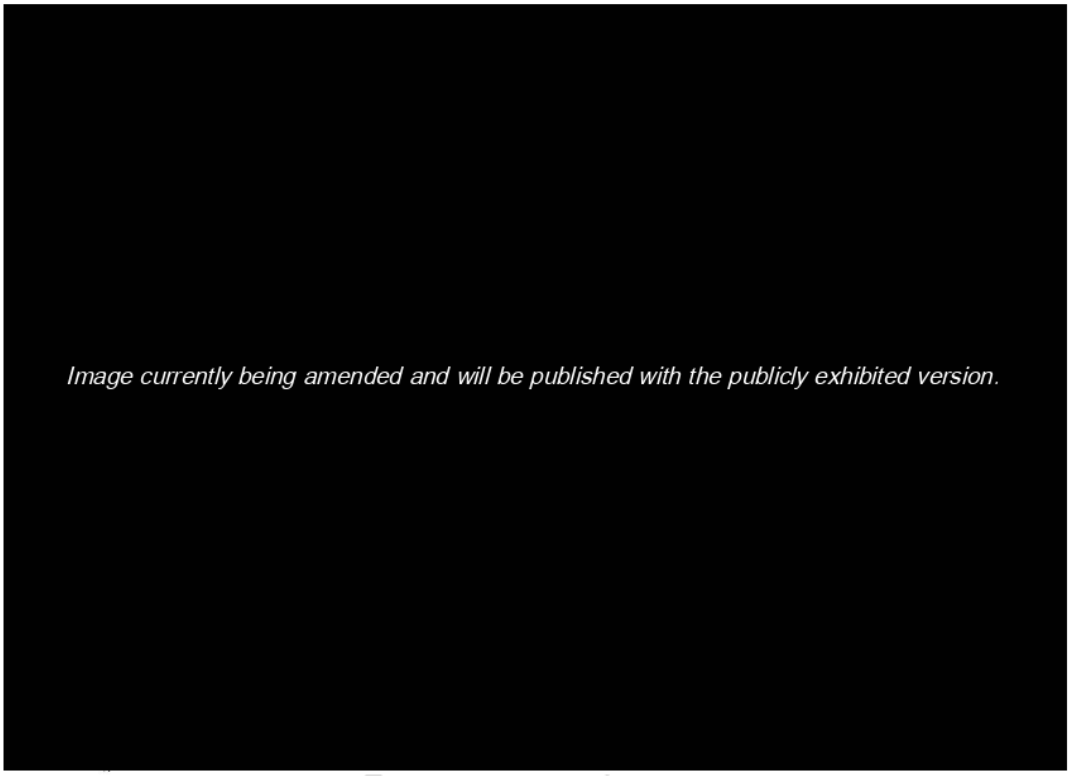

Figure 131. Significance of Key Buildings

Table 9. Individual Elements relating to the Courthouse

Element	Significance	Comment
Main Roof form and framing,	Exceptional	Includes timber facia and battens lining the soffits. Key form that relates to the original construction and development of the building. Key contributor the significance of the building.
Roof Cladding	Moderate	Replacement fabric in corrugated galvanised iron sheet, caps and flashings. Remains a key element reflective of the history of development of the building.
Verandah roof form and framing, soffits	High	Includes timber facia, soffit linings, valance, posts and timber details Key fabric that relates to the original construction and development of the building. Key contributor the significance of the building.
Verandah ground finish	Exceptional	Includes the sandstone flagstones. Key fabric that relates to the original construction and development of the building. Key contributor the significance of the building.

Element	Significance	Comment
Gutters and rainwater goods	Moderate	Includes gutters and rainwater heads, downpipes connecting underground to stormwater drainage system. Mostly replacement fabric however these are key elements that relate to the historic use of the building. Key element contributor the significance of the building, however fabric may be replaced like for like.
Sandstock brick walls	Exceptional	Includes brick wall detailing, expressed brick sills. Key fabric that relates to the original construction and development of the building. Key contributor the significance of the building.
Sandstone quoins and plinth	Exceptional	Includes expressed quoining, early door thresholds, now infilled and steps. Repairs to the sandstone plinth are intrusive. Key fabric that relates to the original construction and development of the building. Key contributor the significance of the building.
Walls external, paint finishes	Intrusive	Detracts from the heritage significance and is an adverse impact to the building.
Window sashes, frames and timber sills	High	Key fabric that relates to the original construction and development of the building.
Door panels, frames and timber thresholds	High	Includes Key fabric that relates to the original construction and development of the building.
Ramp	Intrusive	Modern fabric, no heritage value.
Internal Ceilings	High	Includes painted corrugated iron linings and timber cornices. Key fabric that relates to the original construction and development of the building.
Internal plastering	High	Key fabric that relates to the original construction and development of the building.
Fireplace	High	Modified material indicative of former use, however not functional.
Judges Stand	Exceptional	Key fabric that relates to the historic use of the building. Key contributor the significance of the building.
Jury box	Exceptional	Key fabric that relates to the historic use of the building. Key contributor the significance of the building.
Prisoner box	Exceptional	Key fabric that relates to the historic use of the building. Key contributor the significance of the building.
Internal floors	Moderate	The current timber floorboards are replacements of earlier timber floorboards. The original flooring was stone.

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Element	Significance	Comment
Internal fittings	Little	Inclusive of modern lighting fixtures and electrical points. No contribution to the heritage significance of the building.
Internal paint finishes	Intrusive	Contemporary paint scheme that is of no heritage significance.

Figure 132. Significance of individual elements relating to the Courthouse.

Table 10. Individual elements relating to the Lock-Up Keepers Quarters

Element	Significance	Comment
Roof form and framing	High	Includes timber facia and boards lining soffits, the barges and vent at small gable. Key form that relates to the early development of the building.
Roof cladding	Moderate	Replacement fabric in corrugated galvanised iron. Important element that relates to the early development of the building.
Gutters and rainwater goods	Moderate	Ogee profile Colorbond gutters replacements of earlier unknown type. Painted metal downpipes connected in ground to drainage system. Important elements that relate to the early development of the building.
Sandstock brick walls and expressed sills	Exceptional	Key fabric that relates to the original construction and development of the building.
External walls paint finishes	Intrusive	Detracts from the heritage significance and is an adverse impact to the building.
Window sashes framing and architraves	High	Key fabric that relates to the development of the building.
Door panels, framing and architraves	High	Key fabric that relates to the development of the building.
Entry steps	High	Key fabric that relates to the development of the building.
Ceilings	High	Includes timber boards and timber cornices. Key fabric that relates to the development of the building.
Fireplace	High	Fireplace form is important. Modified material indicative of former use, however not necessary to function.
Internal plaster walls	High	Key fabric that relates to the original construction and development of the building.
Internal paint finishes	Intrusive	Contemporary paint scheme that is of no heritage significance.
Internal fittings	Little	Inclusive of modern lighting fixtures and electrical points. No contribution to the heritage significance of the building.
Timber Floors and framing	High	Key fabric that relates to the development of the building.

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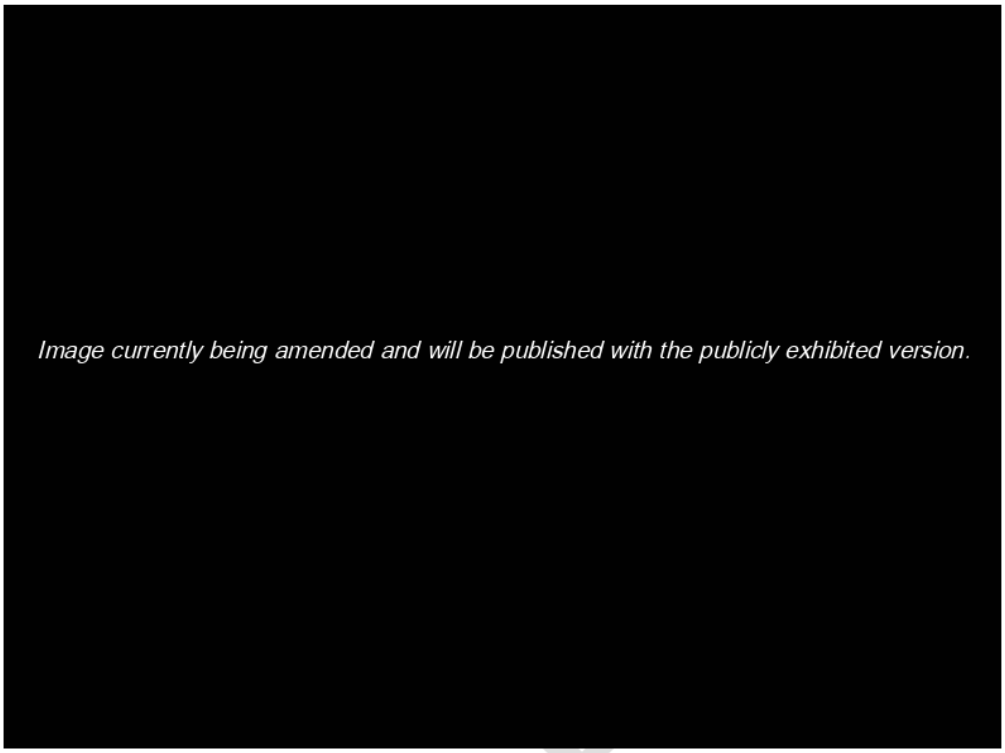

Figure 133. Significance of individual elements relating to the Lock-Up Keepers Quarters.

Table 11. Individual elements relating to the Toilet Block

Element	Significance	Comment
Roof Form and framing	Moderate/Little	The Toilet Block contains a low pitched skillion roof. The internal roof framing was not inspected and likely to be replaced c1970s, although an early beam was evident. Painted timber fascia.
Roof cladding	Moderate	CGI roof cladding, replacement fabric.
Gutters and rainwater goods	Moderate	Ogee profile Colorbond gutters replacements of earlier unknown type. Painted metal downpipes connected in ground to drainage system
Sandstock brick walls	Exceptional	Include the freestanding wall extending from the amenities to the north and other areas with English Bond brick coursing. Key fabric that relates to the original construction and development of the building. Key contributor the significance of the building.
Window sashes framing and	Moderate	Modified, is fabric that relates to the development of the building. These are fixed blade louvres from the

Element	Significance	Comment
architraves		rear of each of the women's cubicles.
Doors Men's cubicles	Little	Doors are modern additions to the building.
Doors Women's cubicles	Moderate	V jointed solid timber early doors.
Gates	Little	Steel framed gates are modern additions and do not contribute to significance
1970s brick walls	Intrusive	Includes stretcher bond courses evident at wall dividing the two areas and the modifications to the men's cubicles and north external wall. Detracts from the heritage significance and is an adverse impact to the building.
External paint	Intrusive	Detracts from the heritage significance and is an adverse impact to the building.
Internal fit-out	Intrusive	Contemporary bathroom fixings of not heritage value.

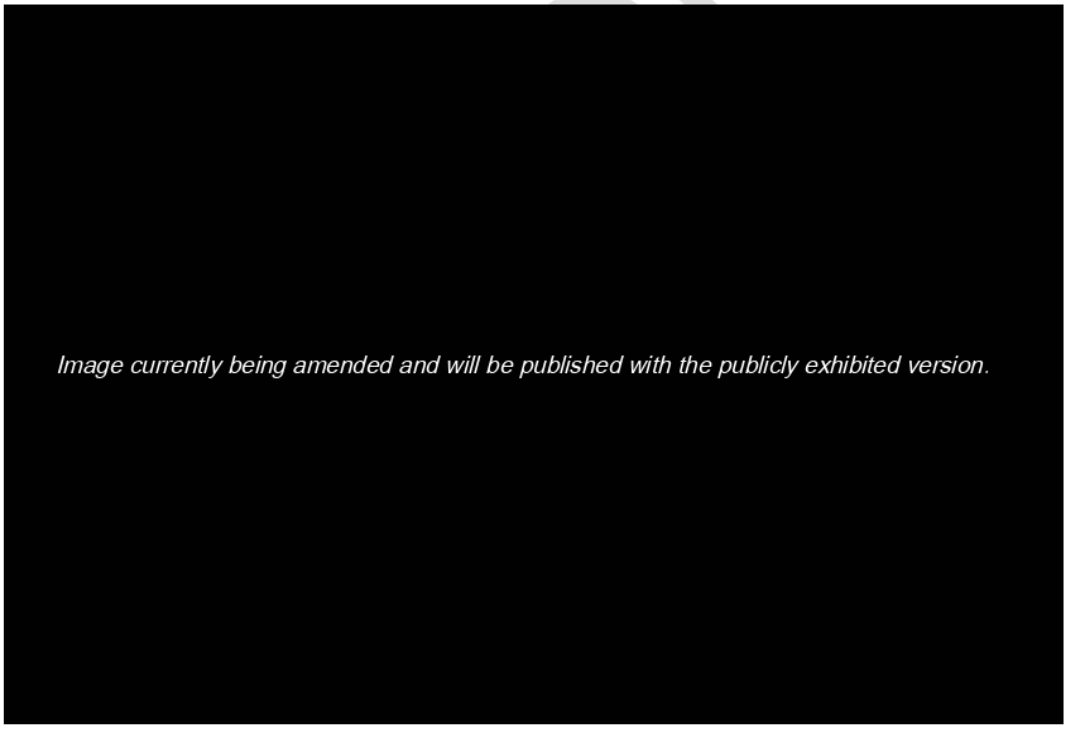

Figure 134. Significance of individual elements relating to the toilet block.

Table 12. Individual elements of the Grounds of the Courthouse

Element	Significance	Comment
External flagstone paving	exceptional	Although a modified element and becoming weathered, the flagstones are key early fabric that relates to the original construction and development of the site.
Asphalt surface and edging, rear fence and entry	Little/no	The landscaping finishes to the west of the courthouse building are modern and of no significance. The finishes are not intrusive and it is acceptable for these features to remain.
Garden beds	Little	Contributes to the aesthetic of the Courthouse precinct.
Carpark	Little	Contemporary addition of no heritage significance.

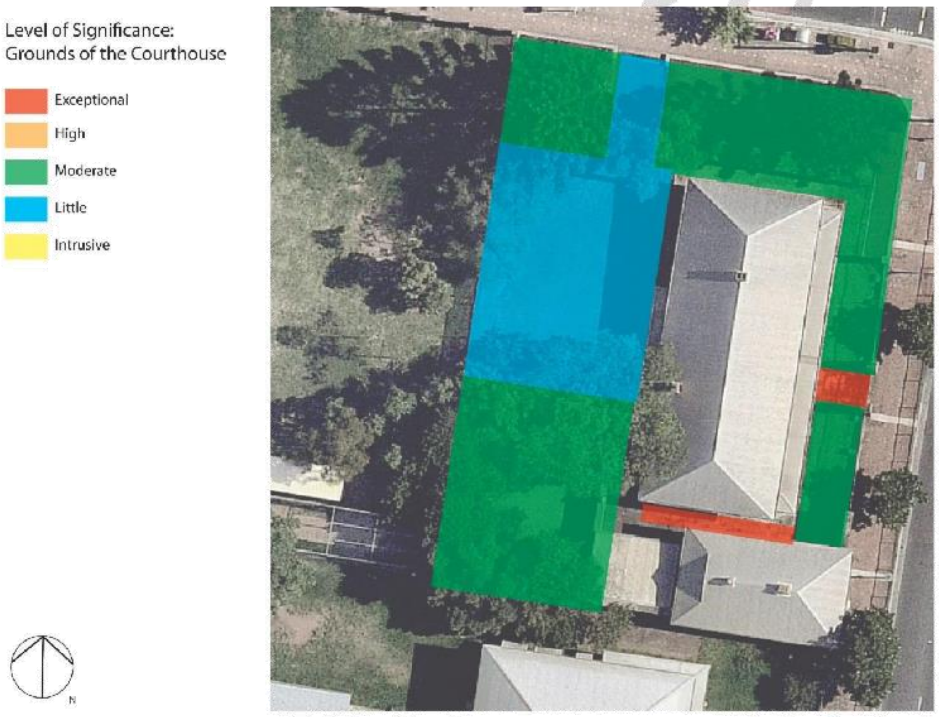

Figure 135. Significance of individual elements of the Grounds of the Courthouse.

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6.6.2 Sensitivity to Change

In conjunction with the grading of significant elements, as assessment on the Liverpool Courthouse's 'sensitivity to change' has been established to assist the future management of the site. The use of the gradings of significance is a standard practice employed to determine the appropriate outcomes for proposed change by ensuring that positive conservation actions are directed to components of greater significance while more negative impacts are confined to areas of lesser significance. 'Sensitivity to change' on the other hand can be described as the extent to which the form, architectural character, fabric and/or functions are able to tolerate change without adversely affecting the nature or degree of the significance of the site as a whole.

Grading of 'Sensitivity to change'	Definition
High	The physical fabric embodies the heritage values of the item's role of the place. New activities within building envelopes should conserve, address and interpret the physical fabric.
Moderately High	The physical fabric of the item is significant to the heritage values of the item and the overall place, but the details may be altered to some degree without serious impact upon heritage values. This grading would also apply to a purpose-built structure which is significant but for the which re-use is not feasible without intervention to alter the fabric.
Moderate	The physical fabric of the item reflects its former use and embodies the heritage values of the place; however, the details are less important that the overall form and general layout. Minor alterations in line with adaptive re-use are generally possible without serious impact upon heritage values. Care is required in more extensive work to ensure the significance of the item is not detrimentally affected.
Moderately Low	The physical fabric of the item is only partly significant to the heritage values of the place. Details may be altered without serious impact upon heritage values.
Low	The heritage values of the place are associative to the previous occupant or activity, but the physical fabric is of a non-script type.

Application to site		Sensitivity to change
Former Courthouse	Internally	Moderate
	Externally	High
Former Lock-Up Keepers Quarters	Internally	Moderate
	Externally	High
Toilet Block	Internally	Moderate low
	Externally	Moderately High
Boundary Wall and Perimeter Fence	N/A	High

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6.7 Archaeological Significance

TBA (In progress)

6.8 Curtilage

The definition for curtilage of a heritage item is established by the NSW Heritage Office as the 'setting' or space around an item or place that is required to preserve the significance of that place. The curtilage recognises the importance of the immediate and broader setting of the item to the retention of its significance.

Factors to be considered in determining the curtilage of an item or place include:

- Views to and from the item;
- Potential need for a buffer zone between the curtilage and adjoining properties;
- Visual and historical relationship between the item and its setting.

The State heritage curtilage for the Former Liverpool Courthouse occupies the land legally defined as Lot 442 and 441, DP 831058. The current heritage curtilage is considered to be appropriate as it retains all significant and built and archaeological features. The curtilage also historically aligns with the site's boundary from c.1827.

While the curtilage retains an adequate physical and visual setting for the item, it is important to note that the curtilage boundary does not fully cover the southern extent of the built structures. The southern boundary technically shares its border with Liverpool Public School, a locally listed heritage item. Refer below of the SHR curtilage map.

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Figure 136. Current extent of the Liverpool Courthouse SHR listing curtilage.

7. Opportunities, Issues and Constraints

7.1 Preamble

The first four sections of this plan have aided an understanding of the values and significance of the historical fabric and features of the subject site. This section provides an overview of the Former Liverpool Courthouse as it stands today, discusses the owner's requirements for the place and briefly describes the statutory constraints affecting the place. The assessment provides a basis for developing an overall conservation philosophy and policy framework for future conservation and management of the place.

7.2 Client Requirements

This Conservation Management Plan was commissioned by Liverpool City Council to achieve the following objectives:

- To review and update the existing Conservation Management Plan prepared by Rappoport Pty Ltd in 2009,
- To gain a greater understanding of the cultural significance of the site, its curtilage and individual components,
- To formulate policies, strategies and guidelines that will direct future management, conservation, maintenance, adaptive re-use, new work and interpretation of the site,
- To aid in strategic planning for the site and its context, and

7.3 Conservation Objectives

General conservation objectives for the Liverpool Courthouse complex are:

- Conservation of heritage significance,
- Protection of significant fabric,
- To allow for interpretation to promote the history and significance of the site,
- To inform and engage the community.

7.4 Cultural Heritage Significance

The Former Liverpool Courthouse is a place of State heritage significance for its historic, associative, aesthetic, scientific, and rarity values. Consequently, certain opportunities and constraints pertain to the site:

- The site is subject to the requirements of the *NSW Heritage Act 1977.*

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- The site should be managed in accordance with *The Burra Charter*.
- The significance of the site has a bearing on the nature and character of development in the vicinity, insofar as adjacent developments may have an impact upon the significance of the site.
- There is a community expectation that such places will be managed for the public benefit insofar as it contributes towards the richness and heritage character of the environment.

Note: The heritage significance of the place does not prevent future changes. Ongoing use is the best way to ensure conservation into the future.

7.4.1 Australia ICOMOS Burra Charter

The *Burra Charter* (Australia ICOMOS 2013) is widely accepted in Australia as the underlying methodology used for all works to sites/ buildings identified as having national, state and local significance. The Former Liverpool Courthouse Complex is of demonstrated cultural significance, therefore, procedures for managing changes and activities to the site should be in accordance with the recognised conservation methodology of the *Burra Charter*.

The relevant principles, established in the Articles of the *Burra Charter*, are as follows:

Table 13. Relevant Burra Charter principles (Source: Burra Charter 2013:3-9).

Article	Principle
3 – Cautious Approach	All conservation work should be based on a respect for the original fabric, should involve the minimum interference to the existing fabric and should not distort the evidence provided by the fabric
5 – Values	Conservation of a place should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others.
8 – Setting	Conservation required the retention of appropriate setting. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the cultural significance of the place
9 – Location	The physical location of a place is part of its cultural significance. A building, work or other element of a place should remain in its historical location.
10 – Contents	Contents, fixtures and objects contributing to the cultural significance of a place should be retained at that place.
12 – Participation	Conservation, interpretation and management of a place should provide for the participation of people for whom the place has significant associations and meanings, or who have social, spiritual or other cultural responsibilities for the place.
13 – Co-existence of cultural values	Co-existence of cultural values should always be recognised, respected and encouraged. This is especially important in cases where they conflict.

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Article	Principle
15 - Change	Change may be necessary to retain cultural significance; however, the amount of change should be guided by the cultural significance of the place. Demolition of significant fabric is generally not acceptable. The contribution of all periods to the place must be respected, unless what is removed is of slight cultural significance and the fabric which is to be revealed is of much greater cultural significance. Removed significant fabric should be reinstated when circumstances permit.
16-20 – Maintenance, Preservation, Restoration and Reconstruction	Maintenance is fundamental to conservation. Maintenance should be undertaken where fabric is of cultural significance and its maintenance is necessary to retain that cultural significance. Preservation is appropriate where the existing fabric or its condition constitutes evidence of cultural significance, or where insufficient evidence is available to allow other conservation processes to be carried out Restoration and reconstruction should reveal culturally significant aspects of the place. Restoration is appropriate only if there is sufficient evidence of an earlier state of the fabric Reconstruction is appropriate only where a place is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the fabric. Reconstruction should be identifiable on close inspection or through additional interpretation.
21 – Adaptation	Adaptation is acceptable where it does not substantially detract from the cultural significance of the place and involves the minimal change to significant fabric.
22 – New work	New work may be acceptable where it does not distort or obscure the significance of a place. New work should be readily identifiable as such on close inspection.
7 & 23 – Use and conserving use	Where the use of a place is of cultural significance it should be retained and a place should have a compatible use. Modifying or reinstating a significant use may be appropriate and a preferred form of conservation.
25 – Interpretation	The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretation should enhance understanding and engagement, and be culturally appropriate
27 – Managing change	The impact of proposed changes, including incremental changes, on the cultural significance of a place should be assessed. It may be necessary to modify proposed changes to better retain cultural significance.
28 – Disturbance of fabric	Disturbance of significant fabric for study, or to obtain evidence should be minimised. Minimal disturbance of fabric may occur in order to provide evidence needed for the making of decisions on the conservation of the place.
29 – Responsibility for decisions	The organisations and individuals responsible for management and decisions should be named and specific responsibility taken for each decision.
30 – Direction,	Appropriate direction and supervision should be maintained at all stages of

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Article	Principle
supervision and implementation	the work.
31 & 32 – Keeping a log & Records	A log of new evidence and additional decisions should be kept. A record should be kept of new evidence and future decisions and made publicly available.
33 – Removed fabric	Removed significant fabric should be catalogued and protected in accordance with its cultural significance. Where possible it should be stored on site.

7.5 Statutory Controls

7.5.1 Summary of Heritage Listings and Registers

The former Liverpool Courthouse is affected by the following statutory controls and non-statutory registers:

- State Heritage Register;
- Liverpool Local Environmental Plan (2008); and
- Register of the National Trust of Australia (NSW) (non-statutory).

7.5.2 *Heritage Act 1977* (NSW)

The Heritage Act provides protection for heritage places, buildings, works, relics, movable objects, precincts, land and archaeological sites that are important to the people of New South Wales. Where these items have particular importance to the State of New South Wales, they are listed on the State Heritage Register (SHR). The Former Liverpool Courthouse is included on the SHR (no. 01999).

7.5.2.1 State Heritage Register Exemptions from Heritage Council Approval

Section 57(2) of the Heritage Act provides for exemptions to s.57(1) approval requirements in certain circumstances. The purpose of the exemptions is to streamline heritage approval processes, particularly where works are minor and/or have little impact on heritage significance.

There are two types of exemptions that apply under section 57(2) of the Act:

1. Standard exemptions for all items listed on the SHR. Typical activities that are exempted include routine building maintenance, minor repairs, alterations to non-significant fabric and change of use. Details of the application of standard exemptions can be obtained from the Heritage Division of the DPIE/DPC.

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2. Site-specific exemptions for a particular heritage item approved by the Minister on the recommendation of the Heritage Council. Site-specific exemptions can only be for works that have no potential to materially affect the item (Standard Exemption 6).

7.5.2.2 Archaeological 'Relics' inside the SHR Curtilage

Section 57(1) of the Act also applies to archaeological remains (relics) at the SHR site. The Heritage Act defines a 'relic' as any deposit, object or material evidence:

a. that relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement; and

b. that is of State or local heritage significance

Works that would disturb or destroy archaeological relics require an application for approval under section 60 of the Heritage Act, unless exemptions under section 57(2) of the Act apply.

7.5.2.3 Archaeological 'Relics' Outside the SHR Curtilage

Historical archaeological 'relics' on land outside the SHR site are also afforded protection under the Heritage Act. Section 139(1) of the Act states that:

> A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.

7.5.2.4 Minimum standards of maintenance and repair

The Heritage act also includes provisions for the setting and enforcement of minimum standards of maintenance and repair. Section 118(1) of the Heritage Act states:

> (1) The regulations may impose minimum standards with respect to the maintenance and repair of a building or work (other than a ruin) or a relic that is listed or within a precinct that is listed on the State Heritage Register, but those standards can only relate to the following matters:
>
> (a) the protection of the building, work or relic from damage or deterioration due to weather (including such matters as the weatherproofing of roof, doors and windows),
>
> (b) the prevention of and the protection of the building, work or relic from damage or destruction by fire,
>
> (c) security (including fencing and surveillance measures to prevent vandalism),
>
> (d) essential maintenance and repair (being maintenance and repair necessary to prevent serious or irreparable damage or deterioration).

Part 3 of *Heritage Regulation 2005* specifies minimum standards for the maintenance and repair of items listed on the State Heritage Register. The Minimum Standards specifically refer to:

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- Inspection.
- Weather protection.
- Fire protection.
- Additional fire protection for unoccupied buildings.
- Security.
- Additional security measures for unoccupied buildings.
- Essential maintenance and repair.

As this site is listed on the State Heritage Register, Liverpool Council is required to comply with these standards.

7.5.2.5 Conservation Management Plans

CMPs such as this document can be endorsed by the Heritage Council of NSW and can be used to support and streamline heritage approval processes.

7.5.3 *Liverpool Local Environmental Plan 2008*

The 'Former Liverpool Court House' is listed in Schedule 5 Environmental Heritage of the *Liverpool Local Environmental Plan 2008* (the LEP) as an item of State heritage significance (listing no. 73). The Former Liverpool Courthouse also forms part of the Bigge Park Heritage Conservation Area, a locally listed Heritage Conservation Area on Schedule 5 Environmental Heritage of the Liverpool LEP. Clause 5.10 of the LEP contains provisions to protect heritage items, or items with a Heritage Conservation Areas, identified in Schedule 5 of the LEP.

Clause 5.10 (2) states:

> Development consent is required for any of the following—
>
> (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)—
>
> (i) a heritage item,
>
> (ii) an Aboriginal object,
>
> (iii) a building, work, relic or tree within a heritage conservation area,
>
> (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

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(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

(d) disturbing or excavating an Aboriginal place of heritage significance,

(e) erecting a building on land—

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

(f) subdividing land—

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

Clause 5.10(3) qualifies the requirement for consent:

However, development consent under this clause is not required if—

(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development—

(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and

(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or

(b) the development is in a cemetery or burial ground and the proposed development—

(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and

(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or

(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or

(d) the development is exempt development.

Broadly, any future proposed works, which fall under the definition of development for local government purposes and/or which fall within the scope of Clause 5.10 proposed to be undertaken at the site will require Development Consent from Liverpool City Council. Any

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Development Consent provided must be subsidiary and subsequent to approval from the NSW Heritage Council under Section 60 of the *Heritage Act 1977*.

7.5.4 *National Parks and Wildlife Act 1974*

In addition to the range of other environmental and land management matters, the *National Parks and Wildlife Act* includes provisions which to apply to Aboriginal sites and relics. If Aboriginal cultural material is found during excavation activity on the site, the National Parks and Wildlife must be informed under Section 89A of the *National Parks and Wildlife Act 1974*. Excavation would then require a permit issued under Section 90 of the Act.

7.5.5 *Aboriginal Land Rights Act 1983*

The *Aboriginal Land Rights Act 1983*, (ALRA) acknowledges the traditional ownership and occupation of the state of New South Wales by the Aboriginal people. The purposes of the ALRA is to provide land rights for Aboriginal persons in NSW, to provide for representative Aboriginal Land Councils in NSW (state-wide NSW Aboriginal Land Council, and Local Aboriginal Land Councils at a local level), and to vest land in those councils, amongst other things. The Registrar, *Aboriginal Land Rights Act 1983*, also registers Aboriginal land claims and maintains the Register of Aboriginal Owners. It is most commonly used in NSW to identify relevant stakeholders for consultation. The local Aboriginal Land Council should be notified of any works that may impact on Aboriginal heritage values. A Local Aboriginal Land Council has the following functions in relation to Aboriginal culture and heritage:

- to take action to protect the culture and heritage of Aboriginal persons in the Council's area, subject to any other law,
- to promote awareness in the community of the culture and heritage of Aboriginal persons in the Council's area.

7.5.6 *Disability Discrimination Act 1992*

The *Disability Discrimination Act 1992*, is a commonwealth legislation that requires the provision of equal opportunities for people with a disability to participate in cultural activities. Heritage places should be accessible to everyone and therefore owners and managers of heritage properties are required to create a situation in which this can be achieved.

Works required under the *DDA Act* still require assessment for heritage impact and approval under relevant heritage legislation.

7.5.7 *Occupational Health and Safety Act 2000*

The *Occupational Health and Safety Act 2000* (NSW) (OH&S Act), aims to protect the health safety and welfare of people at work. Provisions of the Act cover every place of work in NSW and every employer, employee, student, contractor and visitor. The Former Liverpool Courthouse must comply with the OH&S Act or seek alternative solutions. At present there are

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no safety issues on site which could present a physical or visual constraint to the built or archaeological heritage in the immediate term.

7.5.8 Building Code of Australia

The Building Code of Australia (BCA) is concerned with establishing uniform building regulations across Australia. The BCA is developed by the Australian Building Codes Board (ABCB) and is a national performance-based document and is implemented in NSW through the Local Government Act 1993.

The main provisions of the BCA concern structural requirements, fire resistance, access and egress (including provisions for people with disabilities), services and equipment and health and amenities. Generally, minimum standards are required to be reached in building works.

In general, when considering the BCA in heritage buildings, proposals must ensure that significant fabric and spatial qualities are not compromised in achieving BCA compliance.

7.6 Physical Condition

7.6.1 Vandalism

The former Liverpool Courthouse occupies a central position within an allotment on the corner of Bigge and Moore Streets, Liverpool with pedestrian pathways bordering along the eastern and northern boundaries. Although the majority of the site is secured behind a steel palisade fence along the northern, eastern and western boundaries, elements such as the southeast corner of the Former Lock-Up Quarters and the rendered brick boundary wall on the eastern boundary are exposed to highly trafficable areas and have received some level of graffiti. The potential for vandalism is therefore considered to be moderate to high in localised areas.

7.6.2 Maintenance

Generally, the heritage fabric of the former Liverpool Courthouse is in a fair to poor condition. There are ongoing issues associated with rising damp that require immediate attention to conserve significant fabric (e.g. remove acrylic paint to exterior to address rising damp and salt attack to brickwork and stone masonry). A programme of ongoing maintenance and repairs will correct these issues in due course.

The need for continual maintenance is a significant constraint for owners, both financially and on future works to the site. It is important to provide an effective manageable maintenance system to ensure the significance of the site is retained.

An on-going maintenance schedule has been provided in Chapter 9. This should guide future maintenance of the site.

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7.6.3 Significant Fabric

The need to conserve and not cause any adverse impact to significant fabric (identified in Section 6.6 Gradings of Significance) is a fundamental objective for the future management of Former Liverpool Courthouse Complex. Further, as the Courthouse is no longer used for the purpose for which it was designed and built, adaptation of the place for future new uses is key to its ongoing survival and interpretation. The future management of Former Liverpool Courthouse will need to ensure that any proposed changes or variations to operations and installations do not impact negatively upon the significant fabric of the site.

Within the Former Liverpool Courthouse in order to conserve significant fabric, there is the opportunity to:

- Remove acrylic paint to all external surfaces and remediate the effects of salt attack and rising damp impacting the sandstone plinths, sandstock brick walls (rendered and formerly face brick), and internal plasterwork.
- To reinstate a more sympathetic external paint scheme.
- Retain significant spaces such as the courtroom.

7.6.4 Archaeology

The Historical Archaeological Assessment prepared by Extent Heritage (2019) for the Former Liverpool Courthouse, state the following:

- TBA (In progress)

7.6.5 Future Expansion

The development of the site is constrained by the fabrics sensitivity to change. The Former Liverpool Courthouse retains a high level of integrity through the retention of much of its significant fabric and general form. The site is a highly intact set of early colonial buildings with later Victorian additions. While there is the potential to expand the building to the rear, any new development would need to consider the potential for the historical archaeology and be designed in such a way that the new development would not impact upon the heritage significance of the building.

Similarly, any future works to the internal layout of the building should seek to retain significant fabric and spaces. This is particularly pertinent for the courtroom which retains the original overall form of the courtroom which also includes related furniture to its original use. Further the external walls of the Courthouse are the shell of the previous gaol and highly significant in terms of the building's interpretation.

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7.6.6 Hazardous Materials and Contamination

Hazardous materials and contamination reports were not available during the preparation of this report. A Hazardous Materials study should be undertaken to ascertain the likely presence of these elements on site. Where hazardous materials are identified, the following issues should be addressed:

- Impacts to or removal of fabric of moderate, high or exceptional significance.
- Damage to non-contaminated fabric during remediation works.
- Replacement of fabric to match original in material, style, texture, colour and/or other significant characteristics, as required.

7.7 Interpretation

Interpretation is an opportunity to reveal long-term connections with our cultural identity, reveal storylines within a community, and increase public understanding and appreciation of a heritage place.

Interpretation planning for the Former Liverpool Courthouse must consider the following:

- The types of audiences who will interact with the site;
- Where audiences are most likely to interact with the site (i.e. on-site, print or digital);
- The most appropriate types of interpretation;
- Site user requirements and privacy; and
- Avoid adverse physical or visual impacts to heritage fabric.

Refer to Section 2.5 for a set of key themes which could be utilised as part of any interpretation of the Former Liverpool Courthouse.

There are several interpretation opportunities for Former Liverpool Courthouse, to accompany the informative sign located on the corner of Bigge and Moore Streets. These devices include but not limited to:

- Print media – Using publications, such as the available books, and railway enthusiast magazines expands the reach and audience interaction with a site exponentially.
- Digital media – Using digital interpretation expands the reach and audience interaction exponentially, encouraging immediate engagement online with historical and interpretive resources. A website for the Former Liverpool Courthouse could be developed to improve the availability of information for and accessibility to the site.

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- Esoteric devices – As opposed to traditional signage, which is direct in its delivery of information, interpretive signage can also be quite ambiguous and indirect in meaning, alluding to historic themes in a subtle way. Esoteric interpretation can form a good supporting interpretive installation that does not add to a cluttered and busy interpretive precinct. In most instances, this form of interpretation can be quite artistic, abstract and sculptural.

7.8 Future Uses

Following the opening of the new Courthouse on George Street in 1973, the Former Liverpool Courthouse has been adaptively reused as a community centre and general office space.

Current planning for the Former Liverpool Courthouse is focussed upon the adaptive re-use of the site as a mock-trial courtroom and learning space for law students enrolled at Wollongong University. The building is conductive to this proposal as it relates to the historic functions of the site.

Alternatively, there is the opportunity to adaptive re-use the building as a local museum occupied by the Liverpool Local and District Historical Society. The adaptive re-use of the building should seek to engage the local community and continue the public appreciation of the building, whilst being sympathetic to significant fabric.

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8. Conservation Policy

8.1 Preamble

This section sets out a policy framework for the future management of the heritage significance of the Former Liverpool Courthouse by looking at the various elements, uses and associations of the site. The policies are based on the issues raised in the analysis, assessment and procedural sections of this report, with particular emphasis on the significance of the place. The policies are framed within the site's current context and proposed future use.

The policies provide guidance on the management of significant historic fabric and conservation of its identified cultural heritage values without having to anticipate every possible circumstance that may arise on a site. This document does not intend to provide sufficient guidance for specific proposals or developments, and other instances where a heritage specialist is recommended to undertake further research or assessment to ascertain the most appropriate approach. In such instances, other conservation management tools and documentation may need to be undertaken.

The aim of these policies is to provide a solid foundation for all future conservation recommendations, meeting a viable balance between the owner's operational requirements and the need to retain and conserve fabric.

8.2 Policy Vision

It is the intention of the following policies to provide principles and guidance to enable the conservation of the heritage significance of the Former Liverpool Courthouse Complex within the operational requirements of Liverpool City Council. The future of the Former Liverpool Courthouse Complex is reliant upon:

- Recognition of the site as a place of exceptional heritage value;
- The retention, conservation and restoration of significant fabric and elements of the site; and
- The interpretation of the significance of the place to the public.

The policies aim to encourage appropriate and viable uses for the building that ensure the retention of its significance.

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8.3 General Conservation Policies

8.3.1 Conserving heritage significance

Policies	
1.1	Conservation activities and processes are to be undertaken in accordance with the principles of the ICOMOS Australia Burra Charter.
1.2	The structures are to be managed and conserved so as to protect and enhance the features and characteristics that define their heritage significance.
1.3	Liverpool Council is responsible for the conservation and maintenance of the Former Liverpool Courthouse Complex.
1.4	The management of the place is to ensure its historic, associative, aesthetic, technical, rarity and representative significance values are retained.

8.3.2 Legislative and management requirements

Policies	
2.1	The Former Liverpool Courthouse Complex is to be managed in accordance with the relevant legislative requirements, as described in this CMP.
2.2	All relevant statutory approvals must be obtained prior to commencing any works, as required by the *NSW Heritage Act 1977*.
2.3	Consult with stakeholders where relevant. Potential stakeholders include: Office of Environment and Heritage, Liverpool City Council, Gandangara Local Aboriginal Land Council, National Trust Australia (NSW), and Liverpool Local and District Historical Society.

8.3.3 Document use

Policies	
3.1	This CMP should be adopted by Liverpool City Council as the guiding management document relating to the heritage conservation of the Former Liverpool Courthouse Complex.
3.2	Conservation policies are to be reviewed within five years and no later than ten years. The review should be consistent with the principles of the Burra Charter, best heritage practice and any relevant government heritage policies and legislation.
3.3	The CMP should be revised and updated in the event of any major changes to the site.
3.4	The CMP should be made available to relevant all staff responsible for the site.
3.5	This CMP should be lodged with the appropriate authorities and archives including the Heritage Council of NSW and Liverpool City Library.
3.6	Proposed works are to be assessed for heritage and archaeological impacts against the conservation policies of the CMP via a Statement of Heritage Impact.

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8.4 Site-Specific Conservation Policies

8.4.1 Conservation of significant fabric

Conservation of significant fabric	
Policies	
4.1	The significant built fabric of the Former Liverpool Courthouse Complex is to be retained, protected, maintained and conserved in accordance with the principles of the Burra Charter.
4.2	Ongoing preservation, maintenance and repair of original and significant fabric must be carried out using appropriate methods and materials.
4.3	Works to significant fabric should be undertaken by tradespeople and contractors with demonstrated skills and experience in working with historic fabric and construction techniques.
4.4	All surviving elements of the historic built fabric are to be retained and conserved in accordance with the graded levels of heritage significance identified in this CMP.
4.5	Elements and components identified as being of exceptional significance should be retained and conserved in-situ. Any work that affects these items should be confined to Preservation, Restoration, Reconstruction, or Adaptation as defined by the Burra Charter.
4.6	The principles for elements graded as having high significance should generally follow those for elements of exceptional significance. Adaptation or alteration to these elements is acceptable if the overall cultural significance is protected.
4.7	The elements graded as moderate significance should generally also be retained in- situ, however, adaptation, relocation or alteration to these elements is acceptable provided that the cultural significance of the item is conserved.
4.8	Elements assessed as having little significance support the character and overall quality of the place but are generally not essential to conserving its significance. Both retention and removal are acceptable options.
4.9	Elements identified as intrusive can reduce or obscure the overall significance of the place. The preferred option is for these elements to be removed.

8.4.2 Maintenance and Repair

Maintenance and Repair	
Policies	
5.1	The Former Liverpool Courthouse Complex is to be maintained in accordance with the *Minimum Standards of Maintenance and Repair* as set out in the *NSW Heritage Act 1977*.
5.2	Monitor site condition and prevent or address any issues as part of an ongoing maintenance program.
5.3	Repairs should be undertaken promptly when required and executed with the aim of protecting significant fabric.

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Maintenance and Repair	
5.4	Maintenance and repair materials and techniques are to be appropriate to the historic fabric and construction techniques of the item.
5.5	Traditional materials and techniques are preferred when carrying out maintenance and repair work to significant fabric.
5.6	Painted elements are to be maintained using an appropriate paint colour scheme. Non-painted elements are to remain unpainted.

8.4.3 New work and upgrades

New work and upgrades	
Policies	
6.1	Any new work or upgrades should respect the existing form, scale, design and materials of the Former Liverpool Courthouse Complex.
6.2	New work should be undertaken in a way that minimises impacts to significant fabric and heritage values.
6.3	New work and materials should closely match and be sympathetic to the original but should be distinguishable from the original on close inspection.
6.4	Specialist heritage advice is to be sought for all proposals for new works that may impact the Former Liverpool Courthouse Complex.
6.5	The upgrade of services and amenities is permissible, provided the works do not detract from overall heritage significance of the Former Liverpool Courthouse Complex.
6.6	Any new works must not interrupt significant views to or from the Former Liverpool Courthouse Complex.

8.4.4 Adaptive reuse

Uses and adaptive reuse	
Policies	
7.1	Opportunities for new uses should be considered where they protect and enhance the heritage values of the Former Liverpool Courthouse Complex.
7.2	Any works or changes to suit adaptive reuse should be based on respect for the significance and historic fabric of the Former Liverpool Courthouse Complex.
7.3	Adaptation for reuse should involve only minimal change to significant fabric.
7.4	Works undertaken for adaptive reuse, other than restoration or reconstruction of significant fabric, should be reversible where possible.

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8.4.5 Access, Safety and Security

Access, safety and security	
Policies	
8.1	Access, safety and security requirements are important measures for the long-term survival and public appreciation of the Former Liverpool Courthouse Complex.
8.2	Any works or installations arising from access, safety or security requirements should be designed to avoid adversely impacting on the significant fabric and historic values of the Former Liverpool Courthouse Complex.
8.3	Meeting access, safety or security requirements may require novel approaches or creative solutions to minimise impacts to heritage significance.

8.4.6 Aboriginal Archaeology

Aboriginal archaeology	
Policies	
9.1	Any Aboriginal archaeological resources that may be encountered on the property must be managed in accordance with the requirements of the *NSW Parks and Wildlife Act 1974*.
9.2	The Aboriginal cultural significance of the site should be identified, documented and expressed as part of the conservation of the Former Liverpool Courthouse Complex.

8.4.7 Historical archaeology

Historical archaeology	
Policies	
10.1	Any European archaeological resources that may be encountered on the property should be managed in accordance with the requirements of the *NSW Heritage Act 1977*.
10.2	Any proposed works requiring excavation should be assessed to determine the archaeological potential of the location. Works that may reasonably expect to expose archaeological relics require a permit under Section 60 of the Act.
10.3	In the event of an unexpected discovery of an archaeological object, work should cease in the affected area and the discovery should be assessed for its cultural and/or scientific significance. Depending on the nature and significance of the discovery, any required approvals under the Heritage Act or the National Parks and Wildlife Act must be obtained prior to works continuing in the affected area.

8.4.8 Movable heritage

Movable heritage	
Policies	
11.1	Movable heritage items attached to the Former Liverpool Courthouse Complex are limited to the installed furniture in the Courtroom and are integral to its significance. They should

Movable heritage	
	be maintained as part of the significant building fabric.
11.2	Movable heritage items which may be later brought into the building as part of its adaptive reuse or interpretation should be clearly identified and their known provenance documented.
11.3	Movable heritage items should be protected, maintained and conserved in a manner appropriate to their significance in accordance with the principles of the Burra Charter.

8.4.9 Landscape, setting and views

Landscape, setting and views	
Policies	
12.1	Significant views to and from the Former Liverpool Courthouse Complex are to be preserved.
12.2	The setting of the courthouse fronting Bigge Street should be conserved, especially in relation to the surrounding built environment.
12.3	Significant mature trees within the site are important elements of its setting and should be maintained and protected.
12.4	Where necessary, prune trees to ensure that the building is not impacted directly or indirectly by branches, leaf litter or excessive moisture.
12.5	Where necessary, prune and maintain vegetation to preserve significant views.

8.4.10 Curtilage

Curtilage	
Policies	
13.1	The statutory curtilage established by the State Heritage Register should be recognised as the minimum area necessary to preserve and protect the Former Liverpool Courthouse Complex.
13.2	The parts of the Former Liverpool Courthouse Complex that are technically outside of the statutory curtilage should be recognised and treated as if they are within this boundary.
13.3	The opportunity, should it arise, to adjust the surveyed allotment boundaries to correct the statutory inaccuracy should be pursued.

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8.5 Heritage Management

8.5.1 Interpretation

Interpretation	
Policies	
14.1	An Interpretation Plan should be developed for the Former Liverpool Courthouse Complex to interpret the history and heritage values of the site to the public and to the future users of the Complex.
14.2	The interpretation of the place should be based upon the historic thematic associations and evidence presented in the CMP.
14.3	Interpretation should not compromise the operation, security or significant fabric of the place.
14.4	Interpretation media should remain subservient to the heritage values of the Former Liverpool Courthouse Complex and should not attract attention to itself at the expense of the place itself.

8.5.2 Historical records management

Historical records management	
Policies	
15.1	All documentary and other records associated with the Former Liverpool Courthouse Complex form part of its significant fabric and should be conserved and managed as part of the overall management of the place.
15.2	Original plans and documents should be digitised and archived, and the digital records made available for research purposes.
15.3	Records and reports relevant to the history and management of the Former Liverpool Courthouse Complex that are held in other locations should be sought and copies added to its archival records.

8.5.3 Recording

Recording	
Policies	
16.1	Archival recording, in accordance with the NSW Heritage Division Guidelines, is to be undertaken prior to any substantial changes to the Former Liverpool Courthouse Complex.
16.2	Archival records should be included in the ongoing management records of the Former Liverpool Courthouse Complex.
16.3	Copies of archival records should be lodged with NSW Heritage Council as well as Liverpool City Council.

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9. Implementation

9.1 Preamble

This CMP has been prepared to provide guidelines for the conservation, re-use, interpretation and management of the Former Liverpool Courthouse Complex to ensure that the heritage value of the place is maintained and enhanced.

This section sets out a range of actions that should be undertaken on the site to conserve its significance and address any outstanding issues relating to fabric condition. It also identifies opportunities for heritage interpretation on the site.

9.2 Item Management

This section establishes general guidelines for on-going maintenance and minor works. Any future proposals for major works should be accompanied by the preparation of a new CMP. There are a number of general issues that should be addressed in the establishment of the implementation of the overall conservation strategies, as follows:

1. A copy of this CMP is to be submitted to the NSW Heritage Division and deposited into the library of the Office of Environment and Heritage.
2. A copy of this CMP is to be lodged with the Local Studies Section at Liverpool Public Library.
3. A copy of the CMP is to be made available on the Liverpool City Council network.
4. Ongoing maintenance works and inspections is to be performed at regular intervals as set out on the On-Going Maintenance Schedule.
5. Specialist consultants in the relevant fields with experience in dealing with heritage material are recommended to be commissioned as necessary to report on specific problems. All necessary work recommended by consultants is to be implemented and performed having regard to significant fabric.
6. The schedule of maintenance works is to be regularly monitored by the manager responsible for the care of the heritage item.

9.3 Minimum Standards of Maintenance and Repair

Sites listed on the SHR are required to be maintained in accordance with the Minimum Standards of Maintenance and Repair under section 118 of the Heritage Act. The Minimum Standards are set out in the Heritage Regulation and set out basic standards for key maintenance activities such as weatherproofing, fireproofing and site security.

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To assure compliance with the Minimum Standards of Maintenance and Repair on the site, the following works need to be undertaken. The works are presented for relevant elements only. These are tabulated below:

Table 14. Minimum standards of maintenance and repair. Building managers are responsible for identifying the below recommended works and repairs meet with the Minimum Standards for Maintenance and Repair.

Minimum standards of maintenance and repair		
Standard	**Requirement**	**Work required**
Inspection	Inspect annually	▪ Both the Courthouse and the Lock-Up Keeper's Quarters are recommended to be inspected annually by a building professional or building inspector to identify arising repairs and maintenance matters.
Weather protection	Maintain: Subsurface drainage Roof & guttering Damp proofing Ventilation Lightning conductors	▪ Engage roofing plumber to inspect roof and drainage system and; ▪ ensure connections are sound, secured and watertight, ▪ Ensure sub surface stormwater drains are clear of debris and permit free flow of water away from the buildings. ▪ Ensure roof sheeting and any lightning conductor is secured appropriately ▪ Ensure ventilation grilles are in sound secure condition and are clear of debris. ▪ A plumber is to inspect the subfloor area and identify any leakages or unwanted water sources, then remove the source. ▪ Ensure the subfloor area does not collect water and airflow is enabled through the space ensure any subfloor drain is operational or sumps contain automatic water pumps to remove excess water into the stormwater system. ▪ Ensure condensate waste pipes from air conditioners or other equipment are connected to a waste water system and are not to disperse under or around the building.
Fire protection	Remove rubbish & vegetation Maintain: Fire control systems Safe storage of inflammables Building services	▪ The building managers are to ensure the site area and garden is maintained regularly removing rubbish, garden debris, weeds and trimming grass. ▪ The building managers are to ensure fire control systems and building services are installed and are maintained according to regulations. ▪ The building managers are to ensure the provision of facilities for flammable products or

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Minimum standards of maintenance and repair		
		safe locations for flammable materials such as garden debris or other rubbish.
Additional fire protection for unoccupied buildings	If unoccupied for more than 60 days: Disconnect oil/gas services Install monitored fire protection system	▪ The building managers are to ensure the unoccupied buildings safe and a monitored fire protection system is in place.
Security	Install: Appropriate fencing & security systems Repair or board up openings	▪ The building managers are to ensure the buildings are secure and fences are maintained.
Additional security measures for unoccupied buildings	If unoccupied for more than 60 days: Install monitored security alarm, or Undertake regular surveillance	▪ The building managers are to ensure unoccupied buildings are provided with a security monitoring system and have security surveillance arrangements in place.
Essential maintenance and repair	Maintain and/or repair: Pest control measures Structural defects Significant finishes and fittings	▪ The building managers are to ensure a regular pest control inspection and treatment. ▪ The building managers are to ensure advice received from building inspectors recommended building repairs and maintenance matters are addressed appropriately, gaining professional advice where necessary.

Works required to comply with the Minimum Standards are recommended to be undertaken within six months of the date of this document, unless the particular Standard specifies a shorter period.

9.4 Schedule of Ongoing Maintenance

The Schedule of Ongoing Maintenance refers to the cyclical maintenance works to the item that are recommended to be implemented. These are in addition to regular site maintenance and internal cleaning. A record of when this work is performed, any faults discovered, or repairs made are to be maintained and kept alongside this maintenance schedule.

Any arising conditions from any vandalism, storm damage, accidental impacts, broken glazing and similar is to be considered urgent and made sound temporarily and then repaired immediately.

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Table 15. Schedule of Ongoing Maintenance

Schedule of ongoing maintenance			
Element	**Every Year**	**Every Two Years**	**Every Five Years**
Roof plumbing and drainage	√		
Subsurface stormwater drainage		√	
Building condition inspection		√	
Regular fire, security and other equipment inspections	√		
Brick and stone repointing works			According to a recommended mortar repair program
Repainting works			√
Pest control	√		
Major tree and garden maintenance		√	

9.5 Urgent and Structural Works

Works that are considered urgent are those which may compromise the safety of the public, workers on the site or the operation or structural integrity of the heritage item. Where this relates to a building element, the element may have failed or be likely to fail within the next six months. Any such works should be investigated without delay and stabilised while a permanent solution is developed.

Stabilisation works should be reversible and should not involve the removal of fabric of considerable or exceptional significance unless no alternatives exist. Any elements of exceptional or considerable significance that are removed during repair works should be safely stored on site and reinstated during permanent repair works.

Permanent repair works should reflect the intentions of the policies in this document and be designed to be sympathetic to the site.

The following works have been identified as urgent works:

- Stone conservation works. This work effects external painting, plumbing and drainage and mortar repointing. Stone conservation works are a process carried out over time and the most urgent component is to identify the source of any uncontrolled moisture in contact with the stone or ground nearby. Removal of paint or structures that trap moisture and prevent drying is the next priority.
- Refer to the Prioritised Maintenance Schedule (refer to Appendix A).

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9.6 Conservation Works

Conservation works are those works required to conserve, protect or enhance building fabric of **moderate, high or exceptional** significance where that fabric is in less than optimal condition. This may include works to key building elements such as walls and roofs which are damaged, or work to decorative or redundant elements and fittings which contribute to the significance of the place.

Conservation works may also include recommendations to remove fabric which has been assessed as being of **little** significance of which is **intrusive** to the site, where that fabric is damaging or obscuring fabric of a higher level of significance. It may also include minor repair works to building services which are recommended to enhance the functionality of the site.

Conservation works do not include major new works, extensions or refits. Any works of that nature need to be developed with consideration of the policies in this document and assessed for heritage impacts.

Conservation works are, in general, not urgent but should be undertaken in the next 1-3 years.

The following works have been identified as significant conservation works:

- Ongoing inspection and assessment of masonry. Refer to the Prioritised Maintenance Schedule (see Appendix A). The deterioration of this fabric is due largely to the action of moisture and salts evaporating from the material. Salts are continuously absorbed by the building and salt levels build up over time. Masonry conservation work is a process carried out over time.
- Ongoing inspection and assessment of timber elements. Timber deterioration is largely due to weathering, biological deteriogens (termites) and water damage exacerbated by the acrylic paint coating.
- Inspect, record and monitor moisture content of external and internal walls of all buildings. Refer to the Prioritised Maintenance Schedule (see Appendix A).

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Appendix A. Prioritised Maintenance Schedule

Table 16.Prioritised Maintenance Schedule

Type	Description	Urgency
Stone Work Conservation Courthouse Stage 1	The sandstone is deteriorating severely in several locations. The following work is recommended to be specified and detailed by an experienced heritage architect and will require statutory approval. Stage 1 is to identify any moisture, remove and allow drying to occur. The conservation work to address the deterioration is a long-term process involving several actions listed below that are recommended to be commenced urgently: ▪ Engage heritage specialist structural engineer to provide an assessment of building movement. ▪ Identify the source of any uncontrolled moisture in contact with the stonework to the perimeter of the building, or moisture in the ground nearby. ▪ Engage an experienced roof plumber to inspect and repair as required: - Roof sheeting, gutters and downpipes are soundly connected and not leaking (Main roof and verandah roof). - Downpipes are connected in a watertight manner to the sub-surface drainage system. - Sub-surface drainage system to be inspected for blockages and confirmation that storm water is free flowing and removed from the site. - Water supply lines are sound with no leaks and capped securely if not operational. - Check that air conditioning systems are sound and that condensate waste water is plumbed to the sanitary waste system.	6 months

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Type	Description	Urgency
	- Ground levels in the undercroft of the building fall towards any drainage gullies. - Perimeter vents are clear and allow free flowing ventilation. ▪ Remove paint from sandstone plinth courses around the perimeter of the courthouse building. - Do not use high pressure water or sand blasting to remove paint. - Paint removal through the product Peel Away combined with steam cleaning and washing down the surfaces are appropriate. - Other proven methods such as via the Ibix H_2O, low pressure cleaning system (Soft Cleaning System for Restoration Works) may be acceptable. - Test the paint removal system on a discrete area to confirm the system would not have detrimental impact on the stone surface. ▪ Remove concrete and bitumen surface between the rear ramp and the stone plinth and install storm water drainage line. ▪ Assess the need for supplementary drainage close to the west wall of the courthouse. If necessary, install the following: - The drainage line is to be a top slotted PVC drain in a geofabric sleeve, connected to the stormwater drainage system. - Install 15mm cuspated geosheet against wall and backfill trench with free draining gravel. ▪ Monitor drying over 6 months and confirm any water sources are no longer extant. ▪ Monitor the internal walls for dampness levels. Should damage occur salt treatment as per Stage 2 below is to be scheduled.	
Stone Work Conservation Courthouse Stage 2	Remove salt build up from plinth. ▪ Engage the services of an experienced stonemason. - Obtain samples of the stone and mortar from each façade and arrange testing to determine the level of salts present (westox.com.au). - Stonemason to remove high cement mortar and surface rendering over where past poor repairs are located. Confirm extent with heritage architect. - Apply Cocoon poultice system according to the manufacturer's instructions (westox.com/cocoon) to remove salts from the stone. This may require two applications or more and be over a time period of 6 to 12 months. After each application is removed (dried and brushed away, arrange testing of stone samples to measure the reduction of salts until the measurement is returned to a 'normal' range.	Over 2-5 years

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Type	Description	Urgency
	▪ After salt levels are stabilised the stonemason is to prepare the most damaged stones for indent replacements. An experienced heritage architect is to confirm the extent of indent replacements. - Indents are to be made to a depth of 100- 150mm or as necessary to remove the damaged stone faces. - The surface of the replaced indents is to be shaped to match the original rock faced profile of the extant stones to match the applicable course. - Re-seating of the stones and any infill brickwork may also be undertaken. ▪ At completion of indenting repairs, repoint the stone joints perimeter in matching lime mortar. - The mortar is to match in consistency and colour. Colour additives may be added. - Samples of appropriate mortar colours are to be provided to the Heritage Architect to confirm best colour match before proceeding. - Matching mortar may be used for minor repairs to stones where necessary. ▪ Do not repaint the sandstone plinth. ▪ Interior walls may be repainted, use only breathable paint or lime-based paint, to suit the existing substrate.	
Courthouse and verandah	Carry out regular cleaning and inspect the building every 2 years according to the Schedule of Exempt Work. Make necessary repairs to damage or wear and tear as required. ▪ Ensure doors and windows are sound, operable and the hardware is secure. ▪ Replace rotted timber elements at verandah with like for like ▪ Repaint within 2 years via the appropriate methodology as outlined in Exempt Work then schedule maintenance painting as noted. ▪ Any change to the colour scheme would require statutory approval. ▪ Monitor dampness in internal walls. ▪ Maintain the ramp, and verandah area with regular brooming and remove debris. Carry out regular non-abrasive cleaning of surfaces, furniture and window glass. Carry out pest inspections and prevention according to the Schedule of Exempt Work	2 yearly condition inspection 5-10 years repainting.
Stone Conservation Bigge Street Fence	▪ The stone plinth contains several stones that have become structurally unsound with the stonework showing severe cracking. The affected stones will require replacement of the unsound sections or in some locations, new stone. Quoined stones are fretting at the wall sections and may also require	1-2 years

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Type	Description	Urgency
	indenting. ▪ Obtain a condition assessment of the fence by a heritage specialist structural engineer. ▪ Engage the services of an experienced stonemason. - Identify unsound stones and extent of work in consultation with a heritage architect. - Prepare a methodology for removal of the steel fence fixed above the plinth. - Make required repairs and repaint steel fence while removed. - Prepare stones for new indents, or replacement sections and install matching stone and surface finish details. Allow recesses for steel balusters. - Repoint stones with matching lime-based mortar. Reseat brick footing if accessible (pending stone removal) and repoint brick base. - Replace steel fence, set balusters in recesses fixed with lead per traditional method. ▪ Clean sandstone plinth courses and stone gate posts - Do not use high pressure water or sand blasting to remove organic compounds and grime. - Steam clean, the use of Wet and Forget with water washing and soft bristle brushes is acceptable. - Other proven methods such as via the Ibix H_2O, low pressure cleaning system (Soft Cleaning System for Restoration Works) may be acceptable. - Test the method of cleaning on a discrete area to confirm the system would not have detrimental impact on the stone surface. 	
Stone Conservation Bigge Street Fence	▪ Remove paint from the rendered faces, both sides of the wall. - Do not use high pressure water or sand blasting to remove paint.	

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Type	Description	Urgency
Rendered face/walls	- Paint removal through the product Peel Away combined with steam cleaning and washing down the surfaces are appropriate. - Other proven methods such as via the Ibix H_2O, low pressure cleaning system (Soft Cleaning System for Restoration Works) may be acceptable. - Test the paint removal system on a discrete area to confirm the system would not have detrimental impact on the stone surface. ▪ At completion cleaning the wall, repair the render surfaces in matching lime mortar to both sides of the wall. - The render is to match in consistency and colour. Colour additives may be added. - Samples of appropriate mortar colours are to be provided to the Heritage Architect to confirm best colour match before proceeding. ▪ Matching mortar may be used for minor repairs to stones where necessary	
Lockup Keepers Quarters Dampness	The Lockup Keepers Quarters is severely affected by dampness and termite damage along the south wall where it is retaining approximately 1.0m of earth bank. ▪ Obtain a condition assessment of the building by a heritage specialist structural engineer. ▪ Excavate retained earth to the south wall of the building. Design and construct separate block retaining wall with 450mm air gap to heritage wall. - Repair and repoint brickwork of heritage wall with matching lime based mortar (colour matched and confirmed by heritage architect). Do not paint the brick wall below the retaining wall height ground level. - Ensure any vents provide airflow to undercroft area. - Install 4 grated floor vents to each room, in the internal timber floor - Provide spoon drain at the base of excavation (at footing level) and connect to stormwater drainage. - Install a secured but removeable metal grille/grate at top of retaining wall, support grate at heritage wall to provide an air drain. ▪ Monitor drying over 6 months and confirm any dampness is reducing. ▪ Monitor the internal walls for dampness levels. Should damage occur salt treatment as per Stage 2 below is to be scheduled.	6 months 1-2 years
Lockup Keepers Quarters	The exterior of the cottage is painted brickwork. This may remain and be maintained with appropriate paint. Interior is rendered and plastered with painted finish	1-2 years

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Type	Description	Urgency
Repairs	▪ Repaint within 2 years via the appropriate methodology and breathable paint as outlined in Exempt Work then schedule maintenance painting as noted. ▪ Any change to the colour scheme would require statutory approval. Repair/reconstruct damaged window sashes and frames, match like for like.	
Toilet Block Maintenance 1	▪ General maintenance clean and remove debris from the interior of the toilets. ▪ Ensure steel gates and mesh screens are secure and sound. ▪ Identify the source of any uncontrolled moisture in contact with the brickwork or floor or moisture in the ground nearby. ▪ Engage an experienced plumber to inspect and repair as required: - Roof sheeting, gutters and downpipes are soundly connected and not leaking. - Downpipes are connected in a watertight manner to the sub-surface drainage system. - Sub-surface drainage system to be inspected for blockages and confirmation that storm water is free flowing and removed from the site. - Water supply lines are sound with no leaks and capped securely if not operational. - Either ensure the sanitary ware is appropriately operational or remove and cap off.	6 months
Toilet Block Maintenance 2	Elements that are of little or no significance, or are intrusive may be removed to refurbish and conserve the significant aspects however this action is not mandatory. The toilet suites may be replaced as required. ▪ Inspect condition of building fabric and operational elements regularly and repair, replace dilapidated or dysfunctional elements as these arise.	2 years
Toilet Block Painting	The interior and exterior of the toilet block are painted. This may remain and be maintained with appropriate paint, except where the garden wall intersects with the western area of the toilets. See below for the garden wall maintenance recommendations. ▪ Repaint within 2 years via the appropriate methodology as outlined in Exempt Work then schedule maintenance painting as noted. Any change to the colour scheme would require statutory approval.	5 – 10 years

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Type	Description	Urgency
Rear brick wall conservation	 The significant brick wall adjacent to the toilet block is recommended to be conserved. ▪ Obtain a condition assessment of the fence by a heritage specialist structural engineer. ▪ Remove invasive tree adjacent, including tree roots, shrubs and garden debris from the wall. ▪ Remove paint from the brick faces, both sides of the wall. - Do not use high pressure water or sand blasting to remove paint. - Paint removal through the product Peel Away combined with steam cleaning and washing down the surfaces are appropriate. - Other proven methods such as via the Ibix H_2O, low pressure cleaning system (Soft Cleaning System for Restoration Works) may be acceptable. - Test the paint removal system on a discrete area to confirm the system would not have detrimental impact on the stone surface. ▪ At completion cleaning the wall, repoint the English Bond course joints in matching lime mortar to both sides of the wall. - The mortar is to match in consistency and colour. Colour additives may be added. - Samples of appropriate mortar colours are to be provided to the Heritage Architect to confirm best colour match before proceeding. - Matching mortar may be used for minor repairs to stones where necessary - The mortar may also be used to provide a weathered cap to the top of the wall. Shape mortar over the top weather exposed surface with falls to each side. Do not repaint the brick wall.	Remove tree 6 months Conservation of wall 1-2 years

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Appendix B. Schedule of Exempt Work

This Schedule sets out specific works that are considered exempt from approval for this site under section 57(2) of the Heritage Act 1977.

Note this Schedule is not in force until such time as it is endorsed by the Heritage council and published in the Government Gazette.

Date of gazettal: 3 November 2017

Maintenance and Cleaning

Regular maintenance and cleaning of buildings and structures helps to preserve their condition, prevent deterioration of building fabric and monitor arising maintenance issues.

Schedule of exempt work – Maintenance and Cleaning	
Type	**Conditions**
Maintenance of a building fitting, fixture or plant and equipment to retain its condition or operation.	Existing fittings, fixtures, plant and equipment must not be removed, or damaged and new building materials must not be introduced.
Non-abrasive cleaning to remove surface deposits, organic growths.	Cleaning must not remove or damage existing materials Cleaning must not include water blasting, abrasives or chemicals Clean may only include low pressure water (less than 100psi at the surface being cleaned), neutral detergents, mild brushing or scrubbing with soft brushes.
Removal of building elements to inspect or treat termites and other damaging insect pests.	Inspection or treatment must not result in the permanent removal of existing building fabric unless it is beyond repair. Any areas of the building that are damaged by inspection or treatment must be returned to a sound condition matching the original building materials and details.
Refixing of loose elements of the building.	Existing fixings in sound condition must be reused and any new fixings must be of the same material and use the same method of fixing as originally uses.

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Painting

Maintaining surface condition of painted finishes helps to extend the workable life of a paint system and protect the building fabric from deterioration.

Schedule of exempt work – Painting	
Type	**Conditions**
Preparation for painting a pre-painted surface.	Preparation for painting must be by hand cleaning, hand scraping and hand sanding only. Preparation for painting must not disturb or remove earlier paint layers other than those which have failed by peeling or cracking.
Repainting of painted surfaces in the existing colour scheme	New paint must be appropriate to the substrate and not cause damage to earlier paint layers. Prior to applying new paint, apply an appropriate undercoat over existing paint work as an isolating layer to protect significant earlier layers of paint and to provide a stable basis for repainting. Do not apply opaque paint to surfaces that are not already painted with an opaque paint.
Buffing, oiling and varnishing to maintain an existing applied finish.	The composition of the oil or varnish must be the same as, or compatible with, the existing finish. The method of application must not result in damage to the substrate or the finish.

Minor Repairs

Minor repairs keep built elements in sound condition and working order and help prevent deterioration. Minor repairs should be based on the Burra Charter principle of doing as little as possible and only as much as is necessary to retain and protect the element. Replacement must only occur as a last resort when the major part of an element is beyond further maintenance.

Schedule of exempt work – Minor Repairs	
Type	**Conditions**
Minor repair, removal and replacement of damaged or deteriorated building material	Removal and replacement must only be undertaken when the original fabric is deteriorated significantly and can no longer be conserved. Building materials or elements that are removed must be replaced with materials that match existing appearance, composition, detailing,

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Schedule of exempt work – Minor Repairs	
	size, position, finish and fixing method. Replacement must not exceed 10% of the existing building material or elements. Removal of original hardware and significant original fittings and fixtures is not permitted. Fittings are defined as elements fixed in place that would not damage the fabric of a place if removed, Fixtures are defined as elements that are permanently fixed in place and would leave marks or cause damage if removed, e.g. door hardware, mantlepieces, light brackets and switches.
Minor building work or propping to reinforce defective structural elements.	Removal of structural elements is not permitted. Minor building work or propping must be carried out in concealed or unobtrusive areas.

Building Services

Repairing or upgrading existing building services or installing new services helps to maintain buildings in a habitable condition and to improve building operation.

Schedule of exempt work – Building Services	
Type – Existing Services	**Conditions**
Electricity Telecommunications Air conditioning and heating Fire detection and control Plumbing, drainage, gas	Wiring and data cables must be concealed in existing service routes, cavities, voids, sub-floor or ceiling spaces only. Trenching for the repair of underground services must not disturb built or landscape features. For places with identified archaeological values, trenching must be limited to the extent of existing service trenches. Reinstate ground surface on completion.
Type – Upgrade or New Services	**Conditions**
Generally	Install new fittings/equipment in unobtrusive locations. Installation is only permitted when existing fittings and fixtures are not significant and original fittings/fixtures do not survive. Openings up to a maximum diameter of 25mm can be made in significant fabric to facilitate insertion of wiring, data cables, ducting and pipes.

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Schedule of exempt work – Building Services	
	Trenching (see above).
Electricity and telecommunications: circuit breakers, power boards, rewiring/cabling, switches and points.	Original power point and light switch fittings must not be removed or relocated.
Electrical fittings: (such as new fans or lighting) to existing wall or ceiling mounts.	New fittings must be positioned in the same places as previous surface-mounted items.
Air conditioning, heating and ventilation systems	Split systems are not to be located on prominent elevations and should not be visible from the street. Ducted systems – use existing components if possible or replace in existing locations. Installation of window box/wall air conditioners is not permitted. Solar hot water panels are permitted in unobtrusive positions that are not visible from street or prominent views
Plumbing and drainage Metal roof vents in metal roofs Rainwater tanks	New plumbing must be concealed in existing cavities, subfloor and ceiling spaces only. Roof vents are permitted in unobtrusive positions that are not visible from street or prominent views. Replacement water tanks must match existing tanks in appearance, material, size and position.
Solar panels, antennae, satellite dishes	Installations are not to be located on major elevations and should not be visible from the street.
Insulation	Roof insulation and insulation in other locations that do not require the opening up of significant fabric is permitted.
Minor repairs resulting from removal of non-significant service items.	Minor repairs must utilise materials that match existing appearance, composition, detailing, size, position, and finish of existing.

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Safety and Security

New and temporary security devices enhance building security and protect fragile heritage features. They allow heritage places to be used safely.

Schedule of exempt work – Safety and Security	
Type	**Conditions**
Installation of temporary barriers (e.g. fencing, scaffolding or hoardings) to prevent unauthorised access or secure public safety.	Temporary barriers must be made stable during and after construction to prevent accidental damage. Temporary barriers must be installed for a maximum of three months in any one year period. Temporary barriers must not connect to existing building fabric. All installations must be reversible.
Installation of new surface mounted locks and rim locks.	Existing original hardware (such as locks and handles) must not be removed or relocated regardless of condition. Where new components are visible, they must be the smallest of their type and installed in an unobtrusive location to minimise visual impact.
Installation of alarms, portable fire extinguishers, detection devices, video surveillance and emergency lighting signage equipment	Installation of new interior sprinkler systems is not permitted. Chasing for installing wiring in walls or other building surfaces is not permitted. Wiring must be concealed in existing service routes, cavities, voids, sub-floor or ceiling spaces only. Openings up to a maximum diameter of 25mm can be made in significant fabric to facilitate insertion of wiring. Where new components are visible, they must be the smallest of their type and installed in an unobtrusive location to minimise visual impact

Parks, gardens and landscapes

Regular maintenance and ongoing care of parks, gardens and other landscape elements helps to preserve planting schemes, keep important specimens in good health and monitor arising maintenance issues.

Schedule of exempt work – Parks, Gardens and Landscapes	
Type	**Conditions**

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Schedule of exempt work – Parks, Gardens and Landscapes	
Pruning of trees to control size, shape, flowering and fruiting and to remove dangerous, diseased or dead vegetation.	Pruning must be carried out in accordance with *Australian Standard* *Pruning and Amenity of Trees AS4373.* Do not remove more than 20% of the canopy of a tree in any two- year period, unless the work is carried out by a qualified person (for example an arborist, horticulturalist or tree surgeon) who has given a written assessment that work is required for safety reasons or the long-term health of the tree.
Replanting to maintain garden beds.	Use plant species and planting designs that retain the character of the landscape or garden. Avoid use of chemical fertilizer and chemical weed killers near masonry structures.
Installation of garden sprinkler systems.	Position garden sprinklers so that water discharge is at least two metres away from all buildings and in-ground structures.
Removal of Class 1 declared pest plant species under the Land Protection (Pest and stock route management) Act 2002.	Within two months of removal, replace the tree with a species that grows to a similar height, shape and visual appearance. Plant in the same or similar position as the removed tree.
Removal of trees that have been assessed by a qualified arborist or horticulturalist as dead, dangerous or beyond curative repair.	Prior to removing, submit a written report prepared by a qualified person assessing the health of trees to be removed. If it is not possible to replace the removed tree with the exact same species, the report must nominate the species of replacement tree.

Signage

Temporary signage, flags and banners help to accommodate changing needs. Local government also regulates signage and advertising under local laws.

Schedule of exempt work – Signage	
Type	**Conditions**
Installation of temporary signage, flags and banners.	Locate and size temporary signage, flags and banners to minimise visual impact and maintain views to and from the place. Significant fabric must not be obscured by temporary signage, flags and banners. Temporary signage must be fully removable and must not be painted directly onto significant fabric. Fixings for temporary signage, flags or banners

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Schedule of exempt work – Signage	
	must not penetrate significant fabric. Installation of illuminated signage is not permitted. Installation of temporary signage, flags or banners must be completely reversible and no evidence is to remain once items are removed. Real estate signage must not be installed continuously for more than a three-month period and must be removed within ten days of sale or letting of the place.

Temporary Structures

Temporary structures can help heritage places to accommodate a wider range of uses without damaging heritage fabric.

Schedule of exempt work – Temporary Structures	
Type	**Conditions**
Temporary installation of light-weight, non-permanent structures.	Locate temporary structures to minimise visual impact and maintain views to and from the place. Temporary structures must not be erected for more than three months within a 12-month period. All fragile surfaces and elements of a place (including lawns, porous surfaces, vegetation and tree root zones) must be protected from impact and damage caused by the installation and use of temporary structures. Installation of temporary structures must be completely reversible and no evidence of structures is to remain once they have been removed.
Temporary structures associated with the execution of a building contract (e.g. site offices, storage containers, gantries and scaffolding).	Temporary structures must be for approved development. Temporary structures must be dismantled within fourteen days of practical completion of the building contract. All fragile surfaces and elements of a place (including lawns, porous surfaces, vegetation and tree root zones) must be protected from impact and damage caused by the installation and use of temporary structures. Installation of temporary structures must be completely reversible and no evidence of structures is to remain once they have been

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Schedule of exempt work – Temporary Structures	
	removed.

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Appendix C. Additional Historical Information

Persons of Interest

Thomas Moore (1792 – 1840)

Figure 137 Moorebank, near Liverpool - The Residence of Thos. Moore Esq.re (Source: State Heritage Library [Collection of views predominantly of Sydney, Liverpool, and the Sunda Straits, and portraits, ca 1807, 1829-1847, 1887] / owned by A.W.F. Fuller).

Described by Lieutenant Governor Paterson as 'a proper subject of the indulgences given to settlers of the most respectable class', Thomas Moore had been appointed local magistrate at Liverpool in May 1810, and later Superintendent of Convicts (Keating 1996, p.9). Both jobs he did for nothing. In addition to these roles, Moore administered all matters relating to land and building, and many other local matters, such as the issuing of hotel licences, Sunday observance and, consistent with his increasingly paternal position in the establishment of Liverpool, local counsellor in cases of distress. Although by 1820 he nominally had the assistance of three other magistrates in the local area, two of these resided in Sydney and to some extent regarded their Liverpool postings as being loosely associated with the farms that they had there. The third was Robert Lowe, and between the two of them they oversaw the affairs of 'seven extensive Districts dependant on Liverpool' (Historical Records of Australia, Vol. 10, p.226-34).

Moore may have been charged with responsibility for luring free tradesmen to Liverpool, but the town could not have been established without the substantial input of convict labour, for which he was responsible for administering. The allocation of convicts to land owners for the purpose of land clearing, road building, farming, brick making, quarrying, construction and virtually any other manual task that the fledgling colony required was Colonial policy. With free tradesmen in relatively short supply, 42 convicts, all specially selected skilled tradesmen who could be used to establish the town's public buildings, had by late 1820 been assigned to Liverpool for this purpose. They were housed in small tenement huts near the town. Thomas Moore was charged, amongst many other things, with their daily management, which included overseeing and administering the contract for a new Convict Barracks in which to better house them. With the barracks completed, the number of skilled convicts posted at Liverpool later grew to 75.

Moore's contribution to the development of Liverpool cannot be underestimated. He undertook an enormous array of tasks, many of which were associated with convict management policies that his superiors seemed barely able to settle on for more than a few months at a time. By the time of his death in 1840, Moore had served under seven different administrations in the colony and established himself as the unofficial 'father- figure' of White Australia in the Liverpool area.

Walter Edward Goodman (1878 – 1973)

Walter Edward Goodman, son of William Henry Goodman and Sarah Matilda Goodman was born in the Liverpool Courthouse in 1878. Goodman is a significant person in relation to Liverpool Courthouse for his sketch of the Courthouse as he recalls it during his lifetime, prior to the demolition of the barracks and outbuildings associated with the Courthouse. Goodman's sketch was drawn in 1960 and given to Liverpool Council accompanied with a note stating these were the buildings as he remembered them from his childhood. The rough sketch shown in the figure below illustrates the courthouse, barracks and associated structures as Goodman recalled them. The sketch locates the room he was born in (top right corner) and also marks the location where a former prisoner named Piesley broke out his cell and shot a Constable McLean. This notable event is verified within an article in the Cumberland Argus and Fruitgrowers Advocate in 1898 which details the trial of George Peisley and Henry Burnett Hunter who were charged shooting Constable Samuel McLean with intent to murder him ('The Liverpool Sensation. The Shooting of Constable McLean', 27 August 1898, 8).

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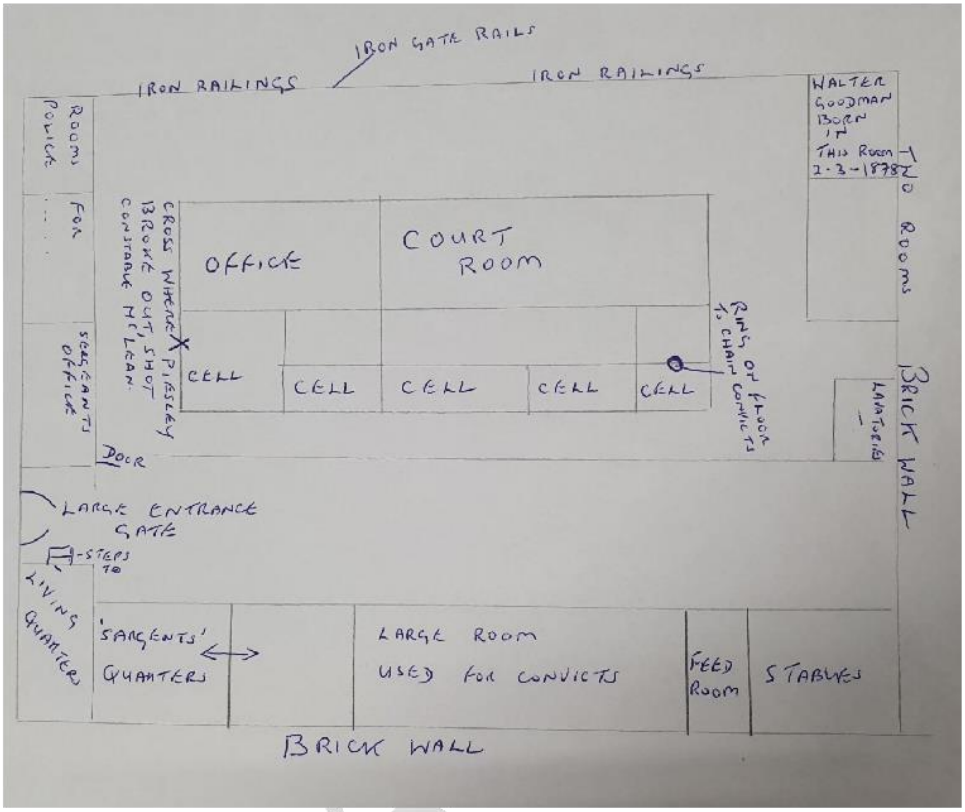

Figure 138. Walter Edward Goodman's sketch of the courthouse (redrawn from original sketch) (Source Liverpool Council)

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Appendix D. Architectural Plans

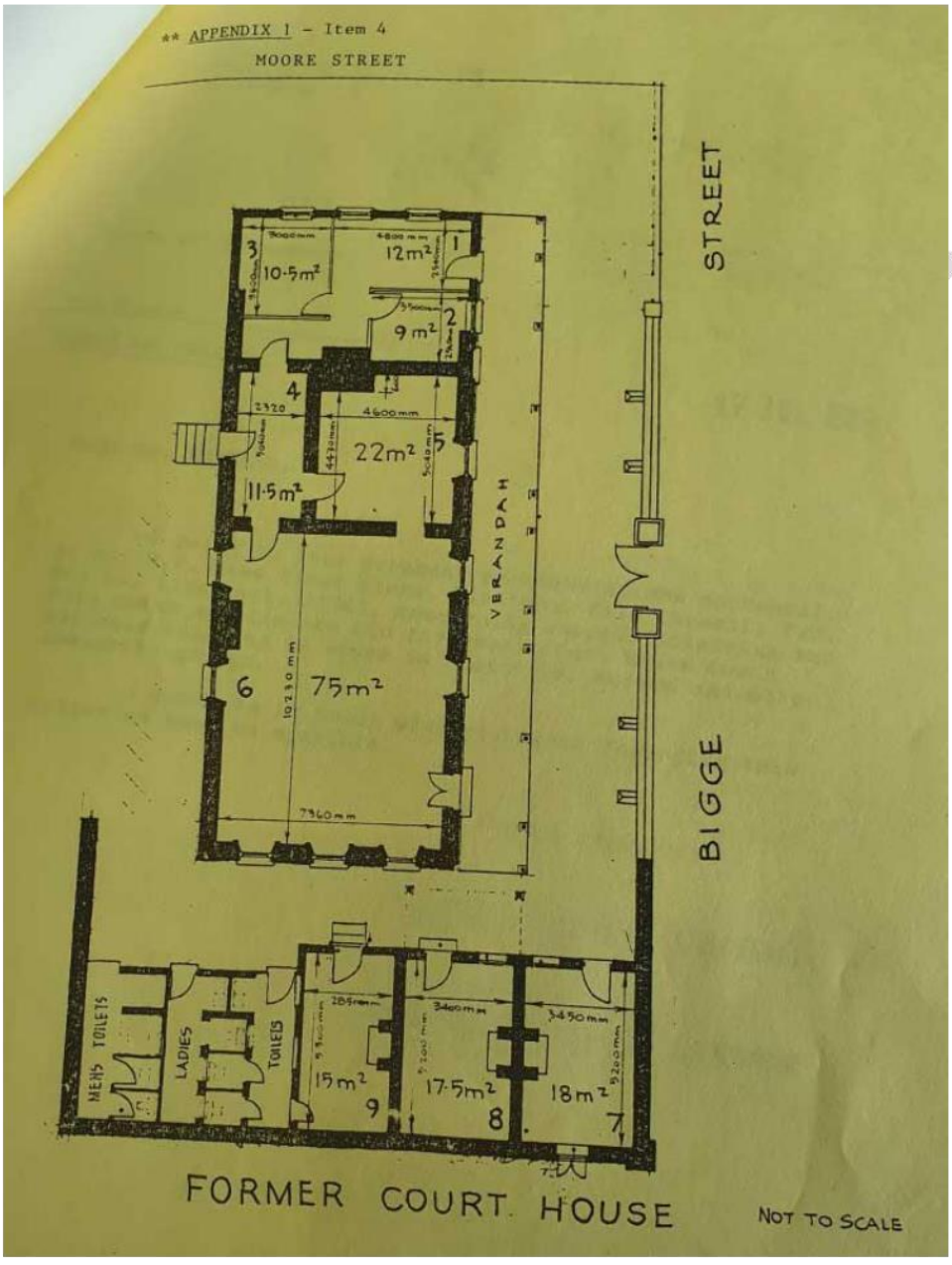

Figure 139. Plan of Liverpool Courthouse, c.1984, prepared for the appendix to the Community Services Committee Report for the Ordinary Council Meeting, held 17 July 1984.

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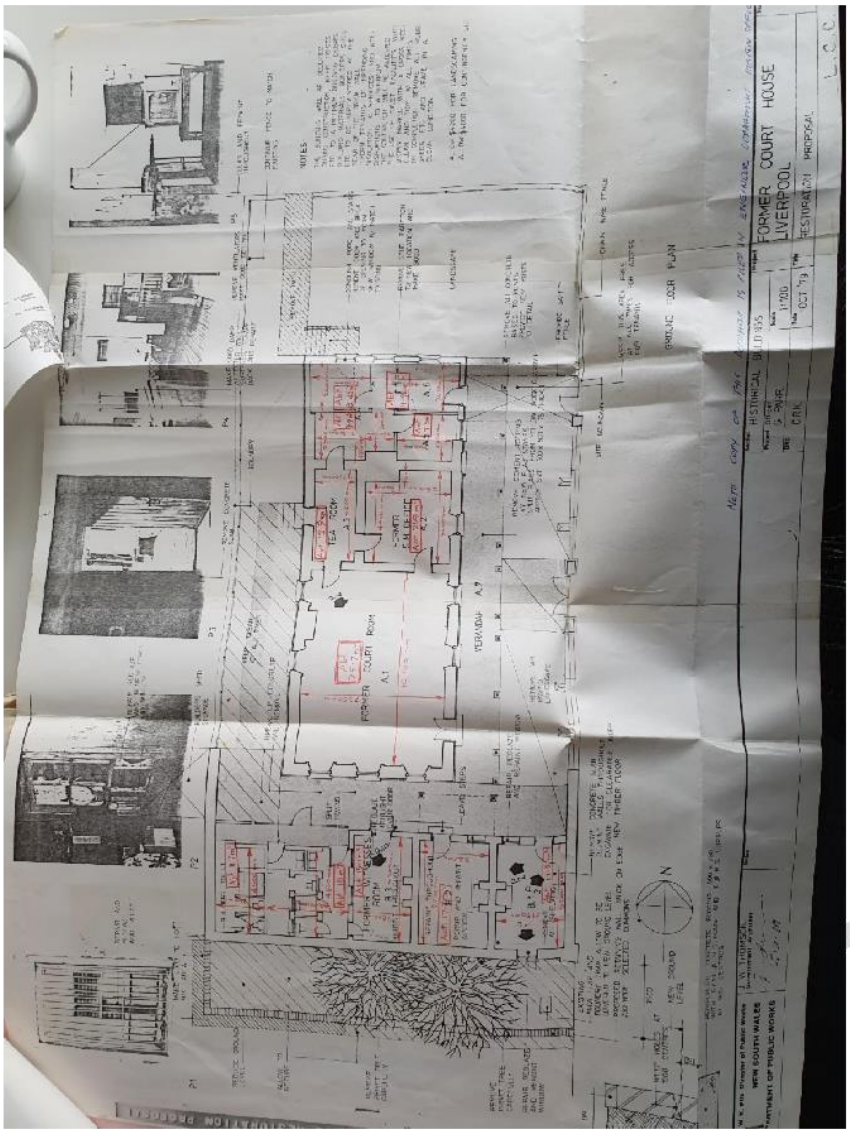

Figure 140. Architectural plan of Former Liverpool Courthouse and associated buildings, c.1979. Prepared by Government Architect, Department of Public Works.

EXTENT
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ITEM NO: DPG 02
FILE NO: 072649.2016
SUBJECT: Advertising Structures and Signage

RECOMMENDATION

That Council:

1. Endorses in principle the proposal to amend Liverpool Local Environmental Plan 2008 to prescribe signage as a use permissible with consent in Zone B3 Commercial Centre and Zone B4 Mixed Use.

2. Requests that the Liverpool Development Control Plan 2008 be amended to incorporate additional design guidelines for signage.

3. Delegates to the CEO the authority to approve a Planning Proposal to permit signage in Zone B3 Commercial Centre and Zone B4 Mixed Use for submission to the Department of Planning and Environment for Gateway Review.

4. Instructs the CEO to undertake an advertising design analysis to identify individual sites or precincts within the SP2 Infrastructure zone where commercial signs may be appropriate as part of the comprehensive review of the Liverpool Local Environmental Plan 2008.

COUNCIL DECISION

Motion: **Moved: Clr Ristevski** **Seconded: Clr Waller**

That the recommendation be adopted.

On being put to the meeting the motion was declared CARRIED.

DPG 02	**Advertising Structures and Signage**

Strategic Direction	Liveable Safe City Deliver an efficient planning system which embraces sustainable urban renewal and development
Key Policy	Urban Development Plans
File Ref	072649.2016
Report By	Allan Campling - Executive Planner
Approved By	Toni Averay - Director Planning & Growth

EXECUTIVE SUMMARY

In response to representations to permit advertising signs in the form of billboard signs and third party commercial signs within the local government area (LGA), a review of Liverpool Local Environmental Plan 2008 (LLEP) and State planning controls applying to signage has been undertaken. Currently, billboard signs and commercial signs that advertise general goods or services are prohibited throughout the LGA. To permit these signs, an amendment to the LLEP is required that identifies "signage" as a permissible use within specified zones.

An analysis of potential benefits and impacts concluded that, in many zones, the erection of billboard signs and third party commercial signs would negatively impact the amenity of the surrounding areas. However, it is considered that, if sound design principles are applied, third party commercial signs would be appropriate in the City Centre. In principle endorsement for the proposed changes to the LLEP is sought from Council.

The analysis also identified that whilst the SP2 Infrastructure zone is extensive, an advertising design analysis may identify individual sites or precincts where commercial signage is appropriate. It is proposed that this analysis be undertaken as part of the comprehensive review of the LLEP.

RECOMMENDATION

That Council:

1. Endorses in principle the proposal to amend Liverpool Local Environmental Plan 2008 to prescribe signage as a use permissible with consent in Zone B3 Commercial Centre and Zone B4 Mixed Use.

2. Requests that the Liverpool Development Control Plan 2008 be amended to incorporate additional design guidelines for signage.

3. Delegates to the CEO the authority to approve a Planning Proposal to permit signage in Zone B3 Commercial Centre and Zone B4 Mixed Use for submission to the Department of Planning and Environment for Gateway Review.

4. Instructs the CEO to undertake an advertising design analysis to identify individual sites or precincts within the SP2 Infrastructure zone where commercial signs may be appropriate as part of the comprehensive review of the Liverpool Local Environmental Plan 2008.

REPORT

Background
Council officers have received representations seeking amendment to the LLEP to permit billboard signs and third party commercial signs.

Currently billboard signs and third party commercial signs that advertise general goods or services are prohibited throughout the LGA. For the purpose of this report these signs will be referred to as "Commercial Signs".

The types of advertising signs that can be erected or installed within the LGA are restricted to "building identification signs" and "business identification signs" which are located on the premises where the relevant business is carried out. These signs can only advertise the building; person or business located at the premises and can include a logo or other symbol but cannot include general advertising of products, goods or services.

Building identification signs and business identification signs are permitted with consent in all zones apart from SP1 Special Activities, SP2 Infrastructure and E1 National Parks and Nature Reserves. Building identification signs are permitted in E2 Environmental Conservation and E3 Environmental Management.

Council controls for signs
The Liverpool Development Control Plan 2008 (DCP) provides guidelines and controls for the erection or installation of building identification signs and business identification signs. These controls have been applied consistently and effectively to minimise the visual clutter and ensure that the signs do not impact visually on the surrounding locality. The DCP limits signs to the following:

Zone	Control
Rural	1. One pole or pylon sign of not more than 2sqm in area and not exceeding 2m in height above ground level per lot. 2. One additional sign of not exceeding 0.75sqm in area on the face of a building where the business is carried out in an architecturally compatible manner.
Residential	One sign of not more than 0.75sqm in area attached to a solid masonry fence or one pole or pylon sign of not more than

Zone	Control
	0.75sqm in area and not exceeding 2m in height from ground level for each business operation or activity.
Business	One under-awning sign, one fascia sign and one top hamper sign on each shop or business premises.
Industrial	1. One pole or pylon sign (including directory board for multiple occupancies) not exceeding 5sqm in area and 5m in height from ground level for each development. 2. For multiple occupancy development, one additional company identification sign, not exceeding 2 x 0.6m at the entrance to each occupied unit. 3. For single user development, one additional company identification sign is permitted at the rate of not exceeding 1sqm of advertising area per 3m of street frontage or a maximum of 50 sqm whichever is the less.

Exempt Development controls for signs
Certain categories of signs that have a minimal effect on the appearance of a building or place are identified as exempt development under the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 or under Clause 3.1 of the LLEP and do not require development approval. The exempt development provisions apply to business identification signs and also address advertising on bus shelters, real estate signs and temporary signs for religious, cultural, political, social or recreational events.

Types of commercial signs
Whilst commercial signs can include a variety of types and sizes they are generally characterised as follows:

Sign type	Details
Freestanding and wall advertisements	Freestanding advertisements are mainly displayed on structures mounted on the ground by supports, while wall advertisements are generally painted on or fixed to the wall of a building. Sizes range from "Small format" (3 m x 1.5 m) to "Spectacular" which are over 50 square metres in area (standard dimensions are

Sign type	Details
	18.9 m x 4.5 m) and are generally located on highways.
Roof advertisements	Displayed on or above the parapet or eaves of a building. They may be freestanding structures or wall advertisements and range up to spectacular size (over 50 square metres).
Building wrap and hoarding advertisements	Building wraps are materials such as vinyl mesh used to cover or wrap buildings and hoarding signs are placed around construction sites.

State Environmental Planning Policy No 64—Advertising and Signage
State Environmental Planning Policy No 64—Advertising and Signage (SEPP 64) regulates the development of outdoor advertising signage. SEPP 64 outlines provisions relating to the design, placement and development of advertisements and advertising structures. The SEPP prohibits advertising and signage in heritage areas, environmentally sensitive areas, open space zones and residential zones (but not including B4 Mixed Use)

SEPP 64 does not permit advertising where it is otherwise prohibited under a LEP.

Under the SEPP the Minister for Planning becomes the consent authority for advertisements, where permitted under a LEP, on railway corridor land undertaken on behalf of Sydney Trains or NSW Trains, or undertaken on behalf of RMS on a freeway, tollway or associated land and structures such as bridges. Councils remain the consent authority in other circumstances.

The SEPP requires that a development application for signage cannot be approved unless it is consistent with the SEPP's objectives and is in accordance with a range of prescribed assessment criteria which include the character of the area, views, streetscape and safety.

Transport Corridor Outdoor Advertising and Signage Guidelines
The *Transport Corridor Outdoor Advertising and Signage Guidelines* (the Guidelines) have been prepared by the Department of Planning to complement the provisions of SEPP 64. The Guidelines outline best practice for the planning and design of outdoor advertisements in transport corridors, such as along classified roads, freeways, tollways, transitways and railway lines. The Department of Planning and Environment has recently exhibited a revised version of the Guidelines which, among other issues, introduce provisions for digital signage.

SEPP 64 consultation and review criteria
SEPP 64 prescribes a range of consultation and review criteria for the assessment of development applications for different categories of advertising structures and commercial signs:

Sign category	Consultation and review criteria
Advertisements greater than 20 square metres or higher than 8 metres	• the applicant is required to prepare an impact statement that addresses the assessment criteria in the SEPP; and • the application is advertised development in accordance with section 79A of the

Sign category	Consultation and review criteria
	EP&A Act.
Advertisements greater than 20 square metres and within 250 metres of, and visible from, a classified road	• concurrence of the RMS is required; and • the RMS must take into the account the Guidelines and consider the impact of the advertisement on traffic safety.
Advertisements greater than 45 square metres	• a development control plan based on an advertising design analysis for the relevant area is required to be in force. • applications are required to be consistent with the Guidelines
Transport corridors	• The Minister for Planning is the consent authority for development applications for signs in transport corridors; • applications are required to be consistent with the Guidelines; • the Minister may appoint a design review panel to provide advice on the proposal
Advertisements in rural or non-urban land	• Council is required to prepare a development control plan, based on an advertising design analysis for the area, in consultation with the advertising industry, representative of local businesses, and the RMS if the land to is within 250 metres of a classified road.

Local zoning controls on commercial signs across the metropolitan area.
There is no consistency in local planning controls applied to commercial signs by councils across the metropolitan area. Prohibitions and permissibility of signs vary significantly across different land use zones.

It is generally accepted that signs are more commercially viable in locations with high volumes of passing traffic such as major road and railways. However, only three Metropolitan Councils permit advertising within Zone SP2 transport corridors.

Advantages and disadvantages of permitting commercial signs
The following briefly summarises some of the advantages and disadvantages of permitting commercial signs.

Disadvantages	Advantages
Road safety Advertising displays within the visual catchments of roads are designed to attract drivers' and passengers' attention. A reduction in driver attention away from the road has the potential to create a road safety hazard.	**Economic** Advertising and marketing play a significant economic role and contribute in excess of $7.2 billion to the Australian economy annually. Outdoor advertising employs over 500 people in NSW (Outdoor Media Association - February 2016). Individual business and property owners, including public authorities, also benefit from rental income derived from

Disadvantages	Advantages
	ground or airspace rights for advertising structures.
Visual clutter Multiple signs in a locality can result in visual clutter resulting in a negative impact on a streetscape and making the locality visually unattractive. Large signs can also obscure attractive architecture and vistas.	**Community benefit contribution** Advertising revenue can contribute to funding the construction of public infrastructure, such as pedestrian bridges. Access to advertising space can be provided to emergency services, charities and local events, particularly with the introduction of digital sign technology.
Visual amenity Advertising signs, particularly in natural or rural areas can adversely impact the visual amenity, character and experience of an area.	**Visual enhancement** If sound design principles are applied, advertisements and signs may enhance the visual environment by contributing to visual diversity, interest and character and may enhance a sense of place. As a medium of expression, advertisements and signs may make a positive contribution to a streetscape.

Amendment to the Liverpool Local Environmental Plan to permit commercial signs
To permit the erection or installation of commercial signs within the LGA it is necessary to amend the LLEP.

The *Standard Instrument* includes the following relevant definition:

> ***signage*** means any sign, notice, device, representation or advertisement that advertises or *promotes* any goods, services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage, and includes any of the following:
>
> (a) an advertising structure,
> (b) a building identification sign,
> (c) a business identification sign,
>
> but does not include a traffic sign or traffic control facilities

The amendment to the LLEP would involve identifying “signage” as a permissible use within the Land Use Table under Part 2. This would result in signage being permitted on all land within the identified zone.

Alternatively, signage may be identified as an Additional Permitted Use on nominated sites under Clause 2.5 of the LLEP. However the purpose of this clause is to provide a specific site or precinct response to a development proposal or land use. It is noted that the identification of signage as an Additional Permitted Use on land owned by a public authority may raise issues of competitive neutrality.

The following table provides an analysis of options to permit commercial signs in land use zones under the LLEP, noting that SEPP 64 prohibits advertising structures in certain zones.

Zone	Comment
RU1 Primary Production RU2 Rural Landscape Ru4 Primary Production Small Lot	The installation of billboard signs and commercial signs in rural areas, even when subject to rigorous controls can adversely impact the visual amenity and experience of the areas. Provision of signage would have to have regard to future Growth Centre planning.
B1 Neighbourhood Centre B2 Local Centre	Neighbourhood and Local Centres are by their nature located adjacent to low to medium scale residential areas. Advertising signs in these centres may result in additional visual clutter adversely impact the amenity of the adjacent residential areas.
B3 Commercial Centre B4 Mixed Use	These two zones constitute the Liverpool City Centre. Whilst the City Centre adjoins residential zones, the area has an urban character with medium to high density residential buildings. The areas attract high levels of pedestrian use with a slower, human scale at street level. If sound design principles are applied, advertisements and signs may contribute a sense of place and reinforce its role as a Regional City Centre as well as provide flexibility to create some benefit, particularly with digital signs in locations such as Macquarie Mall.
B5 Business Development	There is only a limited number of B5 zoned areas. The sites comprise bulky goods or “big box” type retailing and are in high visibility, car oriented locations with limited pedestrian activity. Consequently, the likely type of signage would be large freestanding signs having the potential to create road safety hazards. Commercial signs in these areas may also result in additional clutter and negative visual impacts.
B6 Enterprise Corridor	The B6 land is predominantly located along major traffic routes. The areas have a diverse and predominantly linear single storey built form with a significant amount of existing business signage. They are car oriented sites with limited pedestrian activity. Consequently, the likely type of signage would be large pylon or roof signs having the potential to create road safety hazards and result in additional clutter and negative visual impacts.
IN1 General Industrial IN2 Light Industrial IN3 Heavy Industrial	These areas are large and relatively contained with the outer edges adjoining major traffic routes. Commercial signs in these areas may result in additional clutter and negative visual impacts.
SP1 Special Activities SP2 Infrastructure	SP1 applies to the Cemetery and Airport site. The land within the SP2 Infrastructure zone is extensive and includes Defence land, drainage lands and transport corridor lands. Permitting advertising within

	this broad zone may result in visual clutter which will adversely impact on the visual amenity of extensive areas of the local government area. However, whilst the SP2 zone is extensive there may be individual sites or precincts where commercial signage may be appropriate and identified as an additional permitted use under Clause 2.5 of the LLEP.

Consultation
A number of internal departments were consulted in preparing this report. It is noted that the Property and Commercial Development department is of the opinion that it would be appropriate to permit commercial advertising in a broader range of zones, including in the rural areas. They are particularly keen to have them permissible in the B6 zone. The department's opinion is that visual clutter will not result because the market will limit the number of signs erected

It is acknowledged that there is no consistency across the region regarding commercial signage and that there are arguments for and against making it permissible. It is considered that a prudent course of action is to support making Commercial Signs permissible in the B3 and B4 zones which are, in general, lower speed traffic environments with significant pedestrian activation and to monitor the impacts this strategy has. If the impact is considered acceptable and manageable, Council can then consider extending the strategy to other zones.

Conclusion
Billboard signs and third party commercial signs are currently prohibited within the LGA. However, should Council decide to permit commercial signs within the LGA, the following are considered:

Option 1
Permit commercial signs in all zones allowed under SEPP 64.

Option 2
Permit commercial signs in all or any of the following zones: B5 Business Development, B6 Enterprise Corridor, IN1 General Industrial, IN2 Light Industrial, IN3 Heavy Industrial.

Option 3
Permit commercial signs in the City Centre in the B3 Commercial Centre and B4 Mixed Use zones.

Option 4
Undertake an advertising design analysis of the SP2 Infrastructure zoned land to identify individual sites or precincts where commercial signage may be appropriate and list as an additional permitted use under Clause 2.5 of the LLEP.

The above analysis of potential benefits and impacts concluded that, in many zones, the erection of billboard signs and third party commercial signs would result in negative visual impacts and have the potential to create a road safety hazards. It is recommended that a precautionary approach be adopted and that commercial signage not be introduced across all zones.

However, it is considered that, if sound design principles are applied, commercial signs would be appropriate in the City Centre, acknowledging that this area is a relatively low speed traffic environment with considerable pedestrian activation and a wide variety of built forms. It is considered that additional signs in this locality may contribute a sense of place and reinforce its role as a Regional City Centre as well as providing flexibility to create some benefit, particularly with digital signs in locations such as the Macquarie Mall.

An advertising design analysis may also identify individual sites or precincts within the SP2 zone where commercial signs may be appropriate. However, as this analysis is likely to be a significant body of work, it is proposed that it be undertaken as part of the comprehensive review of the LLEP.

Next steps
Should Council agree to permit commercial signs within the City Centre, a Planning Proposal will be finalised for the CEO's delegated approval for submission to the Department of Planning and Environment for Gateway Review.

It is also proposed that the DCP be amended to incorporate additional design guidelines for signage.

Subject to Council's endorsement, officers can undertake an advertising design analysis to identify individual sites or precincts within the SP2 Infrastructure zone where commercial signs may be appropriate as part of the comprehensive review of the LLEP.

CONSIDERATIONS

Economic and Financial	Facilitate economic development.
Environmental and Sustainability	There are no environmental and sustainability considerations.
Social and Cultural	There are no social and cultural considerations.
Civic Leadership and Governance	There are no civic leadership and governance considerations.

ATTACHMENTS

Nil

NSW GOVERNMENT Planning & Environment

[IRF18/158] PP_2018_LPOOL_001_00

Ms Kiersten Fishburn
Chief Executive Officer
Liverpool City Council
Locked Bag 7064
Liverpool BC NSW 1871

Dear Ms Fishburn

Planning Proposal PP_2018_LPOOL_001_00 to amend Liverpool Local Environmental Plan 2008

I am writing in response to Council's request for a Gateway determination under Section 56 of the *Environmental Planning and Assessment Act 1979* (the Act) 16 January 2018 in respect of the Planning Proposal to allow signage as a permissible use with consent in B3 Commercial Core and B4 Mixed Use zones in Liverpool City Centre.

As delegate of the Greater Sydney Commission, I have now determined the planning proposal should proceed subject to the conditions in the attached Gateway determination.

Plan making powers were delegated to Councils by the Minister in October 2012. It is noted that Council has now accepted this delegation. I have considered the nature of Council's planning proposal and have decided to issue an authorisation for Council to exercise delegation to make this plan.

The amending Local Environmental Plan (LEP) is to be finalised within 12 months of the date of the Gateway determination. Council should aim to commence the exhibition of the planning proposal as soon as possible. Council's request to draft and finalise the LEP should be made directly to Parliamentary Counsel's Office 6 weeks prior to the projected publication date. A copy of the request should be forwarded to the Department of Planning and Environment.

The State Government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage. In order to meet these commitments, the Greater Sydney Commission may take action under Section 54(2)(d) of the Act if the time frames outlined in this determination are not met.

Should you have any further enquiries about this matter, I have arranged for Ms Cho Cho Myint to assist you. Ms Myint can be contacted on (02) 98601507.

Yours sincerely

23/01/18

Catherine Van Laeren
Director, Sydney Region West
Planning Services

Encl: Gateway Determination
Written Authorisation to Exercise Delegation
Delegated Plan Making Reporting Template

NSW GOVERNMENT Planning & Environment

Gateway Determination

***Planning Proposal (Department Ref: PP_2018_LPOOL_001_00)**: to allow signage as a permissible use with consent in B3 Commercial Core and B4 Mixed Use zones in Liverpool City Centre.*

I, the Director, Sydney Region West, Planning Services, at the Department of Planning and Environment as delegate of the Greater Sydney Commission, have determined under section 56(2) of the *Environmental Planning and Assessment Act, 1979* (the Act) that an amendment to the Liverpool Local Environmental Plan (LEP) 2008 to allow signage as a permissible use with consent in B3 Commercial Core and B4 Mixed Use zones in Liverpool City Centre should proceed subject to the following conditions:

1. Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:

   (a) the planning proposal is classified as low impact as described in *A guide to preparing local environmental plans* (Department of Planning and Environment 2016) and must be made publicly available for a minimum of **14 days**; and
   (b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of *A guide to preparing local environmental plans* (Department of Planning and Environment 2016).

2. Consultation is required with the following public authorities and / organisations under section 56(2)(d) of the Act and/or to comply with the requirements of relevant Section 117 Directions:

   - RMS
   - Liverpool Chamber of Commerce and Industry

   Each public authority/organisation is to be provided with a copy of the Planning Proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

3. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

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4. The timeframe for completing the LEP is to be **12 months** following the date of the Gateway determination.

5. Given the nature of the planning proposal, Council should be authorised to exercise delegation of plan making functions.

Dated 23rd day of January 2018.

Catherine Van Laeren
Director, Sydney Region West
Planning Services
Department of Planning and Environment

Delegate of the Greater Sydney Commission

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WRITTEN AUTHORISATION TO EXERCISE DELEGATION

Liverpool City Council is authorised to exercise the functions of the Greater Sydney Commission under section 59 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) that are delegated to it by instrument of delegation dated 14 October 2012, in relation to the following planning proposal:

Number	Name
PP_2018_LPOOL_001_00	Planning proposal to allow signage as a permissible use with consent in B3 Commercial Core and B4 Mixed Use zones in Liverpool City Centre.

In exercising the Greater Sydney Commission's functions under Section 59 of the EP&A Act, the Council must comply with the Department's "*A guide to preparing local environmental plans 2016*" and "*A guide to preparing planning proposals 2016*".

Dated 23 January 2018

Catherine Van Laeren
Director, Sydney Region West
Planning Services
Department of Planning and Environment

Delegate of the Secretary
of the Department of Planning and Environment

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Attachment 5 – Delegated plan making reporting template

Reporting template for delegated LEP amendments

Notes:

- Planning proposal number will be provided by the Department of Planning and Environment following receipt of the planning proposal
- The Department of Planning and Environment will fill in the details of Tables 1 and 3
- RPA is to fill in details for Table 2
- If the planning proposal is exhibited more than once, the RPA should add additional rows to **Table 2** to include this information
- The RPA must notify the relevant contact officer in the regional office in writing of the dates as they occur to ensure the publicly accessible LEP Tracking System is kept up to date
- A copy of this completed report must be provided to the Department of Planning and Environment with the RPA's request to have the LEP notified

Table 1 – To be completed by Department of Planning and Environment

Stage	Date/Details
Planning Proposal Number	**PP_2018_LPOOL_001_00**
Date Sent to DP&E under s56	**16 January 2018**
Date considered at LEP Review Panel (if applicable)	**N/A**
Gateway determination date	

Table 2 – To be completed by the RPA

Stage	Date/Details	Notified Reg Off
Dates draft LEP exhibited		
Date of public hearing (if held)		
Date sent to PCO seeking Opinion		
Date Opinion received		
Date Council Resolved to Adopt LEP		
Have changes been made to the draft LEP after obtaining final PC opinion?	**YES NO**	
Date LEP made by GM (or other) under delegation		
Date sent to DPE requesting notification		

Table 3 – To be completed by Department of Planning and Environment

Stage	Date/Details
Notification Date and details	

Additional relevant information:

6

CITY ECONOMY AND GROWTH REPORT

ITEM NO: EGROW 01
FILE NO: 072557.2019
SUBJECT: Draft Amendment 69 - Liverpool Local Environmental Plan 2008 - Advertising Signage in the Liverpool City Centre

RECOMMENDATION

That Council:

1. Not proceed with draft Amendment 69 to the Liverpool Local Environmental Plan; and

2. Writes to the Minister for Planning & Public Spaces requesting that the planning proposal not proceed pursuant to Section 3.35(4) of the *Environmental Planning and Assessment Act 1979*.

COUNCIL DECISION

Motion: **Moved: Clr Hadchiti** **Seconded: Clr Rhodes**

That Council:

1. That Council defer a decision until the public domain master plan is submitted to Council and community consultation is undertaken; and

2. Publicly exhibit draft Amendment 69 and the draft DCP amendment concurrently to seek feedback.

On being put to the meeting the motion was declared CARRIED.

Vote for: Mayor Waller
Clr Balloot
Clr Hadchiti
Clr Hadid
Clr Hagarty
Clr Harle
Clr Kaliyanda
Clr Karnib
Clr Rhodes

Vote Against: Clr Shelton

EGROW 01	**Draft Amendment 69 - Liverpool Local Environmental Plan 2008 - Advertising Signage in the Liverpool City Centre**

Strategic Direction	Strengthening and Protecting our Environment Exercise planning controls to create high-quality, inclusive urban environments
File Ref	072557.2019
Report By	Luke Oste - Strategic Planner
Approved By	David Smith - Acting Director, City Economy and Growth / Deputy CEO

EXECUTIVE SUMMARY

At its meeting of 27 April 2016, Council resolved to pursue an amendment to the Liverpool Local Environmental Plan 2008 (LLEP) to permit third party advertising signage with consent in the B3 Commercial Core and B4 Mixed Use zones in the Liverpool city centre. A planning proposal was subsequently prepared which received a Gateway determination (draft Amendment 69) on 23 January 2018. To support draft Amendment 69, an amendment to the Liverpool Development Control Plan (LDCP) was drafted. The LEP and DCP amendments have not yet been publicly exhibited.

Following the Council resolution and subsequent Gateway determination, Council officers have reviewed draft Amendment 69 in true context of the Western City District Plan, the Liverpool Collaboration Area Place Strategy, the positioning of Liverpool as the third CBD of Sydney, the gazettal of Amendment 52 and the ongoing work on developing the Liverpool City Centre Public Domain Masterplan.

Following a review of the need and appropriateness for third party advertising signage within the Liverpool city centre, it is recommended that draft Amendment 69 not proceed as allowed for under Section 3.35 of the *Environmental Planning and Assessment Act 1979*.

Alternatively, Council can resolve to receive and note this report and continue with the amendment and publicly exhibit draft Amendment 69 and the draft DCP amendment concurrently.

RECOMMENDATION

That Council:

1. Not proceed with draft Amendment 69 to the Liverpool Local Environmental Plan; and

2. Writes to the Minister for Planning & Public Spaces requesting that the planning proposal not proceed pursuant to Section 3.35(4) of the *Environmental Planning and Assessment Act 1979*.

REPORT

Background

The LEP controls applying to signage were reviewed by Council in response to a review of Council assets and representations received by Council to permit third party advertising signage within the local government area (LGA). Following this analysis, Council resolved at its meeting on 27 April 2016 to pursue an amendment to the LLEP to permit *signage* with consent in the B3 Commercial Core and B4 Mixed Use zones (**Attachment 1**).

A planning proposal was prepared (draft Amendment 69) and subsequently submitted to the Department of Planning, Industry and Environment for Gateway determination on 20 November 2017 (**Attachment 2**). A Gateway determination was issued on 23 January 2018 and the timeframe for completion of this draft amendment is 23 January 2020.

A concurrent amendment to the DCP would need to be publicly exhibited and finalised that incorporates additional design guidelines for third party advertising signage. This amendment would rationalise the existing signage standards and add controls and guidelines for third party advertising signs and for electronic advertising signs.

Current Context for Signage

'*Building identification signs*' and '*business identification signs*' are currently permitted with consent in most of the LGA. These signs can only advertise the building, person or business located at the premises where the sign is located. Currently billboard signs and third party commercial signs that advertise general goods or services are prohibited throughout the LGA. For the purpose of this report these signs will be referred to as "third party advertising signage".

There are some specific circumstances where third party advertising signage is permitted within the Liverpool LGA. Advertisements in or on bus shelters are exempt development under the LLEP, meaning that no consent is required. This form of advertising is limited as follows:

- Maximum height of 2.5m;
- Maximum width of 1.5m;
- Must not be flashing; and
- Maximum of 2 signs per bus shelter.

Third party advertising signage is also permitted within transport corridor land under State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64). This includes advertising in the following locations:

- The M5 and M7 motorway;
- Along a railway corridor;
- A road that is a freeway or tollway; and
- Land that is owned, occupied or managed by the RMS and that is within 250m of a classified road.

Proposed Amendment to the LEP

Council's current resolution is to permit third party advertising signage with consent within B3 and B4 Zones.

The *Standard Instrument* includes the following relevant definition:

> ***signage*** *means any sign, notice, device, representation or advertisement that advertises or promotes any goods, services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage, and includes any of the following:*
>
> *(a) an* ***advertising structure****,*
>
> *(b) a building identification sign,*
>
> *(c) a business identification sign,*
>
> *but does not include a traffic sign or traffic control facilities.*

The amendment to the LEP would allow advertising structures and other signage with consent in B3 Commercial Core and B4 Mixed Use zones. The B3 and B4 zones are located solely within the Liverpool city centre.

Proposed Amendment to the DCP

To facilitate third party advertising signage within the Liverpool city centre, a concurrent amendment to the DCP was drafted. DCP – Section 26 Outdoor Advertising and Signage within Part 1 General Controls for all Development guides proposals for signage and advertising through detailed objectives and controls.

The draft amendment to the DCP provides new objectives and controls to guide third party advertising proposals in the B3 and B4 zones. Additionally, the amendment simplifies and consolidates the controls and objectives relating to outdoor advertising and signage more broadly.

Third Party Advertising Signage – Advantages and Disadvantages

There are advantages that come from permitting third party advertising. Advertising and marketing play an economic role within Sydney and contribute also to employment. Individual business and property owners can benefit from the rental income derived from ground or airspace rights for advertising structures, including Council. Advertising signage can be utilised in private/public partnerships to provide public infrastructure at the cost of the advertiser in exchange for advertising rights upon the structure. Finally, Third party advertising can create opportunity to provide visual stimulation and vibrancy through contemporary and eye-catching advertising displays within the public realm.

There are however disadvantages to permitting third party advertising. Multiple advertising signs can accumulate and contribute to visual clutter within the streetscape or locality. Advertising within the public realm can quickly become 'monopolised' by larger corporations. The significant costs of outdoor advertising often prohibit businesses and organisations with modest budgets from accessing advertising in this form. Such advertising can threaten the unique sense of place by diluting the public domain with common and replicated advertising.

Additionally, advertising signage is often large in size and loud in its visual presence in order to generate sufficient attention to justify cost. This can detract from the architectural, natural, cultural and historical values of the streetscape and locality. Vistas can also be blocked or partially obscured by free standing advertising signage. Ideally, signage should be limited to specific locations, rather than broadly permitted across land use zones. Permissibility that applies to broad zones can lead to poor signage outcomes that lack design merit, coordination and restraint.

Council officers believe existing public community notice and public information signage, business identification signage and building identification signage allows for sufficient opportunity to promote both public and private services and events in an equitable manner.

It is considered that significant visual impacts will result if third party advertising is permitted within the Liverpool City Centre (and any future B3 and B4 zoned lands within Liverpool).

CONSULTATION

In preparing this report, advice has been sought from the City Design and Public Domain department (including heritage), Development Assessment, City Infrastructure and Environment and Property and Commercial Development departments.

Advice from the City Design and Public Domain Department

There has been a recent increase in focus for urban design in Liverpool, especially within the city centre. This has brought about positive change not only in design outcomes, but also in procedural reform. Council is currently preparing the Liverpool City Centre Public Domain Masterplan (LCC PDMP). This is a 10-year vision to guide the development of the public realm within the city centre. The scope of the project includes:

- Publicly accessible spaces – in which signage is often located (e.g. within streets, arcades, laneways, footpaths, plazas and malls);
- Structures that relate to urban spaces – to which signage is often affixed (e.g. facades and other interfaces where buildings meet with a street adjoining open space); and
- Public infrastructure that supports urban spaces – to which signage is also affixed (e.g. bridges, awnings, light poles, street furniture, and bus stops).

The project aims of the LCC PDMP is to improve the quality of the public domain within the Liverpool City Centre. Given that Liverpool is positioned as Sydney's third CBD, it is a sought after location for third party advertisers looking to install signage. However, a proliferation of third party signage could have negative impacts on the city centre, detracting from the amenity of the city and this would be inconsistent with the objectives of the LCC PDMP.

The reasons include:

- Preservation of character in the city centre - signage that is unrelated to the site in which it is located would detract from local character. It could also detract from the historical significance of spaces in the city centre.
- Preservation of visual amenity in the city centre - third party signage would detract from existing/proposed public signage, public art and landmarks. It would also occupy spaces that could otherwise be utilised for new public art (e.g. blank walls) and/or interpretive signage that references Liverpool's history.
- Visual distraction - third party signage contributes to additional visual clutter, disorder, and conflict with proposed way finding.

Heritage

A large proportion of heritage listed buildings are located within the city centre, including prominent State listed heritage buildings such as the Liverpool College (TAFE) site, the Former Liverpool Courthouse and St Luke's Anglican Church. Third party advertising signage with the Liverpool CBD has the potential to impact on the visual setting of existing heritage buildings.

While it is noted that provisions within the DCP could be added, aimed at managing these impacts with controls relating to the size and location of signage, there are potential cumulative impacts.

Property

In the context of the current development of the city centre, the Property and Commercial Development team supports the position outlined in this report that the Amendment 69 should not proceed. This is consistent with the aim of improving public domain and amenity of the city centre which is positioned as Sydney's third CBD.

CONCLUSION

Following a review of the need and appropriateness for third party advertising in the city centre, it is recommended that Council not proceed with draft Amendment 69 to the Liverpool Local Environmental Plan 2008.

CONSIDERATIONS

Economic	Further develop a commercial centre that accommodates a variety of employment opportunities. Facilitate economic development.
Environment	There are no environmental and sustainability considerations.
Social	Preserve and maintain heritage, both landscape and cultural as urban development takes place.
Civic Leadership	Encourage the community to engage in Council initiatives and actions.
Legislative	Environmental Planning and Assessment Act 1979 State Environmental Planning Policy 64 – Advertising and Signage Liverpool Local Environmental Plan 2008 Liverpool Development Control Plan 2008

LIVERPOOL CITY COUNCIL

ATTACHMENTS

1. Council Resolution and Report -Advertising Structures and Signage April 2016 (Under separate cover)
2. Planning Proposal January 2018 (Under separate cover)

26. Outdoor Advertising and Signage

Applies to

This section applies to applications for Outdoor Advertising and Signage on any land where signage is permissible under the LEP or SEPP 64.

Background

The provision of signage is an integral part of any business to identify it's presence to potential customers. Depending on the size, quantity and location, signage may have a substantial visual impact on a locality. It is important for Council to strike an appropriate balance between allowing businesses to identify themselves and minimising the visual impact of signage.

Exemptions

Signage types as described in Part 2 Division 2 of the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* and in Schedule 2 of the *Liverpool Local Environment Plan 2008* are exempt development and do not require Council consent. Exempt or complying signage is to be designed in accordance with the requirements identified within each of these planning instruments.

Definitions

Signs described in this section are defined as below. Note that a sign can fit within multiple categories, and if so should comply with all relevant controls. Signage that is not explicitly defined will be assessed on a merit basis.

A-Frame (Sandwich Board) Sign – Freestanding, portable sign consisting of either two advertising boards supporting each other in an 'A' configuration or one board supported by one or more posts in an 'A' configuration.

Above Awning Sign – Sign attached to the upper side of an awning, other than the fascia or return end.

Digital Sign – Signs which use digital technology to display electronic images. This includes variable message signs and dot matrix display signs, whether or not included in any other class of sign.

Dynamic Digital Sign – Digital sign that displays animations or videos, flashes, or has active display changes.

Fascia Sign – Sign attached to the fascia or return of an awning.

Flashing Sign – Sign illuminated in any part of the advertising area at frequent intervals by an internal or external source of artificial light, whether or not included in any other class of sign.

Flush Wall Sign – Sign attached to the wall of a building (other than the transom of a doorway or display window) and not projecting more than 300mm from the wall)

Freestanding Sign – A sign that is erected or mounted directly into the ground, separately from a building or structure.

High Wall Sign – Flush Wall Sign located such that any part of it is 10m above ground level.

Illuminated Sign – Sign illuminated by an artificial source, whether or not included in any other class of sign.

Illuminated Street Name Sign – Freestanding pole sign comprising an internally illuminated sponsor panel and up to two internally illuminated street name cabinets erected within a road reservation.

Inflatable Sign – Signs that are inflated and placed outside a premises, or on the roof of a building.

Interactive Signage – A form of dynamic signage that includes an interactive function between the sign and pedestrians.

Moving Sign – A sign that involves some form of movement of the sign structure, whether or not included in any other class of sign.

Parapet Sign – Sign attached to or painted on the parapet of a building, but not extending above the parapet.

Projecting Wall Sign – Sign attached to the wall of a building (other than the transom of a doorway or display window) and projecting more than 300mm.

Pylon (Pole) Sign – Sign erected on a pole or pylon independent of any building or other structure.

Roof (Sky) Sign – Sign erected at the roof line that projects above the roof or parapet of a building.

Static Digital Sign – Digital sign that display static images presented successively at intervals only.

Street Sign - Sign erected on public road which include guide signs, warning signs, temporary warning signs, regulatory signs, car parking signs, hazardous markers and service symbols as defined under *AS 1742*.

Top Hamper Sign – Sign attached to the transom of a doorway or display window of a building.

Under Awning Sign – Sign attached to the underside of an awning other than the fascia or return end that is orientated adjacent to the street kerb.

Window Sign – Sign attached to, or displayed on, the shop window.

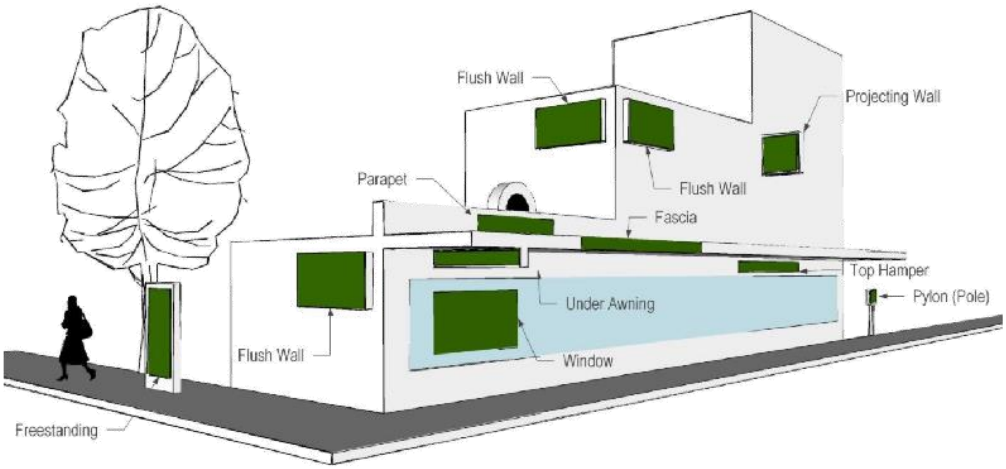

Figure 1 Types of supported signs

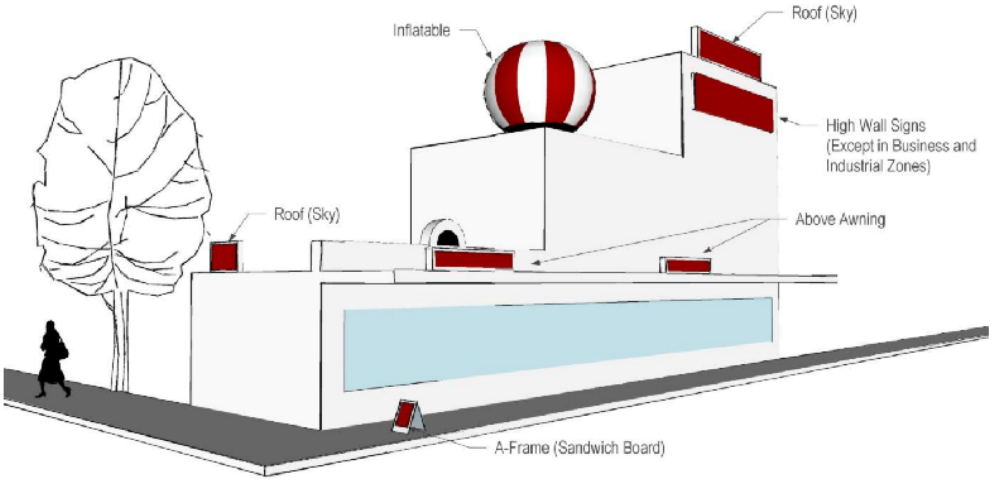

Figure 2 Types of unsupported signs

(note: not all signage illustrated is appropriate for a single development)

Objectives

a) To ensure that outdoor advertising signage is complementary to and compatible with the development on which it is displayed and the character of the surrounding locality.

b) To encourage the rationalisation of existing and proposed advertising signs to minimise the extent of visual clutter caused by the proliferation of signs.

c) To provide guidelines for the display of outdoor advertising to ensure that they communicate effectively and contribute positively to the urban and rural environment.

d) To ensure that outdoor advertisements are designed and located so that they do not adversely affect the safety of motorists and pedestrians.

e) To ensure advertising signs express the character of commercial and entertainment environments where appropriate, creating a lively daytime and evening atmosphere.

f) To ensure that outdoor advertising is designed and located in a manner which preserves and enhances areas of environmental significance.

g) To guide signage that achieves clear, attractive and visually clean identification of businesses and buildings.

Controls

26.1 General Controls

Note: As well as these DCP controls, signs must also comply with the assessment criteria in Schedule 1 of the *State Environmental Planning Policy No 64 – Advertising and Signage*.

1. Signage design, materials, colours, and placement should be visually compatible with the building, nearby signage, and the surrounding locality.
2. The scale of signage must be consistent with the scale of the building or the property on which it is located.
3. Signs must not display offensive content, be reflective, or result in glare.
4. Signage should complement natural features and not result in the removal, trimming or damage of trees and other vegetation.
5. Signage is to be constructed and secured in accordance with the relevant Australian Standards.

6. New and replacement signage should be designed and located in a manner that avoids the intensification of visual clutter caused by the cumulative effect of signage within the streetscape.
7. Signs must not to be capable of being mistaken for rail or traffic signs or signals, or as text providing driving instructions to motorists.
8. Signage must not be located where it impacts on sight visibility for drivers or pedestrians.
9. Signage must not obstruct pedestrian/bicycle paths.
10. Signage must not create trip hazards.

26.2 Signage Controls by Type

Unsupported Signage Types

A-Frame Signs

Above Awning Signs

High Wall Signs (Except in Business and Industrial Zones)

Inflatable Signs

Dynamic Digital Signs (Except in B3 Commercial Core and B4 Mixed Use)

Flashing Signs

Illuminated Street Name Signs

Moving Signs

Roof (Sky) Signs

Static digital signs (Except in B3 Commercial Core and B4 Mixed Use)

Controls for Supported Signage Types

Fascia Signs

1. Not to project above or below the fascia or return end of the awning to which it is attached.
2. Not to extend more than 0.3m from the face of the fascia or return end of the awning.

Flush Wall Signs

1. Not to project above, horizontally or below the wall to which it is attached;
2. Where it is illuminated, it must be at least 2.6m above the ground level.
3. Not to extend more than 0.3m from the face of the wall to which it is attached.

High Wall Signs

1. Supported within the Business and Industrial zones only.
2. Multiple high wall signs are not supported on a single building elevation.
3. Signage area on a building elevation must not exceed 20% of that building elevation that is visible from a public space.
4. Must not project above or horizontally from the wall to which it is attached.
5. Must not face residences or open space.
6. Must not extend more than 0.3m from the face of the wall to which it is attached.

Illuminated Signs

1. The display should be energy efficient.
2. For night-time use, illumination must not cast shadows on areas that were previously lit and that have a special lighting requirements, such as pedestrian crossings.

3. Daytime luminance levels are to comply with the Transport Corridor Outdoor Advertising and Signage Guidelines, as outlined below. Night-time luminance levels are to be one-quarter of the daytime luminance levels.

Illuminated Area (sqm)	B3 and B4 zones	Industrial Zones and all other Business Zones	Residential and Rural Zones
Up to 0.5	2,900cd/sqm	2,000cd/sqm	1,000cd/sqm
0.5-2.0	2,300cd/sqm	1,600cd/sqm	800cd/sqm
2.0-5.0	2,000cd/sqm	1,200cd/sqm	600cd/sqm
5.0-10.0	1,500cd/sqm	1,000cd/sqm	600cd/sqm
Over 10.0	1,200cd/sqm	800cd/sqm	400cd/sqm

Table 1 Maximum daytime luminance of illuminated signs (not including digital signs).

Pole or Pylon Signs

1. The height of pole or pylon signs from the ground level are to be in proportion with the scale of the subject and surrounding development.
2. A minimum clearance of 2.6m from ground level to the underside of the sign.

Projecting Wall Signs

1. Not to project above the top of the wall to which it is attached;
2. Not to project more than 1.2m from the wall to which it is attached;
3. A minimum clearance of 2.6m from the ground level to the underside of the sign;
4. A minimum of 0.6m clearance inside the kerb.

Static Digital Signs

1. Static digital signs are supported within the B3 Commercial Core and B4 Mixed Use zones only.
2. The display screen is not to be split to display multiple advertisements simultaneously.
3. In the event of a malfunction, the display must default to a blank black screen.
4. Signs are not be positioned at the end of a terminating street.
5. The display should be energy efficient.
6. In the case where the content changes:
   a) Each advertisement is to be displayed for a minimum of 10 seconds where the speed limit is 80km/h and a minimum of 25 seconds for areas where the speed limit is above 80km/h.
   b) Each change of content shall be completed within 0.1 of a second.
7. Luminance levels are to comply with the Transport Corridor Outdoor Advertising and Signage Guidelines, as outlined below.

Lighting Condition	Business and Industrial Zones	Residential and Rural Zones
Day time luminance	6,000cd/sqm	6,000cd/sqm
Morning, evening, twilight and inclement weather	700cd/sqm	500cd/sqm
Night time	350cd/sqm	150cd/sqm

Table 2 Luminance levels for digital signs

Top Hamper Signs

1. Not to extend more than 0.2m beyond any building alignment;

2. Not to extend below the head of the doorway or window above which it is attached.
3. Not to extend across more than 50% of the business frontage.

Under Awning Signs

1. Maximum size not to exceed 2.5m in length and 0.5m in height.
2. Erected horizontally to the ground and a minimum clearance of 2.6m from the ground level to the underside of the sign.
3. A minimum of 0.6m clearance inside the kerb.
4. Not to project beyond the awning.

Window Signs

1. Must not occupy more than 25% of the area of the window area.

26.3 Signage Controls in Zones

Rural Zones

Controls

1. One pole or pylon sign with a maximum area of 2sqm and a maximum overall height of 2m above the ground per lot.
2. One additional sign with a maximum area of 0.75sqm is permitted on the face of a building in an architecturally compatible manner where the business is carried out.
3. Additional signs for the purposes of tourist facilities may be permitted if compatible with the use of the site and the character and rural amenity of the area.

Residential Zones

Controls

1. One sign with a maximum area of 0.75sqm is permitted per business operation or activity.
2. Maximum height of a free standing sign is 2m above ground level.
3. Signs are not permitted on walls facing adjoining residences.
4. Illuminated signs, except for health consulting rooms and veterinary hospitals, are not supported.

Business Zones

Controls

1. The cumulative area of all signs is not to exceed 1sqm of advertising area per 1m length of street frontage.
2. One under awning sign is permitted on each shop or commercial premises. For premises with wide frontages, under awning signs are permissible at a maximum rate of one sign per 8m of frontage.
3. Under-awning signs are to be at least 6m apart to provide adequate visibility.
4. One projecting wall sign is permitted per building elevation.
5. One flush wall sign is permitted per building elevation.
6. Signs painted on awning blinds or window blinds are not supported.
7. Signs with a total area exceeding 50sqm are inappropriate.
8. Signs must not be present on walls facing adjoining residences.

9. For development in the B6 Enterprise Corridor zone, pole signs are limited to a maximum of one pole sign per development. Applications for additional pole signs will be considered on individual merit.

Note: For signage in the Liverpool City Centre, applications will be referred to Council's City Design and Public Domain Department for assessment.

Industrial Zones

Controls

1. A maximum of one freestanding, pole or pylon sign per building or site applies (including directory board for multiple occupancies). The sign, not exceeding 5sqm in area and 5m in height, is to be located within an area of 5mx3m on either side of the ingress to the premises, as shown in Figure 3.

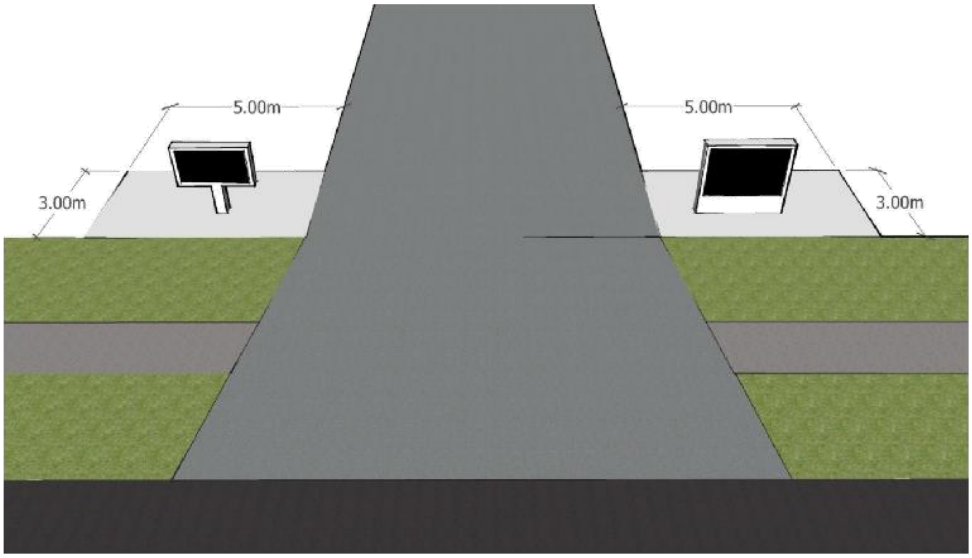

Figure 3 Permissible area for pole or pylon sign at the ingress to Industrial Zone development.

2. For multiple occupancy development, one company identification sign with a maximum area of 2 x 0.6m is supported at the entrance to each occupied unit. Such signs are to be of a uniform shape, size and general presentation.
3. For single user development, additional company identification signage is supported at the maximum rate of 1sqm of advertising area per 3m of street frontage or a maximum of 50sqm whichever is the less. (Corner lots will be assessed on the length of the main presentation frontage of the building only.)
4. Signs exceeding 50sqm in area are discouraged.

Signage on Heritage Items or within Heritage Areas

Controls

1. Signage should be located in areas of the building which have been traditionally used for signage. If such areas do not exist, new signage locations will be assessed on a merit basis.

2. Signage will not be supported if it blocks views to or from the item, covers any existing features or detracts from the building.
3. Signage will not be supported if it requires unsympathetic additions to a building, or results in irreparable damage.
4. The content of a sign approved for a heritage building is restricted to the name of the business, address and contact details. No other content will be supported.
5. Window signage should be discreet in size and designed to avoid detracting from the heritage qualities of the building.
6. Illuminated signage is not supported, unless it replaces an existing illuminated sign and the method of illumination is discrete.
7. Any proposed signage should not adversely impact on the heritage significance of the item which includes the material and visual form of the item.

Note: Signs on heritage items or within heritage areas will be referred to Council's heritage officer for assessment.

Recreation Zones

Controls

1. Pole or pylon signs are limited to a maximum rate of one pole sign per vehicular entry point to the recreational facility.
2. Each pole sign is not to exceed 10sqm in area and not more than 7m in height from ground level.
3. Signs in sports grounds can be situated on the perimeter fencing of the play area and on scoreboards and must face the play area only.

26.4 Signage Controls for specific Developments

Service Stations

Controls

1. Only pole or pylon signs, canopy fascia signs, and top hamper signs are supported.
2. One pole or pylon sign is permitted per street frontage.
3. One additional pole or pylon sign with a maximum height of 2.5m from ground level for the display of prices of fuels is permitted at the rate of one sign per ingress point to the development.
4. The total signage area for a development should not exceed 50sqm.

Exhibition Home and Exhibition Village

Controls

1. One pole or pylon sign with a maximum area of 2.5sqm and a maximum height of 3m from ground level is appropriate for an exhibition home that is not within an exhibition village.
2. Advertising signs within exhibition villages must have a uniform shape, size and general presentation.
3. For each exhibition home within an exhibition village, one pole or pylon sign with a maximum area of 2.5sqm and a maximum height of 5m from ground level is appropriate.
4. Signs for ancillary uses such as sales offices, home financing and materials display require additional consent.
5. Illuminated signs are not supported.

26.5 Third Party Advertising

Objectives

a) To minimise visual clutter and adverse amenity impacts caused by the cumulative impact of signage and advertising.
b) To ensure that third party advertising does not dominate the view from open space and along Macquarie Street in the Liverpool City Centre.
c) To ensure that third party advertising signage does not dominate the public realm within centres.

Controls

1. Third party advertising:
    a. is limited to a maximum of one sign per land allotment frontage.
    b. is limited to a maximum advertising area of 20sqm.
    c. must not terminate the view down any street.
    d. must not obscure an existing sign.
2. Signage used for third party advertising must be included when calculating the overall signage allowance of a site.
3. Third party advertising signage must respect pedestrian focused areas and must not dominate the views of surrounding buildings.
4. Third party advertising signage within Macquarie Street must respect the fine-grained and retail focused character of the street by avoiding visually dominant and disruptive signage design.
5. Third party advertising on stand-alone structures is discouraged, and will only be permitted where it contributes to a demonstrated civic benefit to those who will view it.

26. Outdoor Advertising and Signage

Applies to

This section applies to applications for Outdoor Advertising and Signage.

Background

The provision of signage is an integral part of any business to identify its presence to the potential customers. Depending on the size, number and location, signage may have a substantial visual impact on a locality.

Objectives

a) To ensure that outdoor advertising signage is complementary to and compatible with both the development on which it is displayed and the character of the surrounding locality.

b) To encourage the rationalisation of existing and proposed advertising signs so as to minimize the extent of visual clutter caused by the proliferation of signs.

c) To provide guidelines for the display of outdoor advertising to ensure that they communicate effectively and contribute positively to the urban and rural environment.

d) To ensure that outdoor advertisements are designed and located so that they do not adversely affect the safety of motorists and pedestrians.

Controls

26.1 Need for Consent

A combined DA/CC could be submitted to save time in processing the applications.

26.2 Outdoor Advertising without Consent

Some outdoor advertisements have a minimal effect on the appearance of the building, structure or place where they are displayed and, as such, have a low level of environmental impact. However, if a structure is used to display such advertisements, a construction certificate may be required.

Advertisements without Consent include:

All Zones

1. Advertisement other than on a heritage item or in a heritage conservation area which is not visible from outside the land on which it is displayed
2. Temporary signs other than those on awnings provided they comply with the Design Criteria in Section 8.7.
3. A public notice displayed by a public body giving information or direction about the services provided.
4. Signs behind the glass line of a shop window provided they are not flashing or moving and do not occupy more than 25% of the shop window for heritage items or 50% in all other situations.
5. Street sign.
6. Advertisements on a public seat or bus shelter.
7. Advertisements on motor vehicles used principally for the conveyance of goods or passengers.

8. Business identification sign not including a moving sign or flashing sign and other than on a heritage item or in a heritage conservation area provided they comply with Sub-section 9.7 Design Criteria.

Rural Zones

1. One pole or pylon sign of not more than 2sqm in area and not exceeding 2m in height above ground level per lot.
2. One additional sign of not exceeding 0.75sqm in area on the face of a building where the business is carried out in an architecturally compatible manner.

Residential Zones

One sign of not more than 0.75sqm in area attached to a solid masonry fence or one pole or pylon sign of not more than 0.75sqm in area and not exceeding 2m in height from ground level for each business operation or activity.

Business Zones

One under-awning sign, one fascia sign and one top hamper sign on each shop or business premises.

Industrial Zones

1. One pole or pylon sign (including directory board for multiple occupancies) not exceeding 5sqm in area and 5m in height from ground level for each development. Such a sign is to be located within an area of 5 x 3m on either side of the ingress or combined ingress/egress, subject to compliance with sight distance requirement.
2. For multiple occupancy development, one additional company identification sign, not exceeding 2 x 0.6m at the entrance to each occupied unit.
3. For single user development, one additional company identification sign is permitted at the rate of not exceeding 1sqm of advertising area per 3m of street frontage or a maximum of 50 sqm whichever is the less.

Real Estate Signs

1. Real estate signs other than flashing signs or moving signs or those on awnings provided they comply with the design criteria specified in Schedule 1 and the following:
2. In residential or rural premises:
   - Does not exceed 2.5sqm in area;
   - Has returns not exceeding 180mm.
3. In business and industrial premises does not exceed 4.5sqm in area;
4. In land development on subdivision does not exceed 6sqm for each 25 lots or part thereof.

26.3 Outdoor Advertising

1. All proposals for Outdoor advertising shall comply with the following:
   - Conforms to the desired future character of the area or zone as described in the objectives for the zone.
   - Complements the dominant character of an urban or rural landscape.
   - Complements the character of a building, site or area, e.g. an historic building, public garden, view of urban or rural landscapes.
   - Conveys the advertiser's message or image while conforming to the surrounding character.
   - Rationalises or reduces the number of existing signs.
   - Does not adversely affect traffic and/or pedestrian safety.
   - Complements any established theme or pattern of signage.
   - Refers to an approved or lawful use of the site or building.

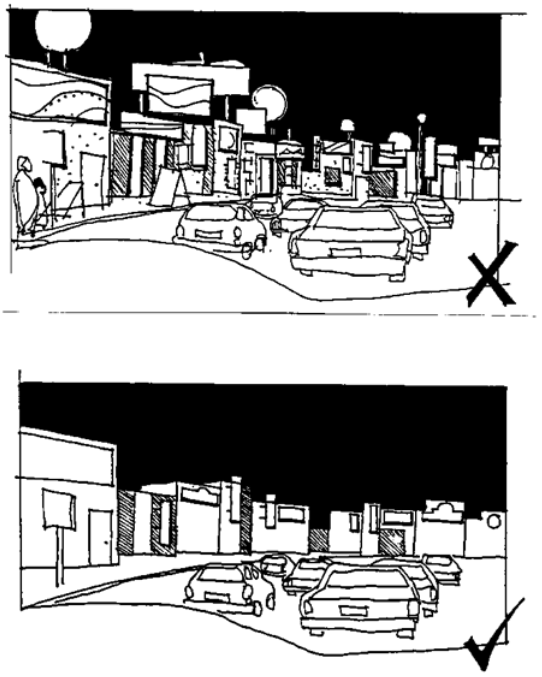

Figure18 Signage Requirements

Limiting sign numbers

1. The following design factors are relevant:
   - Number of existing signs on the building (and adjacent buildings);
   - Placement - visibility;
   - Dimensions (including depth);
   - Scale (dimensional or proportional relationship to spaces, other physical urban elements including buildings, trees, other signs or people);
   - Shape;
   - Materials, construction details - means of attachment;
   - Colour;
   - Purpose of sign (identification, directional or general advertising);
   - Reflectivity;
   - Means of illumination;
   - Movement;
   - Provision of services;
   - Durability;
   - Maintenance provisions.

26.4 Signage Controls in Zones

Rural Zones

Objectives

a) To preserve the rural amenity of the locality.

b) To minimise the visual impacts of signs in rural areas.

c) To coordinate tourism signs.

d) To avoid undue distraction to motorists and to maintain traffic safety on rural roads.

Controls

1. One pole or pylon sign is permissible per lot. Sign is not to exceed 2sqm in area and 2m in height above ground level.

2. One additional sign is permitted on the face of a building where the business is carried out in an architecturally compatible manner. The size of the sign is not to exceed 0.75sqm in area.

3. Illuminated signs are only permitted to operate during those times when the business is open for trading.

Figure 19 Tourist directional signs

4. Moveable signs are not permitted.
5. Signs for tourist facilities are to be considered on individual merits.
6. Signs are not permitted at locations where they are hazardous to traffic.
7. Third party advertising is not permitted.
8. Advertising structures shall comply with Sub-section 9.7 Design Criteria.

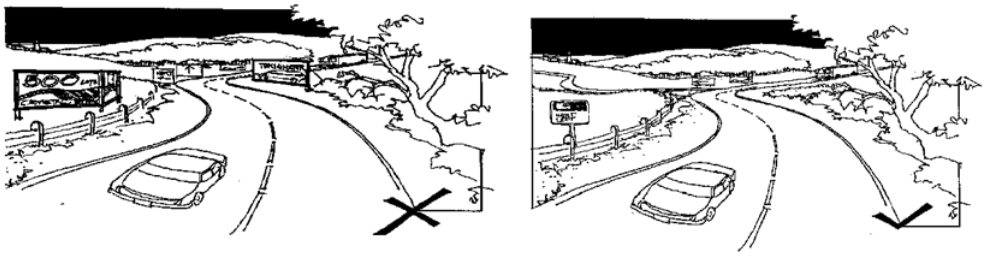

Figure 20 Proliferation of signs

Residential Zones

Objectives

a) To preserve the residential amenity of the locality.

b) To minimise the visual impact of signs.

c) To permit adequate identification of permissible uses (e.g. convenience store, home occupations, home industries, professional services, place of public worship, child care centre) without interfering with the amenity of the area.

Identification sign

Controls

1. Signs are to be placed wholly within the allotment boundary.
2. Signs are not permitted on walls facing adjoining residences.
3. The number and size is restricted to 1 sign of not more than 0.75sqm per business operation or activity.
4. Signs shall not be affixed to or displayed on the fence other than solid masonry fence.
5. Maximum height of a free standing sign is 2m from ground level.
6. Illuminated signs, except for doctors or veterinarians, are not permitted.
7. Third party advertising other than on public seat and bus shelter is not permitted.
8. Advertising structures shall comply with Sub-section 8.7 Design Criteria.

Business Zones

Objectives

a) To permit adequate identification and business advertising.

b) To recognise that advertising signs can help to express the character of commercial and entertainment environments, creating a lively daytime and evening atmosphere.

c) To ensure that signs are in keeping with the scale and character of the building they are on and do not detract from the architecture.

d) To ensure that the number, size and positioning of signs do not crowd the advertiser's message and defeat the purpose of advertisement.

e) To reduce the visual complexity of a streetscape by providing fewer, more effective signs.

f) To ensure compatibility with the desired urban character of the adjacent land uses.

g) To ensure that advertising signs do not adversely affect the safety of motorists and other road users.

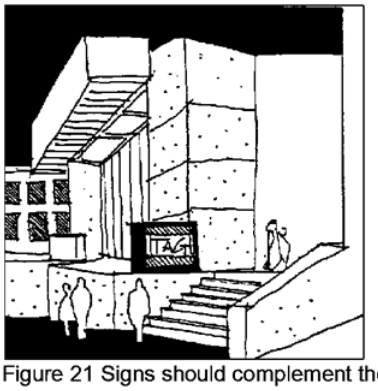

Figure 21 Signs should complement the architecture

Controls

1. One under-awning sign is permitted on each shop or commercial premises. For shop or premises with wide frontage, under-awning signs are permissible at the rate of not more than one sign per 8m of shop front.
2. Under-awning signs are to be at least 6m apart to provide adequate visibility.
3. Signs including real estate signs and temporary signs are not allowed to stand on awnings.

4. One projecting wall sign is permitted for each shop or commercial premises.
5. Total area of all signs is not to exceed 1sqm of advertising area per 1m of shop frontage. This includes signs painted on blinds or window blinds.
6. Signs in excess of a total of 50sqm in area are to be considered on its merits.

Figure 22 Corporate identity

7. Special consideration will be given to commercial uses along Classified Roads where signs are required to be bigger in order to be seen by people travelling in vehicles.
8. Applications for high wall signs are to be considered on individual merits. They are not allowed in local centres unless it can be demonstrated that it is compatible with the scale of development and amenity of the surrounding land uses.
9. Roof signs are not permitted.
10. Moving signs will be considered on individual merits having regard to the objective of creating a lively day time and evening atmosphere, the safety of motorists and pedestrians and the amenity of adjacent developments.
11. For development with wide street frontage and adequate setback, pole signs are permissible at the rate of not more than one pole sign per development. Application for additional pole signs will be considered on individual merit.
12. Advertising structures shall comply with Sub-section 8.7 Design Criteria.

Figure 23 Illuminated pole sign in neighbourhood areas

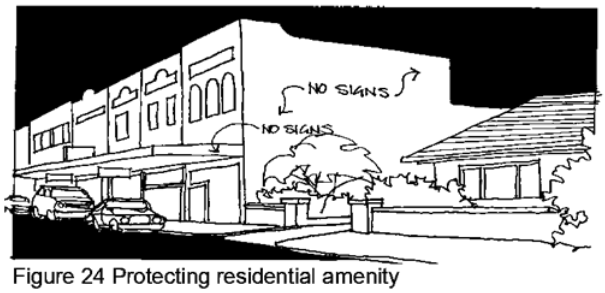

Figure 24 Protecting residential amenity

Outdoor cafes

1. Only the name and/or logo of the business and/or core product and/or service associated with the outdoor cafes may be placed on any item of furniture, as a minor element of the furniture design to the Council's satisfaction.
2. No other advertising is permitted on any outdoor furniture or elsewhere in the outdoor cafe or adjacent area, unless Council grants development consent.

Industrial Zones

Objectives

a) To permit the display of information concerning the identification of premises, and the name of the occupier and activity conducted on the land or in the building.

b) To encourage a coordinated approach to advertising where there is multiple occupancy of site.

c) To enhance the architectural and landscape presentation of industry so that advertising signs appear proportional to the scale of the building or space within which they are located.

d) To minimize the negative visual impact of cluttered and untidy advertising signs, in particular at gateway sites and entry points to industrial precincts, so as to promote the townscape qualities of Liverpool.

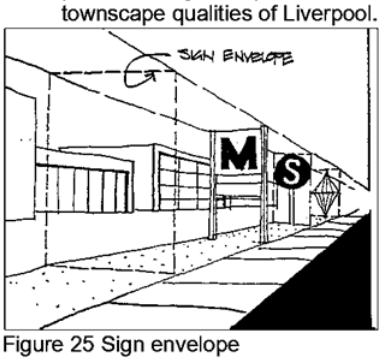

Figure 25 Sign envelope

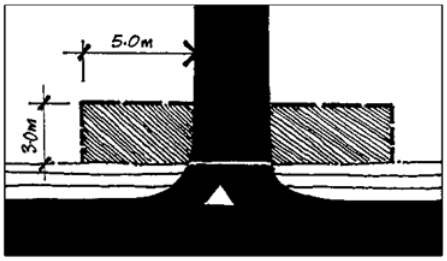

Figure 26 Advertising zone at the ingress to development

Controls

1. Pole or pylon sign for building or site (including directory board for multiple occupancies) is limited to a single structure at the entry to the site from a public road, along the road frontage.
2. Pole or pylon sign not exceeding 5sqm in area and 5m in height from ground level are to be located within an area of 5 x 3m on either side of the ingress or combined ingress/egress, subject to compliance with sight distance requirements.

3. For multiple occupancy development, one company identification sign not exceeding 2 x 0.6m is permitted at the entrance to each occupied unit. Such signs are to be of a uniform shape, size and general presentation.
4. For single user development, additional company identification sign is permissible at the rate of not exceeding 1sqm of advertising area per 3m of street frontage or a maximum of 50sqm whichever is the less. (Corner lots will be assessed on the length of the main presentation frontage of the building only.)
5. Roof signs are not permitted.
6. Third party advertising is not permitted.
7. Sign exceeding 50sqm in area will be dealt with on individual merits.
8. Advertising facing back/side boundaries and abutting a Classified Road will be assessed on individual merits.
9. Advertising structures shall comply with Sub-section 8.7 Design Criteria.

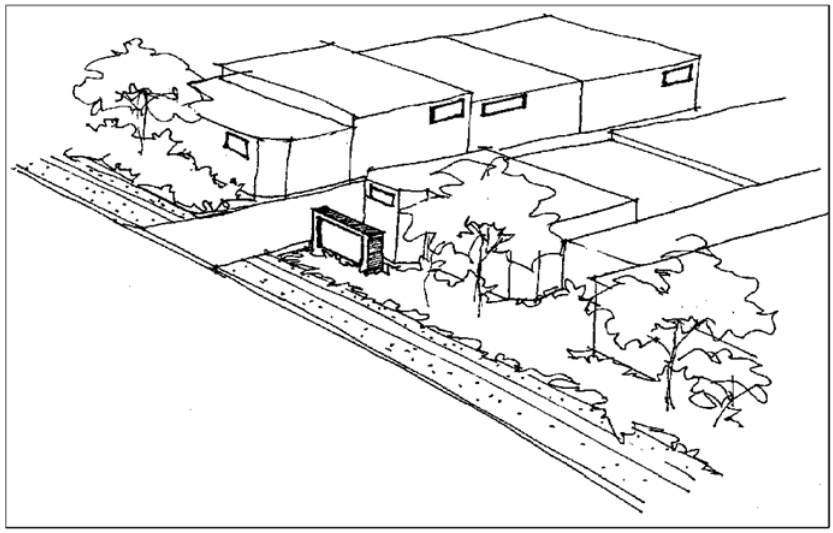

Figure 27 Signage locations for Industrial units

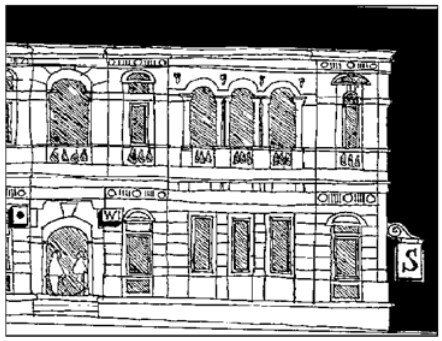

Figure 28 Areas of Environmental Significance (including Environmentally Significant Land, Heritage Conservation Areas and Heritage Item)

Multiple occupancy development

Objective

To ensure that outdoor advertising is designed and located in a manner, which preserves and enhances an area of environmental significance.

Controls

1. Signs on individual buildings or within an area of environmental significance are to be discreet and complement the building or the area. The architectural characteristics of a building always dominate. (For example, signs are not to be placed on cast-iron, first floor verandahs and balustrades or in front of cast-iron verandah frieze work.).
2. Advertising is placed in locations on the heritage item, which traditionally have been used as advertising areas. If such areas do not exist, advertising is generally inappropriate.
3. No signs are permitted to break an historic parapet or roofline of a building or buildings.
4. The form and content of all signs must enhance the heritage significance of the heritage item or area. Particular attention is to be given to location, choice of colours, size of lettering and means of illumination.
5. Permanent signs on shop windows are not to occupy more than 25% of the window area.
6. The size of signs may vary according to the design and history of the building or its environment.
7. Complies with Sub-section 8.7 Design Criteria.

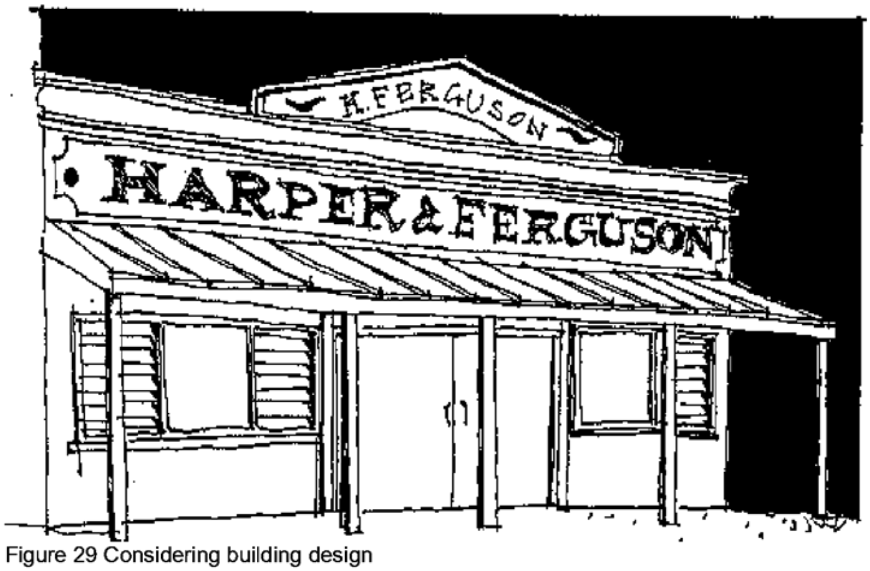

Figure 29 Considering building design

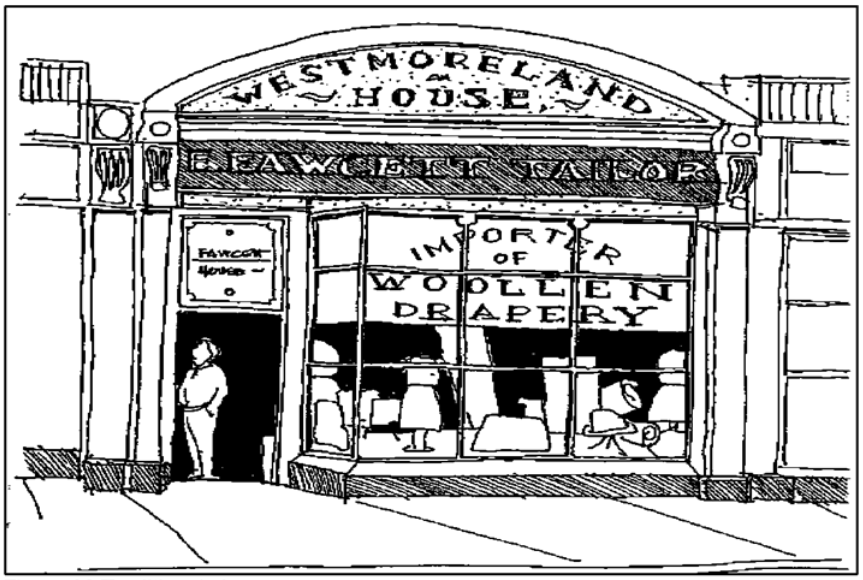

Figure 30 Traditional sign

Special Uses Zones

Objectives

a) To permit adequate identification and/or business advertising.

b) To ensure that signs are in keeping with the scale and character of the buildings and are compatible with the amenity of the area.

c) To ensure that advertising does not adversely affect the safety of road users.

Controls

1. Owing to the variety of special uses, it is not possible to design control guidelines that are relevant and common to all situations. Every application for outdoor advertisement is to be considered on individual merit.
2. For applications within the 'Special Use - Classified Road' zone, advertising signs are to be a minimum of 1 km apart. Their location and dimension are not to adversely affect the amenity of the locality and the safety of motorists and other road users.
3. For applications within the 'Special Use - Airport' zone, concurrence is to be obtained from the operator of the airport.
4. Advertising structures shall comply with Sub-section 8.7 Design Criteria.

Recreation Zones

Objectives

a) To recognise the opportunity for outdoor advertisement for the promotion of commodities and services associated with recreational activities.

b) To ensure that outdoor advertisement is compatible with the character of the development on which it is displayed and the character of the surrounding land uses.

c) To permit the display of information associated with the recreational activities carried out on the land or in the building on which the sign is displayed.

Figure 31 Sign at entry point to recreational facility

Controls

1. Pole or pylon signs are permitted at the rate not exceeding one pole sign per vehicular entry point to the recreational facility.
2. Each pole sign is not to exceed 10sqm in area and not more than 7m in height from ground level.
3. Signs in sports grounds are permissible on the perimeter fencing of the play area and on scoreboards and shall face the play area. The maximum height above ground level of any sign, except signs on scoreboards, is 1.2m.
4. Advertising structures shall comply with the Sub-section 8.7 Design Criteria.

Figure 32 Advertising opportunity at playing field

26.5 Signage in Particular Developments

Service Stations

As service stations are land extensive and are permissible within a wide range of zones, it is considered necessary to have controls for advertising on such development.

Objectives

a) To ensure that advertisement is compatible with the amenity of the surrounding locality.

b) To ensure that advertisement is designed and located so that it does not adversely affect the safety of motorists and other road users.

Controls

1. One pole or pylon sign of not exceeding 7m in height from ground level.
2. Pole or pylon sign of not exceeding 2.5m in height from ground level for the display of prices of fuels is permitted at the rate of not more than one sign per ingress point to the development.
3. Fascia signs on the canopy of forecourt and top hamper signs for the sales office and associated convenience store, workshop or food outlet are permissible.

4. The total advertisement area in excess of 50sqm is to be considered on individual merits.
5. Roof signs and fin signs are prohibited.
6. The location and design of signs (including their illumination) are not to adversely affect the amenity of adjacent development and the character of the locality and not to obstruct any traffic lights and traffic signs.
7. Advertising structures shall comply with the Sub-section 8.7 Design Criteria.

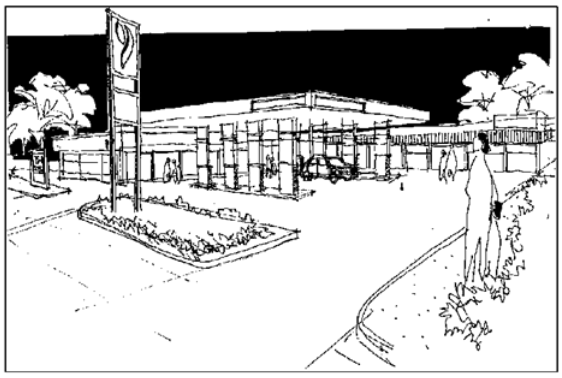

Figure 33 Advertising sign at service station

Exhibition Home and Exhibition Village

Although exhibition home and exhibition village are temporary in nature, they are usually located within residential zones. Their use is also associated with strong promotion through outdoor advertising.

Figure 34 Pole sign for exhibition home

Objectives

a) To recognise the need for outdoor advertising, business identification and promotion.
b) To ensure that outdoor advertising is compatible with the amenity of the surrounding locality.

Controls

1. One pole or pylon sign with an area of not exceeding 2.5sqm and a height of not more than 3m from ground level is permitted for an exhibition home. For each exhibition home within an exhibition village, one pole or pylon sign with an area of not exceeding 2.5sqm and a height of not more than 5m from ground level is permissible.
2. For exhibition village advertising signs are to be of a uniform shape, size and general presentation.

3. Additional signs for ancillary uses such as sales office, home financing and materials display are to be considered on individual merits.
4. All advertisements must be placed wholly within the allotment boundary.
5. Third party advertising is prohibited.
6. Illuminated signs are prohibited.
7. The location and design of advertisements are not to adversely affect the amenity of the locality in general and adjacent occupied dwellings in particular.
8. Advertising structures shall comply with Sub-section 8.7 Design Criteria.

26.6 Other Types of Signage

Illuminated Street Name Signs

Objectives

a) To facilitate the use of Illuminated Street Name Signs (ISNS) in providing directional information and the identification of street names, in conjunction with the display of an appropriate advertising/ sponsor message.

b) To ensure that ISNS do not have an adverse impact on the amenity of residential areas by restricting their use to Classified Roads.

c) To ensure that ISNS are designed and located so that they do not have an adverse impact on pedestrian and motorist amenity and safety, by providing controls which clearly identify the required location of ISNS within the road reservation.

d) To ensure that ISNS are complementary to and compatible with the existing streetscape and the character of the surrounding area, and do not obstruct the view of RTA traffic signs and traffic controls for road users.

e) To ensure that the external shape, style, colour, text and graphics of ISNS are consistent with Liverpool City Council colours and existing Council signs and street furniture.

Controls

1. To maintain the amenity of residential and rural areas ISNS shall be restricted to Classified Road reservations.
2. One ISNS will be permitted per intersection only. Provided that where signs are located 20m or more apart, two signs per intersection may be permitted.
3. ISNS shall be located at a sufficient distance so as to not obstruct the view of traffic control signals and RTA directional signage for road users.
4. ISNS shall be restricted to corner locations within road reservations only. The sign pole shall be located at a minimum distance of 1.5m from each kerb line forming the edge of the carriageway at the intersection.
5. The ISNS shall comprise an advertising sponsor panel, in conjunction with separate finger panels displaying at least two street names and locality or other community facility directional information approved by Council. The advertising/ sponsor panel shall display the use of appropriate messaging conforming to standards of decency and morality acceptable to Council; Advertising of local products and services is preferred and in all cases Council approval is to be obtained for the content of the sign.
6. The maximum height of the ISNS shall not exceed 5.2m above the ground, measured as a vertical distance from the existing ground level to the uppermost portion of the sign. The clearance to the underside of the advertising/sponsor panel shall be a minimum of 2.6m. To ensure pedestrian amenity, the clearance to the underside of the street name/finger panel shall not be less than 2.1m.

7. The total area of the advertising/sponsor panel shall not exceed 2.2sqm in dimensions (excluding the street name portion of the sign), including any city identification.
8. The external shape, colour, text and graphics of an ISNS shall be generally consistent with the shapes, colours and design used in existing Council signs (such as park and community signs) and Council street furniture, and standard RTA text and graphics in the locality.
9. Written approval of the Roads and Traffic Authority (RTA) shall be provided to Council with each ISNS application proposing installation on a road reservation under the control of that Authority.
10. Each application for approval of an ISNS shall be accompanied by an engineer's certificate verifying structural integrity and frangibility conforming to the requirements of the RTA.
11. As a condition of any consent being given to install an ISNS, Council will require the applicant to meet its requirements covering operational aspects of the system, including such matters as: agreement commencement and term, community messages, compliance with Australian Standards, maintenance and repairs, payment of electricity charges, public risk, annual licence fee, use of sponsor panel vacant space, pavement restoration, relocation, temporary removal and default by company.

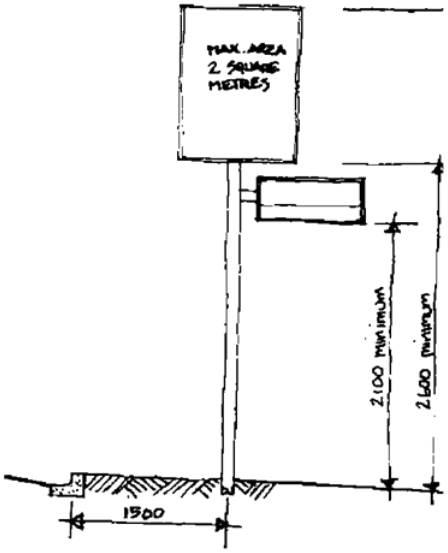

Figure 35 Illuminated Street name Signs

Inflatable Signs

Inflatable sign as a promotion tool is becoming more common. In view of the visual attraction it captures and the impact it may have upon the locality special controls are considered necessary.

Figure 36 Inflatable sign

Objectives

a) To ensure that inflatable signs are compatible with the character of the surrounding land uses and do not adversely affect the amenity of the locality.

b) To ensure that inflatable signs are designed and located so that they do not adversely affect the safety of motorists and pedestrians.

Controls

1. Inflatable signs are not normally permissible in residential zones and areas of environmental significance.
2. The size, shape and colour of signs do not adversely affect the amenity of the locality and adjoining areas.
3. The operation of inflating mechanical services is not to cause noise nuisance to neighbouring properties.
4. Illumination of signs is not to cause nuisance to neighbouring properties by spillage of light and glare.
5. The size, shape, colour, location and illumination of signs are not to interfere with traffic signals and cause undue distraction to motorists.
6. Any other requirements as may be stipulated by Council and/or other agencies.

26.7 Design Criteria

Specific Requirements Relating to Advertising Structures

Compliance with these requirements does not imply that an application will be approved.

Advertising Panel

(Any advertising structure, other than those described in other parts of this section, which is illuminated, including hoarding or bulletin board)

1. Not to extend laterally beyond or vertically above the top of the wall to which it is attached.
2. Not to cover any windows or architectural features.

Underside Awning Sign

(Sign attached to the underside of an awning, other than the fascia or return end)

1. Maximum size not to exceed 2.5m in length and 0.5m in height.
2. Erected horizontally to the ground and a minimum clearance of 2.6m from the ground level to the underside of the sign.
3. A minimum of 0.6m clearance inside the kerb.
4. Not to project beyond the awning.
5. Securely fixed by metal supports.

Upper side Awning Sign

(Sign attached to the upper side of an awning, other than the fascia or return end)

Normally not permitted, if approved, the design criteria are:

1. Size to be considered on individual merits.
2. Not to project beyond the awning.
3. Securely fixed by metal supports.

Fascia Sign

(Sign attached to the fascia or return of an awning)

1. Not to project above or below the fascia or return end of the awning to which it is attached.
2. Not to extend more than 0.3m from the face of the fascia or return end of the awning.

Fin Sign

(Sign erected on or above the canopy of a building e.g. canopy of a service station)

Normally not permitted, if approved, the design criteria are:

1. Not to extend more than 2.6m above the canopy on or above which it is erected.
2. Securely fixed by metal supports.

Flashing Sign

(Illuminated as to any part of the advertising area at frequent intervals by an internal or external source of artificial light and whether or not included in any other class of advertising sign)

A minimum of 6.1m above ground level.

Floodlit Sign

Illuminated as to any part of the advertising area by an external light source and whether or not included in any other class of advertising sign.

Lighting medium must be at least 2.6m above the ground if the sign projects over a public road.

Moving Sign

Sign attached to a building and capable of movement by any source of power whether or not included in any other class of advertising sign.

A minimum of 4.6m from ground level.

Pole or Pylon Sign

Sign erected on a pole or pylon independent of any building or other structure.

Unless otherwise stated in this DCP, not to project more than 7m from ground level. A minimum of clearance of 2.6m from ground level to the underside of the sign.

Roof/Sky Sign

Sign erected on or above the roof or parapet of a building. (It is also called a sky sign)

Normally not permitted. If approved, subject to specification by Council.

Top Hamper Sign

(Sign attached to the transom of a doorway or display window of a building)

1. Not to extend more than 0.2m beyond any building alignment;
2. Not to extend below the head of the doorway or window above which it is attached.

Flush Wall Sign

(Sign attached to the wall of a building (other than the transom of a doorway or display window) and not projecting more than 300mm from the wall) Painted wall sign:

Sign painted onto a wall of a building.

1. Not to project above or beyond the wall to which it is attached;
2. Where it is illuminated, it must be at least 2.6m above the ground level.

Projecting Wall Sign

(Sign attached to the wall of a building (other than the transom of a doorway or display window) and projecting more than 300mm)

1. Not to project above the top of the wall to which it is attached;
2. Not to project more than 1.2m from the wall to which it is attached;
3. A minimum clearance of 2.6m from the ground level to the underside of the sign;
4. A minimum of 0.6m clearance inside the kerb.

Other types of Signs

Illuminated Street Name Sign

Freestanding pole sign comprising an internally illuminated sponsor panel and up to two internally illuminated street name cabinets erected within a road reservation.

Parapet Sign

Sign attached to or painted on the parapet of a building, but not extending above the parapet.

Spandrel Sign

Sign attached to the wall below the sill of windows.

Street Sign

Sign erected on public road which include guide sign, warning sign, temporary warning sign, regulatory sign, car parking sign, hazardous markers and service symbols as defined under *AS 1742*.

Window Sign

Sign attached to, or displayed on, the shop window.

Figure 37 Types of signs

26.8 The Facade - Grid Analysis Technique

While the technique relates specifically to traditional building facades (such as those commonly found in strip-shopping centres), the principles apply to all building forms.

Signs do not have to be on a building's front facade. For example, they can be placed on sidewalls provided they do not interfere with the adjoining development. In these circumstances the principles of the technique still apply.

The technique

Step 1

To identify sign opportunities the facade could be subdivided using the main design lines to form a series of panels. Many traditional building designs can be easily broken into a grid based on the alignments of the parapet (skyline), cornice, verandah, window and door. An example of this procedure is shown in Figure 38.

Step 2

To identify possible sign panels the rectangles of the grid may be used separately or be joined together to form horizontal or vertical panels. Figure 39 shows examples of such panels.

The scale of advertising signs should be compatible with the buildings they are on, as well as with nearby buildings, street widths and other existing signs. In most cases, appropriate dimensions are achieved by restricting signs to grid locations or panels. This ensures that the original architectural character (set by the lines of awnings, windows and door openings, parapet lines and setbacks) remains dominant.

On buildings with decorative facades, signs should not be placed on the decorative forms or mouldings. Instead, they should appear on the undecorated wall surfaces, unless architecturally designed panels are provided.

Figure 39 also shows that a building may be given a horizontal or vertical appearance simply by the way in which the sign panels are arranged across or down a building.

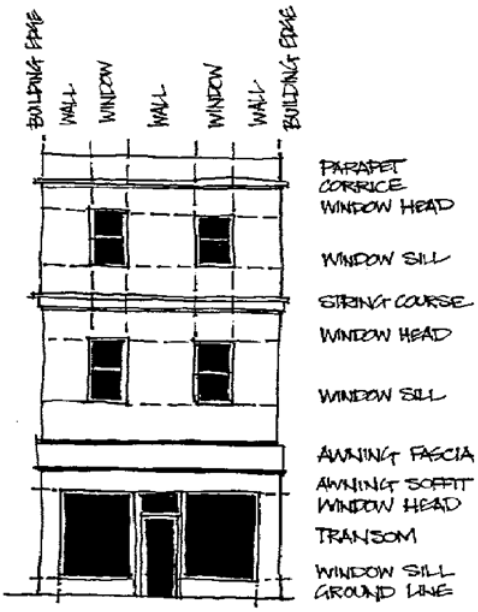

Figure 38 Horizontal or vertical panels

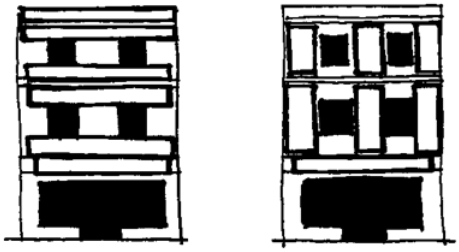

Figure 39 Establishing the façade grid

Step 3

Applying the technique to a series of buildings shows the possible panels for the streetscape and provides the basis for developing patterns and themes. Figure 40 shows how the technique produces a uniform and clean series of sign possibilities instead of a haphazard array.

Figure 40 also shows that sign panels do not have to be rectilinear in design or contained in a perimeter margin unless these impose an architectural formality or introduce continuity with the surrounding area, which is presently lacking in the building.

Figure 41 shows how a variation of the technique can be used to help correct discontinuities in streetscape. The lines of adjacent buildings may be projected across the facade of the building, thereby defining horizontal panels in which signs may be located. This will achieve visual continuity with neighbouring buildings.

Step 4

Not every panel identified using this technique should be used to display a sign. Consideration should be given to placing signs in locations compatible with those on adjoining buildings to develop a pattern or theme in streetscape.

Figure 40 Developing patterns and themes

Figure 41 Improving discontinuities in streetscape

LIVERPOOL CITY COUNCIL

LIVERPOOL CONTRIBUTIONS PLAN 2009

(updated March 2020)

Adopted: XXXX

Content Manager: 057054.2020

LIVERPOOL THE GREAT SOUTH WEST

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12. Middleton Grange Release Area 140137
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1. Introduction

Liverpool continues to experience significant new urban development, which creates a need for additional public amenities and services. In order that the existing residents are not burdened with the cost of providing these public services and amenities it is necessary for new urban development to provide these at no cost to existing residents.

Section 7.1194 of the *Environmental Planning and Assessment Act, 1979* (the Act) enables the Council to require new urban development to provide these public services and amenities at no cost to Council. In particular Section 7.*1294* enables the Council to require, as a condition of development consent, that land is dedicated or a cash contribution is made or both, for the provision of public services and amenities. Any such requirement must be in accordance with a contributions plan prepared by the Council.

The *Liverpool Contributions Plan 2009* provides information on the extent of anticipated new development, the extent of new public services and amenities needed to support the new development and the contributions that the new development must make to fund the public services and amenities.

Section 2 - Schedule of Contributions

This provides the monetary contribution rates for development in the various areas of the Liverpool LGA. There is a hierarchy of contributions levied under this plan. That is, a development may be levied for facilities that serve all of Liverpool (Citywide Facilities), a group of suburbs (District Facilities) and a particular suburb or release area (Local Facilities).

Section 3 - Administration

This provides background on S7.1194 of the Act, details on how development will be levied contributions and when the contributions plan was adopted and subsequently amended.

Section 4 City Wide Planning Context, Development Trends and Nexus

This outlines how Council's vision for Liverpool, which is contained in Liverpool Directions, relates to the contributions plan. Further the section provides an outline on how this plan relates to *Liverpool Local Environment Plan 2008* and *Liverpool Development Control Plan 2008*. It also provides a guide on the scope of public services and amenities that are considered needed for residents in Liverpool. It also provides information on City Wide Development and Demographic Trends.

Sections 5 – 13

Sections 5 – 13 provide details on the actual facilities that contributions will fund, the nexus between development and facilities to be funded by contributions, the formulae for determining the contributions and a general comment on the timing of facilities. As *Liverpool Local Environmental Plan 2008* is amended to allow new urban areas to develop additional sections will be added.

The range of public services and amenities that are funded by developer contributions includes:

- **Community Facilities** - including multi-purpose community centres, libraries and cultural facilities.
- **Recreation Facilities** – including bushland reserves, outdoor passive facilities, Indoor and outdoor sporting facilities and bike paths.
- **Transport** – including various pedestrian, bike paths and traffic facilities, public transport facilities, frontage to public land uses and sub arterial roads.
- **Drainage** – including natural creek corridors, pipes, water treatment and detention basins.

2. Schedule of Contributions

Contributions are payable for development on land which is the subject of a Development Application in accordance with the following tables and subject to the provisions elsewhere in the contributions plan. In particular the contribution rates shown here are indexed in accordance with Section 3.7.6.

2.1 Established Areas

Table 2.1

Purpose	Lots > 450 sqm	Lots < 450 sqm	Multi dwelling housing			Aged / Disabled
			3 Bed +	2 Bed	1 Bed	
Community Facilities	Per Lot	Per Lot	Per Dwelling	Per Dwelling	Per Dwelling	Per person
City Library Extensions	$167	$161	$161	$120	$62	$45
Powerhouse	$119	$115	$115	$85	$45	$32
District	$187	$181	$181	$135	$70	$59
Recreation						
Whitlam Centre Extensions	$245	$238	$238	$176	$92	$77
District	$695	$673	$673	$499	$260	$217
Local	$2,778	$2,691	$2,691	$1,997	$1,042	$868
Other						
Administration	$50	$49	$49	$36	$19	$16
Total	**$4,241**	**$4,108**	**$4,108**	**$3,048**	**$1,590**	**$1,313**

The above rates are as at the September 2010 Quarter CPI.

The works index is 172.5.

The Established Areas includes the areas shown on the following map. It excludes the Liverpool City Centre, which is subject to *Liverpool Contributions Plan 2007 (Liverpool City Centre)*.

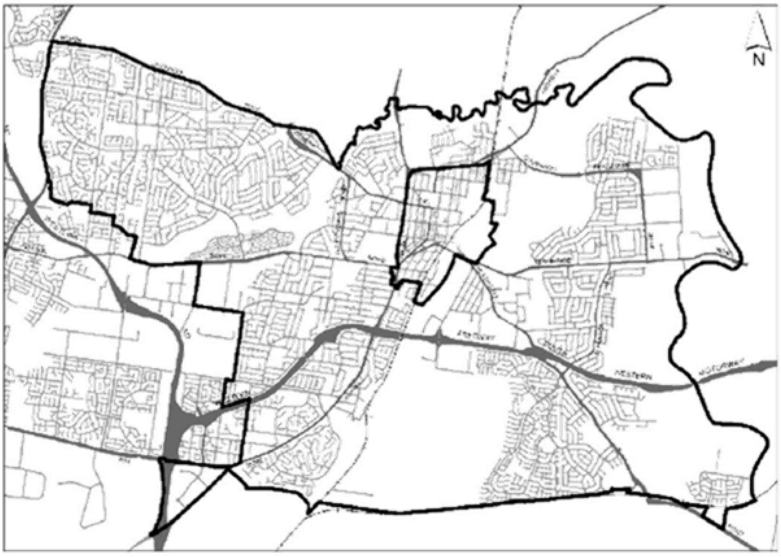

Figure 2.1 Established Areas Catchment Area

2.2 Pleasure Point East

Table 2.2

Purpose	Dwellings in River Heights Rd	Dwellings in River View Rd	Dwellings in Green St	Dwellings in Pleasure Point Rd
Community Facilities	Per dwelling	Per dwelling	Per dwelling	Per dwelling
City Library Extensions	$167	$167	$167	$167
Powerhouse	$119	$119	$119	$119
Recreation				
Whitlam Centre Extensions	$245	$245	$245	$245
Transport				
Local Streets	$14,782	$3,273	$2,718	
Drainage				
Inter-allotment Drainage	$2,623	$2,623	$2,623	$2,623
Other				
Administration	$64	$64	$64	$64
Professional & Legal Fees	$228	$228	$228	$228
Plan Establishment Costs	$392	$392	$392	$392
Total	**$18,620**	**$7,111**	**$6,556**	**$3,838**

The above rates are as at the September 2010 Quarter CPI.

The works index is 172.5.

Pleasure Point East includes the areas shown on the following map.

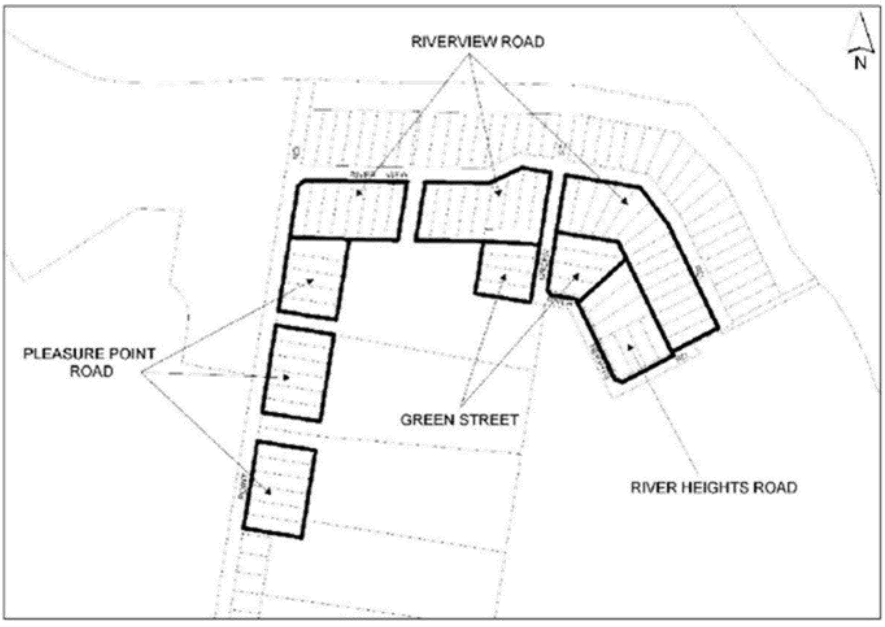

Figure 2.2 Pleasure Point East Catchment Area

2.3 Pleasure Point

Table 2.3

Purpose	Lots > 450 sqm	Lots < 450 sqm
Community Facilities	Per dwelling	Per dwelling
City Library Extensions	$193	$172
Powerhouse	$137	$122
District	$187	$95
Recreation		
Whitlam Centre Extensions	$284	$253
Local - Land	$1,416	$1,263
Local - Works	$1,902	$1,697
Transport		
Local - Land	$10,586	$9,480
Local - Works	$4,906	$4,394
Other		
Administration	$280	$250
Total	**$19,891**	**$17,725**

The above rates are as at the September 2010 Quarter CPI.

The works index is 172.5. The land index is 1.

Pleasure Point includes the areas shown on the following map.

Figure 2.3 Pleasure Point Catchment Area

2.4 Hoxton Park, Carnes Hill and Prestons

Table 2.4

Purpose	Lots > 450 sqm	Lots < 450 sqm	Multi dwelling housing 3 Bed +	Multi dwelling housing 2 Bed	Multi dwelling housing 1 Bed	Aged / Disabled
Community Facilities	Per Lot	Per Lot	Per Dwelling	Per Dwelling	Per Dwelling	Per person
City Library Extensions	$193	$172	$172	$120	$94	$52
Powerhouse	$137	$122	$122	$85	$67	$37
District - Land	$107	$95	$95	$66	$52	$29
District - Works	$1,105	$986	$986	$687	$538	$299
Local - Works	$652	$582	$582	$405	$317	$176
Recreation	Per Lot	Per Lot	Per Dwelling	Per Dwelling	Per Dwelling	Per person
Whitlam Centre Extensions	$284	$253	$253	$176	$138	$77
District Recreation - Land	$1,290	$1,150	$1,150	$802	$628	$349
District Recreation - Works	$1,043	$930	$930	$648	$507	$282
Local Recreation - Land	$8,110	$7,233	$7,233	$5,041	$3,945	$2,192
Local Recreation - Works	$4,434	$3,954	$3,954	$2,756	$2,157	$1,198
Transport	Per Lot	Per Lot	Per Dwelling	Per Dwelling	Per Dwelling	Per person
District - Land	$826	$740	$740	$493	$407	$223
District - Works	$2,199	$1,969	$1,969	$1,313	$1,083	$594
Local (select sub catchment)						
East of Bernera Road - Land	$1,868	$1,673	$1,673	$1,115	$920	$505
East of Bernera Road - Works	$2,057	$1,842	$1,842	$1,228	$1,013	$556
West of Bernera Road - Land	$1,867	$1,672	$1,672	$1,114	$919	$505
West of Bernera Road - Works	$1,433	$1,284	$1,284	$856	$706	$387
East of Cowpasture Road - Land	$2,106	$1,886	$1,886	$1,258	$1,038	$569
East of Cowpasture Road - Works	$1,187	$1,063	$1,063	$709	$585	$321
West of Cowpasture Road - Land	$2,625	$2,350	$2,350	$1,567	$1,293	$709
West of Cowpasture Road - Works	$2,605	$2,333	$2,333	$1,555	$1,283	$704
Nineteenth Avenue - Land	$3,117	$2,792	$2,792	$1,861	$1,535	$843
Nineteenth Avenue - Works	$2,635	$2,360	$2,360	$1,573	$1,298	$712
Whitford Road South - Land	$1,981	$1,774	$1,774	$1,182	$975	$535
Whitford Road South - Works	$1,426	$1,277	$1,277	$851	$702	$385
Drainage	Per sqm	Per sqm	Per sqm	Per sqm	Per sqm	Per sqm
District - Land	$4.32	$4.98	$4.98	$4.98	$4.98	$4.98
District - Works	$1.21	$1.40	$1.40	$1.40	$1.40	$1.40
Local (select sub catchment)						
Prestons Central - Land	$2.59	$2.99	$2.99	$2.99	$2.99	$2.99
Prestons Central - Works	$4.23	$4.88	$4.88	$4.88	$4.88	$4.88
Prestons West - Land	$1.57	$1.81	$1.81	$1.81	$1.81	$1.81
Prestons West - Works	$4.08	$4.71	$4.71	$4.71	$4.71	$4.71
West of Cabramatta Creek - Land	$2.10	$2.42	$2.42	$2.42	$2.42	$2.42
West of Cabramatta Creek - Works	$3.94	$4.55	$4.55	$4.55	$4.55	$4.55
Other	Per Lot	Per Lot	Per Dwelling	Per Dwelling	Per Dwelling	Per person
Streetscape - Land	$252	$225	$225	$157	$123	$68
Streetscape - Works	$118	$105	$105	$73	$57	$32
Administration	$280	$250	$250	$174	$136	$76

Professional and Legal Fees	$251	$224	$224	$156	$122	$68

Purpose	Schools	Business & Non Res
Drainage	Per sqm	Per sqm
District - Land	$4.32	$6.31
District - Works	$1.21	$1.77
Local (select sub catchment)		
Prestons Central - Land	$2.59	$3.79
Prestons Central - Works	$4.23	$6.18
Prestons West - Land	$1.57	$2.29
Prestons West - Works	$4.08	$5.96
West of Cabramatta Creek - Land	$2.10	$3.07
West of Cabramatta Creek - Works	$3.94	$5.76
Other		
Streetscape - Land	$0.56	$0.56
Streetscape - Works	$0.26	$0.26
Administration	$0.26	$0.26
Professional and Legal Fees	$0.62	$0.62

The above rates are as at the September 2010 Quarter CPI.

The works index is 172.5. The land index is 1.

Hoxton Park, Carnes Hill & Prestons includes the areas shown on the following map.

Refer to Section 9 for sub catchments within Hoxton Park, Carnes Hill & Prestons.

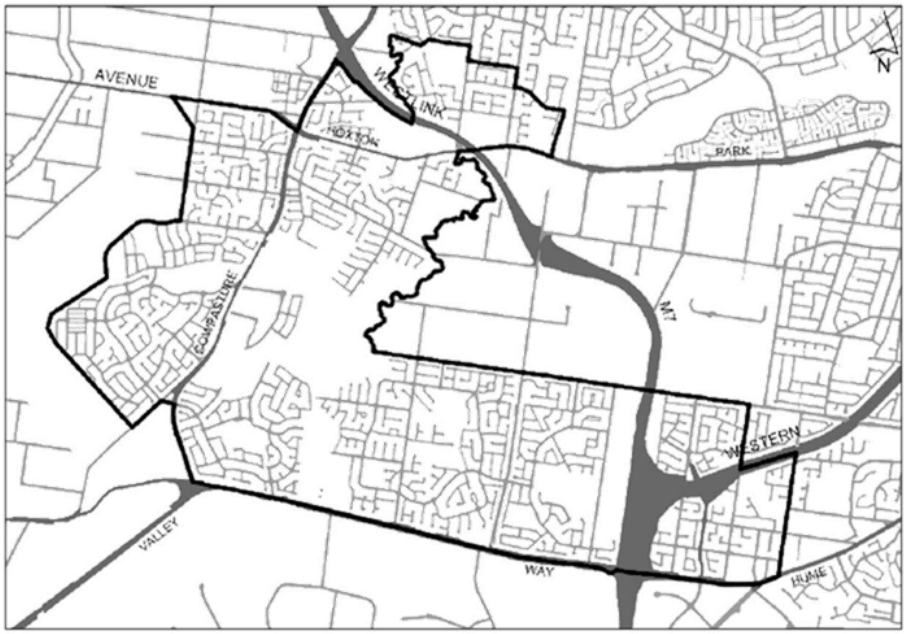

Figure 2.4 Hoxton Park, Carnes Hill & Prestons Catchment Area

2.5 Cecil Hills

Table 2.5

Purpose	Lots > 450 sqm	Lots < 450 sqm	Multi dwelling housing 3 Bed +	2 Bed	1 Bed	Aged / Disabled
Community Facilities	Per Lot	Per Lot	Per Dwelling	Per Dwelling	Per Dwelling	Per person
City Library Extensions	$193	$172	$172	$120	$94	$52
Powerhouse	$137	$122	$122	$85	$67	$37
District - Land	$107	$95	$95	$66	$52	$29
District - Works	$1,105	$986	$986	$687	$538	$299
Local - Works	$704	$628	$628	$438	$343	$190
Recreation						
Whitlam Centre Extensions	$284	$253	$253	$176	$138	$77
District - Land	$1,290	$1,150	$1,150	$802	$628	$349
District - Works	$1,043	$930	$930	$648	$507	$282
Local - Works	$2,778	$2,691	$2,691	$1,997	$1,042	$751
Drainage	Per sqm	Per sqm	Per sqm	Per sqm	Per sqm	Per sqm
District - Land	$4.32	$4.98	$4.98	$4.98	$4.98	$4.98
District - Works	$1.21	$1.40	$1.40	$1.40	$1.40	$1.40
Other	Per Lot	Per Lot	Per Dwelling	Per Dwelling	Per Dwelling	Per person
Administration	$280	$250	$250	$174	$136	$136

The above rates are as at the September 2010 Quarter CPI.

The works index is 172.5. The land index is 1.

Cecil Hills includes the areas shown on the following map.

Figure 2.5 Cecil Hills Catchment Area

2.6 Elizabeth Hills

Table 2.6

Purpose	Lots > 450 sqm	Lots < 450 sqm	Multi dwelling housing 3 Bed +	2 Bed	1 Bed	Aged / Disabled
Community Facilities	Per Lot	Per Lot	Per Dwelling	Per Dwelling	Per Dwelling	Per person
City Library Extensions	$193	$172	$172	$120	$94	$52
Powerhouse	$137	$122	$122	$85	$67	$37
District - Land	$107	$95	$95	$66	$52	$29
District - Works	$1,105	$986	$986	$687	$538	$299
Local - Works	$704	$628	$628	$438	$343	$190
Recreation						
Whitlam Centre Extensions	$284	$253	$253	$176	$138	$77
District - Land	$1,290	$1,150	$1,150	$802	$628	$349
District - Works	$1,043	$930	$930	$648	$507	$282
Other						
Administration	$280	$250	$250	$174	$136	$76
Total	**$5,143**	**$4,587**	**$4,587**	**$3,197**	**$2,502**	**$1,390**

The above rates are as at the September 2010 Quarter CPI.

The works index is 172.5. The land index is 1.

Elizabeth Hills includes the areas shown on the following map.

Figure 2.6 Elizabeth Hills Catchment Area

2.7 Prestons Industrial Area

Subdivision

Table 2.7a applies to land, which is the subject of a Development Application for the purpose of subdivision where the intention is to prepare the land for subsequent development and/or to on-sell the properties to industrial companies and/or future industrial land developers. This table does not apply to Development Applications, which involve the construction of buildings and/or the use of the land for any purpose in cases where the land has not been the subject of a previous approval involving developer contributions. In such cases, please refer to Table 2.7c.

Table 2.7a

Purpose	Per Sqm
Transport	
Local (select sub catchment)	
East of M7 - Works	$0.96
West of M7 - Land	$0.86
West of M7 - Works	$0.73
West of M7 & Road A2 East of Bernera Road - Land	$5.34
West of M7 & Road A2 East of Bernera Road - Works	$2.94
West of M7 & Road B East of Bernera Road - Land	$8.46
West of M7 & Road B East of Bernera Road - Land	$4.50
West of M7 & Road C West of Kookaburra Road - Land	$34.33
West of M7 & Road C West of Kookaburra Road - Works	$19.75
West of M7 & Road D East of Kookaburra Road - Land	$33.42
West of M7 & Road D East of Kookaburra Road - Works	$15.78
Drainage	
Local (select sub catchment)	
East of M7 - Land	$1.57
East of M7 - Works	$6.35
West of M7 - Land	$1.94
West of M7 - Works	$6.33
North of M7 - Land	$9.12

Buildings (where contribution has been paid for subdivision)

Table 2.7b is applicable to development applications for the construction of buildings and/or the use of land where developer contributions in accordance with Table 1 have been paid as a result of subdivision approved after this Plan came into force.

Table 2.7b

Purpose	Per Sqm
Transport	
District - Land	$1.21
District - Works	$3.22
Drainage	
District - Land	$6.31
District - Works	$1.77
Other	
Landscape - Buffer Land	$0.91
Landscape - Buffer Works	$0.08
Administration	$0.27
Professional and Legal Fees	$0.56

Buildings (where contribution for subdivision has not been paid)

Table 2.7c is applicable to development applications for the construction of buildings and/or the use of land where no previous developer contributions have been paid.

Table 2.7c

Purpose	Per Sqm
Transport	
District - Land	$1.21
District - Works	$3.22
Local (select sub catchment)	
East of M7 - Works	$0.96
West of M7 - Land	$0.86
West of M7 - Works	$0.73
West of M7 & Road A2 East of Bernera Road - Land	$5.34
West of M7 & Road A2 East of Bernera Road - Works	$2.94
West of M7 & Road B East of Bernera Road - Land	$8.46
West of M7 & Road B East of Bernera Road - Land	$4.50
West of M7 & Road C West of Kookaburra Road - Land	$34.33
West of M7 & Road C West of Kookaburra Road - Works	$19.75
West of M7 & Road D East of Kookaburra Road - Land	$33.42
West of M7 & Road D East of Kookaburra Road - Works	$15.78
Drainage	
District - Land	$6.31
District - Works	$1.77
Local (select sub catchment)	
East of M7 - Land	$1.57
East of M7 - Works	$6.35
West of M7 - Land	$1.94
West of M7 - Works	$6.33
North of M7 - Land	$9.12
Other	
Landscape - Buffer Land	$0.91
Landscape - Buffer Works	$0.08
Administration	$0.27
Professional and Legal Fees	$0.56

The above rates are as at the September 2010 Quarter CPI.

The works index is 172.5. The land index is 1.

Prestons Industrial Area includes the areas shown on the following map.

Refer to Section 10 for sub catchments within Prestons Industrial Area.

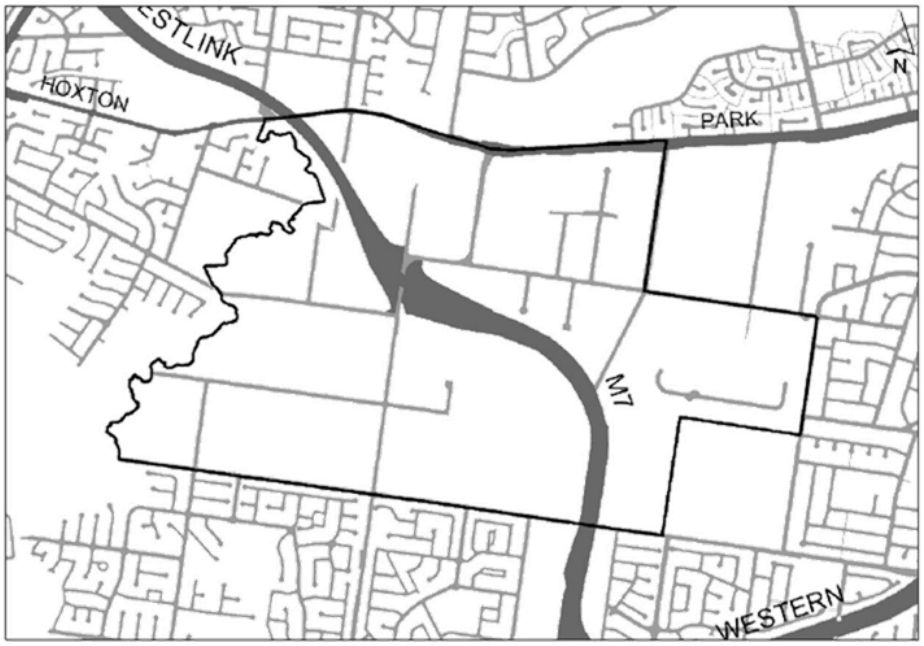

Figure 2.7 Prestons Industrial Area Catchment Area

2.8 Middleton Grange

Table 2.8

Purpose	Lots > 450 sqm	Lots < 450 sqm	Multi dwelling housing 3 Bed +	Multi dwelling housing 2 Bed	Multi dwelling housing 1 Bed	Aged / Disabled
Community Facilities	Per Lot	Per Lot	Per Dwelling	Per Dwelling	Per Dwelling	Per person
City Library Extensions	$193	$172	$172	$120	$94	$52
Powerhouse	$137	$122	$122	$85	$67	$37
District - Land	$107	$95	$95	$66	$52	$29
District - Works	$1,105	$986	$986	$687	$538	$299
Local - Land	$48	$43	$43	$30	$23	$13
Local - Works	$704	$628	$628	$438	$343	$190
Recreation						
Whitlam Centre Extensions	$284	$253	$253	$176	$138	$77
District - Land	$1,290	$1,150	$1,150	$802	$628	$349
District - Works	$1,043	$930	$930	$648	$507	$282
Local Recreation - Land	$6,817	$6,080	$5,423	$3,371	$1,640	$1,842
Local Recreation - Works	$2,223	$1,982	$1,768	$1,099	$535	$601
Transport						
District - Land	$826	$740	$740	$493	$407	$223
District - Works	$2,199	$1,969	$1,969	$1,313	$1,083	$594
Local - Land	$1,311	$1,174	$1,174	$783	$646	$354
Local - Works	$3,751	$3,359	$3,359	$2,239	$1,847	$1,014
Drainage (see below)						
Other						
Administration	$254	$254	$254	$254	$254	$69
Professional services	$120	$120	$120	$120	$120	$32
Implementation	$1,204	$1,204	$1,204	$1,204	$1,204	$325
Total	**$23,614**	**$21,261**	**$20,389**	**$13,927**	**$10,124**	**$6,382**

Drainage per dwelling	Land in 15 Dw / Ha	Land in 23 Dw / Ha	Land in 30 Dw / Ha	Aged Persons
	Per sqm	Per sqm	Per sqm	Per sqm
Drainage - Land	$9.96	$14.56	$14.56	$11.50
Drainage - Works	$4.79	$7.00	$7.00	$5.52

Purpose	Schools	Business & Non Res
Drainage	Per sqm	Per sqm
Local - Land	$9.96	$14.56
Local - Works	$4.79	$7.00
Other		
Administration	$0.56	$0.56
Professional services	$0.27	$0.27
Implementation	$2.68	$2.68

The above rates are as at the September 2010 Quarter CPI.

The works index is 172.5. The land index is 1.

Middleton Grange includes the areas shown on the following map.

Figure 2.8 Middleton Grange Catchment Area

2.9 Rural Areas

Table 2.9

Purpose	Additional lots	Dual Occupancy Dwellings 3 Bed +	2 Bed	1 Bed
		Per Dwelling	**Per Dwelling**	**Per Dwelling**
Community Facilities				
City Library Extensions	$177	$161	$120	$94
	$126	**$115**	**$85**	**$67**
Powerhouse				
Recreation				
	$261	**$238**	**$176**	**$138**
Whitlam Centre Extensions				
Other				
Administration	$7	$6	$5	$4
Total	$570	$520	$386	$302

The above rates are as at the September 2010 Quarter CPI.

The works index is 172.5. The land index is 1.

Rural Areas include the areas shown on the following map.

Figure 2.9 Rural Areas Catchment Area

2.10 Contributions to be levied

Contribution rates for development types other than conventional lots are calculated using the formulae contained within this plan. The conventional lot is the basis for most formulae. Contributions for development types other than conventional lots must be calculated individually based on the number of bedrooms, site area, number of residents etc. The actual amounts are not stated in this schedule, as each development is unique in terms of these factors.

Aged and Disabled Persons Housing Development

This plan seeks to levy contributions for Housing for Seniors or People with a Disability as defined under State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004. The formulae for such contributions are contained within various sections of the plan.

Developer contributions are proposed to be levied for aged and disabled persons housing development on the following grounds:

- The standard nexus between the new population and the demand for additional services.
- Older and disabled people will be future users of the citywide community and recreation facilities identified in this plan. and
- Residents' requirements for citywide community and recreation facilities cannot be met from services provided on site.

The contribution formula for Housing for Seniors or People with a Disability shows that such facilities will be levied relative to the number of persons anticipated for the development.

2.11 Credits for existing development

When calculating contributions for a particular development, other than in an industrial zone, a contribution credit equivalent of one conventional lot is given for each lot, which exists prior to subdivision or development. The basis of this practice is that each existing lot has an existing dwelling (or the potential to construct it) and no opportunity exists to levy contributions retrospectively. This practice also applies when recently created residential lots are re-subdivided or developed in some other form.

Where an existing dwelling is located over two or more small lots, these will be considered as one conventional lot.

3. Administration

3.1 Name of Plan

This plan is called *Liverpool Contributions Plan 2009*.

This Contributions Plan has been prepared in accordance with the provisions of Section ~~94~~ 7.11 of the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000*.

The contributions plan consists of this document and a series of maps entitled *Liverpool Contributions Plan 2009 Infrastructure Map*. The maps match the maps contained in *Liverpool Local Environmental Plan 2008*.

3.2 Applies to

This Contributions Plan applies to all land in Liverpool except that those areas covered by *Liverpool Contributions Plan 2006 (Liverpool City Centre)* and *Liverpool Contributions Plan 2008 (Edmondson Park)*.

3.3 Purpose of Plan

The purpose of the Contributions Plan is to:

(a) Provide an administrative framework under which specific public facilities strategies may be implemented and coordinated,

(b) Ensure that adequate public facilities are provided for as part of any new development,

(c) Authorise the council to impose conditions under S7.11~~94~~ *of the Environmental Planning and Assessment Act 1979* when granting consent to development on land to which this plan applies,

(d) Provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions on an equitable basis,

(e) Ensure that the existing community is not burdened by the provision of public amenities and public services required as a result of future development,

(f) Enable the council to be both publicly and financially accountable in its assessment and administration of the contributions plan.

3.4 Adoption of Contributions Plan

Council adopted the plan on 14 December 2009. The plan originally came into force on 15 December 2010. The value of works and land is at the September 2010 Quarter. The CPI for this quarter was 172.5.

Amendments to Contributions Plan

Liverpool Contributions Plan 2009 has been amended as follows:

Date of adoption	Date of Amendment	Description of Amendment
TBA	March 2020	Clarify CDC and contributions; remove city wide facilities and update clause references to the Act.

Previous Contributions Plans

Liverpool Contributions Plan 2009 replaces *Liverpool Contributions Plan 2001*.

3.5 Relationship to other Plans

The land to which this contributions plan applies is also subject to the following plans:

- *Liverpool Local Environmental Plan 2008.*
- *Liverpool Development Control 2008.*

3.6 Types of Development to be levied

Council will levy all development in Liverpool, which generates the need for additional amenities, facilities and services, which the Council provides.

Development approved pursuant to *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* will be levied development contributions in accordance with the Contributions Plan. Self contained dwellings and in-fill self-care housing (as defined in the policy) will be levied.

3.7 Payment of Contributions

3.7.1 Levying of Contributions

Council will require, as a condition of development consent (on a development application or complying development certificate), the payment of a monetary contribution and/or the dedication of land for the provision of public facilities specified in this Contributions Plan, from development, which it considers will contribute to the need for those facilities. The Contributions Plan applies to ~~development~~ applications determined after the plan comes into force.

Contributions for subdivisions will be calculated according to the number of dwellings proposed on the allotment (with the exclusion of drainage and stormwater, which will be based on site area). Should the ultimate number of dwellings proposed on that allotment increase, post sub-division development consent, then contributions for additional dwellings must be paid to Council.

Council requires contributions to be satisfied in full, as follows:

Development applications involving subdivision only

Monetary contributions are required to be paid prior to the release of the Subdivision Certificate whether by Council or a Private Certifier (in the case of strata subdivision). Any dedication of land to Council, in lieu of a monetary contribution, shall be shown on the plan of subdivision.

Development applications involving building work only

Monetary contributions shall be paid to Council prior to the issuing of the Construction Certificate, whether by Council or a Private Certifier. Dedication of land to Council, such as road widening, in lieu of monetary contribution, shall be shown on a plan of subdivision, to be registered prior to the issue of an Occupation Certificate.

Development applications involving subdivision and building work (for example, dual occupancy and integrated housing)

Monetary contributions are required to be paid to Council prior to the release of the Construction Certificate or Subdivision Certificate, whichever occurs first, whether by Council or a Private Certifier. Any dedication of land to Council, in lieu of monetary contribution, shall be shown on a plan of subdivision, to be registered prior to issue of an Occupation Certificate.

Development Applications where no building works are proposed

Monetary contributions are required to be paid to Council prior to occupation / commencement of the development. Any dedication of land to Council, in lieu of monetary contribution, shall be shown on a plan of subdivision to be registered prior to issue of an Occupation Certificate.

Role of Accredited Certifiers

In accordance with Cl 146 of the *EP&A Regulation 2000*, a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of levies has been satisfied.

In accordance with Cl 136L of the *EP&A Regulation 2000*, a certifying authority must not issue a complying development certificate for work unless it has included a condition requiring payment of contributions prior to commencement of work.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that levies have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with Cl142(2) of the of the *EP&A Regulation 2000*. Failure to follow this procedure may render such a certificate invalid. The only exceptions to the requirement are where a works in kind, material public benefit, dedication of land or deferred payment arrangement has been agreed by the Council.

In such cases, Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

Landcom

Landcom is not required to submit final subdivision plans to Council for certification. Rather, subdivision plans are deposited directly with the Land Titles Office. Contributions (monetary, material public benefits and land transfer) shall be paid by Landcom to Council prior to the registration of subdivision plans. Any dedication of land to Council, in lieu of monetary contribution, shall be shown on the plan of subdivision.

3.7.2 Deferred Payments

Council will allow payment of contributions to be deferred in the following cases only:

- Where the applicant has the intention and ability to dedicate land or provide a material public benefit in part or to full satisfaction of a condition imposed by development consent. or
- In other circumstances, to be outlined in writing by the applicant and determined formally by Council on the merits of the case.

Deferred payments as outlined above are acceptable only where an unconditional bank guarantee is provided for the amount deferred. Bank guarantees will be accepted on the following conditions:

- The bank guarantee must carry specific wording, for example, "drainage contributions for Stage 3".
- The bank guarantee will be for the contribution amount plus the estimated amount of compound interest foregone by Council for the anticipated period of deferral. (Refer to formula in section 3.7.3).
- Council may call up the bank guarantee at any time without reference to the applicant, however, the guarantee will generally be called up only when cash payment has not been received, and land is not dedicated or material public benefit not provided by the end of the period of deferral.
- The period of deferral must be for a limited time only as agreed where land is to be dedicated or a material public benefit is to be provided. In merit cases, the period of deferral will be as approved by Council. The period of deferral may be extended subject to providing a renewed bank guarantee, which includes anticipated future interest.
- Council will discharge the bank guarantee when payment is made in full by cash payment, land transfer or by completion of works in kind.

3.7.3 Formula for Bank Guarantee Amounts

The following formula to be applied to all bank guarantees for contributions is:

Guarantee Amount = P + P (C I x Y), where:

P = Contribution due.

CI = Compound interest rate comprised of Council's estimate over the period plus 3 percent (allowance for fluctuations).

Y = Period of deferral (years).

3.7.4 Method of Payment

Contributions shall only be made by way of monetary contribution and will only be accepted in cash or by bank cheque.

Works in Kind and Transfer of Land

Applicants are encouraged to provide works in kind and transfer land identified in the contributions plan in conjunction with the development of land. However the works and land will not be offset against contributions payable for individual applications.

Where works and / or land identified in the contributions plan are proposed to be provided in conjunction with the development Council will reimburse the developer for the cost of the works in accordance with Council's *Developer Contributions Works in Kind Policy*.

Where land, which is the subject of a development application contains land identified for acquisition under this Contributions Plan, Council may as a condition of consent require that land to be dedicated free of charge to Council. Monetary contributions will be adjusted accordingly to reflect the value of land to be dedicated in lieu of payment of cash.

3.7.5 Credit for Existing Development

When calculating contributions for a particular development, a contribution credit equivalent of one conventional allotment is given for each allotment, which exists prior to subdivision or development. The basis of this practice is that each existing lot has an existing dwelling (or potential to construct) and no opportunity exists to levy contributions retrospectively. This practice also applies when recently created residential lots are re-subdivided or developed to the same dwelling type. Where an existing dwelling is located over two or more lots, these will be considered as one conventional lot, for the purposes of calculating applicable contributions.

3.7.6 Adjustment to Contribution Rates

The monetary contribution rates shown in Section 2 - Schedule of Contributions, are to be adjusted in accordance with the provisions set out below at the time of imposing a condition on a development consent requiring payment of the monetary contribution and again at the time that the monetary contribution is to be paid pursuant to the condition imposed on the development consent.

The adjusted contribution rates will be shown on Council's Web Page and updated quarterly.

This is distinct from Section 3.8, which deals with future reviews of the contributions plan. Future reviews will not affect any consent granted in accordance with this contributions plan.

Works, Administration, Professional and Legal Fees

The works, administration, professional and legal fee components of the monetary contributions rates set out in this plan are adjusted in accordance with the formula below headed **"Contribution at time of development consent"** at the time of imposing a condition on a development consent requiring payment of the monetary contribution to reflect quarterly variations in the *Consumer Price Index (All Groups Index Number for Sydney)* since the quarter year period shown for each Area in Section 1 – Schedule of Contributions.

In addition to the above adjustment, the works, administration, professional and legal fees components of the monetary contributions set out in this plan are adjusted in accordance with the formula below headed "**Contribution at time of payment"** at the time that the monetary contribution is to be paid pursuant to the condition imposed on the development consent to reflect quarterly variations in the *Consumer Price Index (All Groups Index Number for Sydney)* since the date that the consent was granted.

In that regard a condition imposed upon a development consent requiring payment of a monetary contribution set out in this plan that includes a works, administration, professional or legal fees component, shall include a requirement for the amount of the relevant component in the condition

to be adjusted at the time that the contribution is to be paid to reflect quarterly variations in the *Consumer Price Index (All Groups Index Number for Sydney)* since the date that the consent was granted in accordance with the formula below headed **"Contribution at time of payment"**.

Contribution at time of development consent

$$C_2 = \frac{C_1 \times CPI_2}{CPI_1}$$

Contribution at time of payment

$$C_3 = \frac{C_2 \times CPI_3}{CPI_2}$$

where:

C_1 =	Works, administration, professional and legal fees components of the contributions as shown in this contributions plan
C_2 =	Works, administration, professional and legal fees components of the contributions subject of the conditions imposed on the development consent
C_3 =	Works, administration, professional and legal fees components of the contributions at the time that the contribution is to be paid
CPI_1 =	Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics shown in *Liverpool Contributions Plan 2009* for the respective area in Section 1
CPI_2 =	Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics as at the time of granting the relevant development consent
CPI_3 =	Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics at time that the contribution is to be paid

Land

The land components of the monetary contributions rates set out in this plan are adjusted in accordance with the formula below headed **"Contribution at time of development consent"** at the time of imposing a condition on a development consent requiring payment of the monetary contribution to reflect quarterly variations in the **Average Estimated Land Acquisition Cost Per Square Metre** since the quarter year period shown for each Area in Section 1 – Schedule of Contributions.

In addition to the above adjustment, the land components of the monetary contributions set out in this plan are adjusted in accordance with the formula below headed **"Contribution at time of payment"** at the time that the monetary contribution is to be paid pursuant to the condition imposed on the development consent to reflect quarterly variations in the **Average Estimated Land Acquisition Cost Per Square Metre** since the date that the consent was granted.

In that regard a condition imposed upon a development consent requiring payment of a monetary contribution set out in this plan that includes a land component, shall include a requirement for the amount of the land component in the condition to be adjusted at the time that the contribution is to be paid to reflect quarterly variations in the **Average Estimated Land Acquisition Cost Per Square Metre** since the date that the consent was granted in accordance with the formula below headed **"Contribution at time of payment"** .

In this clause **"Average Estimated Land Acquisition Cost Per Square Metre"** means the index figure prepared and published by or on behalf of the Council that represents the total costs that would have been incurred by the Council in respect of all land acquired by Council during the previous quarter year period divided by the number of square metres of such land and the phrase **"land"** where used herein means land that is in an englobo state being regular in shape, good average level land with an area of 2 ha with services available in the area for connection, subject to the payment of necessary developer contributions rates and not yet developed.

Contribution at time of development consent

$$C_2 = \frac{C_1 \times L_2}{L_1}$$

Contribution at time of payment

$$C_3 = \frac{C_2 \times L_3}{L_2}$$

where:

C_1 =	Land component of contributions as shown in this contributions plan
C_2 =	Land component of contributions subject of the conditions imposed on the development consent
C_3 =	Land component of contributions at the time that the contribution is to be paid
L_1 =	The latest Average Estimated Land Acquisition Cost Per Square Metre shown in *Liverpool Contributions Plan 2009* for the respective area in Section 1
L_2 =	The latest Average Estimated Land Acquisition Cost Per Square Metre published by the Council at the time of granting the relevant development consent
L_3 =	The latest Average Estimated Land Acquisition Cost Per Square Metre published by the Council at time that the contribution is to be paid

3.7.7 Goods and Services Tax

No Goods and Services Tax (GST) is applicable to the payment of contributions made under *Section 7.1194 of the Environmental Planning and Assessment Act 1979*. This exemption applies to both cash contributions and land or works in lieu of contributions.

3.8 Review of Plan and Contributions

Council will review the contributions plan on a regular basis. The review process will canvass, where data is available:

- Development activity in terms of latest information on net additional dwellings and populations.
- Likely total development activity to be experienced in the future.
- Progress in the delivery of public facilities and amenities identified in the schedules of facilities.
- Modification of facility concepts, changes in anticipated facility costs, facility timing and land values.
- Annual contributions received and expenditure information.
- Any other factors likely to affect the delivery of works identified in this contributions plan.
- Changes resulting from amendments to *Liverpool DCP 2008*.

Any significant reviews of this contributions plan must be undertaken in accordance with the *EP&A Act 1979* and *EP&A Regulation 2000* and placed on public exhibition for a period of 28 days. The nature of the proposed changes and reasons for these changes would be clearly outlined as part of the exhibition.

Contributions will be adjusted, taking account of more recent information and, where relevant, the following:

- Consumer Price Index.
- Annual changes in land values.
- Actual costs of completed works.

- Reviewed costs yet to be completed works and land acquisition.
- Adjustment in projected project management and contingency costs associated with works.
- Management and legal costs associated with land acquisition.

This section is distinct from Section 3.7.6 Adjustment to Contribution Rates, which deals with future adjustment of contributions granted in accordance with the contributions plan. Future reviews under Section 3.8 will not affect any consent granted under this contributions plan.

4. City Wide Planning Context, Development Trends and Nexus

4.1 Planning Context

4.1.1 Major Plans of Council

Liverpool Directions 2006 - 2016

Liverpool Directions 2006-2016 is the community view on the future for Liverpool City. It was developed as a result of Council's Creating Our Future Together Partnership Project.

About 1,700 residents, workers, students and visitors were directly involved in developing *Liverpool Directions*. *Liverpool Directions* is used by Council, government agencies and community organisations in planning for the future of the City. It has been incorporated into Council's Corporate Plan as community outcomes that drive Council strategies. Council is planning its specific work directly in response to the issues and aspirations identified in 'Liverpool Directions'.

Liverpool Directions provides a basis for a range of Council strategies including the funding of public infrastructure by development.

The community view of Liverpool today serves as the starting point for thinking about the future. It is derived from community surveys of residents and from information collected at Partnership Project workshops.

Liverpool has a mix of land uses and offers a variety of lifestyles, from rural or country style, to traditional low-density suburban areas, to a large metropolitan centre. It also has prominent and highly valued natural features. Liverpool's people value the City's natural areas, in particular waterways such as the Georges River, Nepean River and the Cabramatta Creek system and appreciate access to the natural environment.

Liverpool is an area of urban growth. Historically it has accommodated some of Sydney's population expansion and provided homes and facilities for young families. Because Liverpool is a community with many young families, our community values resources, spaces and initiatives that support families. Development, change and growth are evident in Liverpool. Liverpool's people value appropriate progress in line with the City's past, existing land use and characteristics of its people. They also value the City's suburban and semi-rural heritage where new development fits into the existing character of an area.

Growth has brought with it people from many birthplaces, backgrounds and cultures. Liverpool's people value such diversity and the opportunities this provides. People also value a cohesive, harmonious community with strong social networks and connections. Wanting to feel safer in public spaces is a strong sentiment.

Liverpool is a convenient location in which to live. It is accessible to the rest of Sydney with good transport connections. Road congestion is a problem and short term parking in the City Centre is not considered to be adequate by some. On the other hand Liverpool is well provided with shops and essential services. The variety of parks, open spaces, recreational areas, walking tracks, bike tracks, lakes and rivers in Liverpool offer many leisure opportunities but there are indications that these may not currently cater to all demands. Residential areas are family-friendly, peaceful and safe. These could be made cleaner and more attractive.

Liverpool's people are enriched by their respect for those who came before them in the waves of settlement in Liverpool, and appreciate the wisdom of Aboriginal people, descendants of early settlers, those from overseas birthplaces and older people. Also valued are places and buildings from Liverpool's history. Liverpool's people acknowledge the need to leave a sound legacy for the young. They are mindful of the way things are today and are willing to look to the future.

In thorough community consultations, local residents, students and workers nominated the following as the directions for Liverpool's future. Each theme is followed by a brief commentary on the role of Council in implementation in relation to the provision of developer-funded infrastructure.

The Regional City for South West Sydney

Elements of theme	Relevance to Contributions Plan
The Liverpool City Centre will offer a variety of places, which foster an active social and cultural life for all age groups.	Applies to *Liverpool Contributions Plan 2007 (Liverpool City Centre).* Contributions will augment community facilities as well as fund the upgrading of existing parks around the City Centre to provide for a variety of places, which foster an active social and cultural life for all age groups.
Strong regional-level precincts and activities will emerge over time: a major medical centre and health precinct centred on Liverpool Hospital; a commercial centre employing more people in the business and financial services; an education precinct of tertiary and secondary education; tourist activities highlighting heritage buildings and precincts; more street-front retail rather than in shopping centres; and civic and other events utilising suitable indoor and outdoor public spaces.	Not applicable.
The City Centre will be highly convenient and accessible to all: safe, pedestrian friendly, well signposted, with good public transport, free-flowing roads and convenient parking.	Applies to *Liverpool Contributions Plan 2007 (Liverpool City Centre).* Contributions will fund facilities such as– car parks, bridge link across railway line and bus priority measures.
Access will be opened in the City Centre to the Georges River and the open space corridor extending all the way to the Casula Powerhouse Arts Centre.	Applies to *Liverpool Contributions Plan 2007 (Liverpool City Centre).* Contributions will fund facilities such as bridge link across railway line and park land embellishment along the Georges River foreshore.
The southern part of the City Centre will experience increased economic activity and development.	Not applicable.
The City's transport services and assets will be designed around the needs of people.	Applies to *Liverpool Contributions Plan 2007 (Liverpool City Centre).* Contributions will fund facilities such as car parks, bridge link across railway line and bus priority measures.
Better integrated and user-friendly public transport will attract more passengers.	Applies to *Liverpool Contributions Plan 2007 (Liverpool City Centre).* Contributions will fund facilities such as bus priority measures.
Free-flowing roads and a convenient public transport system will be supported by funding from State and Federal Government resources.	Not applicable.

Council has a significant role to provide and maintain civil and open space infrastructure (roads, footpaths, drainage structures, parks). Council's planning roles in existing urban areas flow from its high-level Local Environment Plan and Development Control Plans, which guide the zoning of land uses and design of buildings.	Applies to *Liverpool Contributions Plan 2007 (Liverpool City Centre)*. Contributions will fund facilities such as parkland embellishment to contribute to improvement of the public domain.

Neighbourhoods and Villages

Elements of theme	Relevance to Contributions Plan
Liverpool's neighbourhoods and villages will be safe, clean, well landscaped and well lit.	Contributions will fund certain landscaping in public areas and parklands.
Liverpool will be a place where housing, community facilities and neighbourhoods meet the needs of young families.	Contributions will fund community facilities and their surroundings for the residents of the neighbourhoods.
Each of the many neighbourhoods and villages will become more self-sufficient and have adequate local services (such as shops, medical services, schools, parks).	Contributions will fund infrastructure such as parks and community facilities as well as cycleways, certain walkways and streets and bus shelters.
People of all ages, levels of interest and skill will be able to find activities and venues for their sporting, recreation, leisure and community interests.	Contributions will fund infrastructure such as a variety of recreation facilities, parklands and community facilities.
Infrastructure will be provided as new urban areas are settled.	Contributions will fund the infrastructure as new urban areas develop.
There will be many ways of getting around neighbourhoods and villages, including cycleways and walkways that people regularly use.	Contributions will fund infrastructure such as cycleways, certain walkways and streets and bus shelters.
Neighbourhoods and village centres will be part of an integrated transport system linked with major centres.	Contributions will fund infrastructure such as cycleways, certain walkways and streets and bus shelters to facilitate an integrated transport system.
The character and heritage of existing suburbs, villages and semi-rural areas will guide new development.	Infrastructure that is funded by contributions will be consistent with the existing character and heritage of existing suburbs and villages.
Commercial and residential high-rise will ideally be located in major centres near transport interchanges, complemented by open space and landscaped areas.	Contributions will fund public open space and landscaping in public areas.

Council has a significant role to provide and maintain civil and open space infrastructure (roads, footpaths, drainage structures, parks). Council's planning roles in existing urban areas flow from its high-level Local Environment Plan and Development Control Plans, which guide the zoning of land uses and design of buildings.	Contributions will fund upgrading of recreation and community facilities in the Established Areas.

The Land between Two Rivers where City and Country Meet

Elements of theme	Relevance to Contributions Plan
The City's natural areas, in particular waterways such as the Georges River, Nepean River and the Cabramatta Creek system, will be cleaner, healthier and more widely and responsibly enjoyed as places for recreation.	Contributions will fund work in certain creek systems that drain new urban development to ensure that the development does not have an adverse impact on the creek system and flooding.
Some of the rural character of Liverpool will be maintained as significant urban development takes place.	Contributions will fund certain works such as parklands and creek works which will contribute to maintaining the rural character of Liverpool.
Agricultural land, open space and protected bushland will be part of an inviting and attractive mix of land uses.	Contributions will fund certain works such as parklands, including some bushland and creek works which will contribute to an inviting and attractive mix of land uses.
Because natural systems don't fit administrative boundaries, Council has a role to maintain working relationships with government agencies and other parties in the management of natural areas and waterways. Council has a role to improve the appearance and health of waterways through rehabilitation projects, including partnerships with environmental groups and volunteers. As part of its planning role, Council can influence the protection of rural land uses.	Contributions will fund infrastructure in certain creek systems that drain new urban development to ensure that the development does not have an adverse impact on the creek system. The provision of this infrastructure will provide a basis for forming partnerships for further work.

A Place for People

Elements of theme	Relevance to Contributions Plan
Liverpool's people will continue to value the diversity of Liverpool.	Not applicable.
People will celebrate the rich variety of cultures forming a cosmopolitan and multicultural City through events based on the City's cultural diversity and creativity.	Contributions will fund infrastructure such as community and recreation facilities that will provide venues for conducted such events.

Liverpool will be an integrated community with strong social networks and connections that will be strengthened by working together, promoting harmony and celebrating the City's unity.	Contributions will fund infrastructure such as community and recreation facilities that will provide venues to facilitate development of an integrated community.
Liverpool's people will care for and support others in the City, particularly those who are disadvantaged. Practical help and support will come from community organisations and volunteering, as well as programs offered or funded by government.	Contributions will fund infrastructure such as community and recreation facilities that will provide venues for community organisations to operate.
Liverpool's history and the City's unique places will be used to better guide current action and plans for the future.	This may inform the design of future infrastructure that is funded by contributions.
Enjoyment of culture and the arts as well as participation in artistic production will be catered for by cultural centres including the Casula Powerhouse Arts Centre, Liverpool Regional Museum and libraries, offering increased variety of exhibitions, performances and education.	Contributions will partly fund infrastructure such as Casula Powerhouse Arts Centre and the libraries.
State and Federal Government resources will support the rapidly growing and changing City.	Such resources may supplement infrastructure provided by contributions.
People will know what's available in Liverpool and where to get support because the City's main attractions, local services and facilities will be promoted and signposted.	Some of the attractions and local services will in part be funded by contributions.
Council has a role in social planning. It is required by law to complete a social plan, which identifies actions needed from Council and other organisations toward achieving community outcomes.	The social plan provides input to the provision of community and recreation facilities that may be funded by contributions.
In community development, Council has coordinating, advisory, advocacy and partnership roles. It works with government agencies in obtaining services and grants for Liverpool. It conducts activities, which promote community unity and harmony.	Contributions will fund infrastructure such as community and recreation facilities that will provide venues for community and government organisations to operate.

Communities and Governments Working Together

Elements of theme	Relevance to Contributions Plan

Council decision-making on Liverpool will be visible, open to participation and accompanied by practical steps enabling everyone's involvement.	The contributions plan was adopted following public consultation in accordance with the Environmental Planning and Assessment Act 1979.
The community will be encouraged to engage in Council initiatives and actions.	The provision of certain major infrastructure will involve input from the public.
Information will be available on Council services, actions and future proposals.	The provision of certain major infrastructure will involve input from the public.
One of Council's primary roles is to engage with the community at the local level through initiatives such as the Partnership Project, a range of consultative mechanisms and information on Council's activities. Council also uses neighbourhood forums, consultations and surveys to track its performance and make improvements.	The provision of certain major infrastructure will involve input from the public.
Council provides opportunities for participation in decision-making and civic activities.	The provision of certain major infrastructure will involve input from the public.

Sustainability

Elements of theme	Relevance to Contributions Plan
Community, business and governments will deliver specific programs, which make Liverpool more sustainable.	The concept of sustainability has influenced the scope and type of infrastructure that will be provided, including that funded by contributions.
Reduced waste, pollution and water usage will be the major noticeable results of future actions for sustainability.	Reduced waste, pollution and water usage have influenced the scope and type of infrastructure that will be provided, including that funded by contributions.
There will be local or easily accessed education and training for all ages, supported by well-equipped and convenient libraries.	Contributions will fund infrastructure such as libraries to facilitate such training.
Workers living in Liverpool will have increased access to local employment and job diversity.	Not applicable.
Liverpool will be a competitive city with good business opportunities.	Not applicable.

As part of its environmental leadership role, Council has developed programs to improve the sustainability of its own operations and services. It also promotes sustainable development through its policy-making, education and regulatory roles. Council has a role to establish and maintain sound working relationships with government agencies in their management of environmental pollution, water conservation and energy usage. Through its planning roles (zoning, infrastructure planning and urban design) Council encourages business and industrial development.

The concept of sustainability has influenced the scope and type of infrastructure that will be provided, including that funded by contributions.

Liverpool Local Environmental Plan 2008

Liverpool Local Environmental Plan 2008 was gazetted on 29 August 2008. It identifies the various land use zones and in particular the extent of land that is available for medium density and higher density development. Estimates of development trends take into account the development potential that the plan permits.

Liverpool Development Control Plan 2008

Liverpool Development Control Plan 2008 came into force on 29 August 2008. Each of the release areas has a chapter in the DCP regulating the subdivision pattern. These form the basis of the costing of facilities relevant to these areas in this plan. The relationship of the relevant chapter is specified in the next sub-section.

4.1.2 Development prior to the 1980's

Pre 1970's Development

Development in Liverpool during this time took place in the area around Miller and at Moorebank. There was also development at Casula and Lurnea.

Sydney Region Outline Plan

The *Sydney Region Outline Plan*, released in 1968 identified areas on the fringe of Sydney for urban development. The bulk of the land to the west of Liverpool identified in the plan now forms Hoxton Park Release Area, Stages 1 & 2. This was subsequently incorporated in the *Urban Development Program* (now *Metropolitan Development Program*) of the *Department of Planning*.

1970's Development

The bulk of urban fringe land development took place in Chipping Norton and Moorebank and to a lesser extent at Green Valley and Casula. There was also some urban redevelopment adjacent to Liverpool City Centre.

4.1.3 Development in the 1980's

Environmental Planning and Assessment Act, 1979

The *Environmental Planning and Assessment Act, 1979* came into force on 1 September 1980 replacing Part 12A of the *Local Government Act 1919* as the Act which administered land use planning in New South Wales. The Act provided Council's the power to levy development for contributions toward public facilities. It was not until 1992 that Council's were required to prepare contributions plans in order to levy development for contributions.

Hoxton Park Stage 1 Release Areas

Development in the 1980's commenced in the areas known as the Hoxton Park Stage 1 Release Area. These included:

- Green Valley Hinchinbrook Release Area (former *Liverpool Contributions Plan No 1*)
- Casula West Release Area (former *Liverpool Contributions Plan No 2*)
- Casula East Release Area (former *Liverpool Contributions Plan No 3*)

These areas were designated for urban development on 6th April 1982 by the then Minister of Environment and Planning. These areas are included in the *Metropolitan Development Program* for the Sydney Region.

Green Valley Hinchinbrook Release Area

- The area was rezoned under *Liverpool LEP 108* on 24 October 1984 and added to subsequently.
- The area was subject to *Liverpool DCP No 2*, which came into force on 9th January 1985 until it was incorporated into *Liverpool DCP 2008*.
- *Liverpool Contributions Plan No 1* was approved by Council on 12 October 1992 and came into force on 26 October 1992.
- *Liverpool Contributions Plan No 1* was amended Council on 11 April 1994.
- *Liverpool Contributions Plan No 1* was amended in August 1997 to exempt granny flats from the requirement to pay contributions.
- *The range of facilities in Plan No 1* was incorporated into *Liverpool Contributions Plan 2001*.
- Development in the area is almost complete.
- The area is now incorporated into the "Established Areas" under *Liverpool Contributions Plan 2009*.

Casula West Release Area

- The area was rezoned under *Liverpool LEP No 103* on 10th August 1984.
- The area was subject to *Liverpool DCP No 1*, which came into force on 9th January 1985 until it was incorporated into *Liverpool DCP 2008*.
- *Liverpool Contributions Plan No 2* adopted by Council on 9 November 1992 and came into force on 23 November 1992.
- *Liverpool Contributions Plan No 2* was amended in August 1997 to exempt granny flats from the requirement to pay contributions.
- The range of facilities in *Liverpool Contributions Plan No 2* was incorporated into *Liverpool Contributions Plan 2001*.
- Development in the area is almost complete.
- The area is now incorporated into the "Established Areas" under *Liverpool Contributions Plan 2009*.

Casula East Release Area

- The area was rezoned under *Liverpool LEP No 80* on 11th March 1983.
- The area was subject to *Liverpool DCP No 83/2*, which came into force on 26th January 1984 until it was incorporated into *Liverpool DCP 2008*.
- *Liverpool Contributions Plan No 3* adopted by Council on 23rd November 1992 and came into force on 7th December 1992.
- *Liverpool Contributions Plan No 3* was amended in August 1997 to exempt granny flats from the requirement to pay contributions.

- The range of facilities in *Liverpool Contributions Plan No 3* was incorporated into Liverpool Contributions Plan 2001.
- Development in the area is almost complete.
- The area is now incorporated into the "Established Areas" under *Liverpool Contributions Plan 2009*.

4.1.4 Development in the 1990's

Hoxton Park Stage 2 Release Areas Structure Plan

Council adopted a Structure Plan for the Hoxton Park Stage 2 Release Area in April 1989. The area is included in the Urban Development Program of the Department of Planning for the Sydney Region. The Structure Plan divided the release area into six (6) precincts. These precincts were primarily delineated on the basis of staged availability of utility services. Major roads and creeks also formed boundaries to the Precincts.

Hoxton Park, Carnes Hill and Prestons Release Areas

- These release areas form parts of the Hoxton Park Stage 2 Release Areas Structure Plan.
- Hoxton Park was rezoned under *Liverpool LEP No 236* (Precinct 1) on 15 May 1992.
- Prestons was rezoned under *Liverpool LEP 238* (Precinct 5) on 15 May 1992.
- Carnes Hill was rezoned under *Liverpool LEP No 237* (Precinct 4) on 10 July 1992.
- Council approved a DCP for Precinct 1, 4 and 5 in December 1995 known as *Liverpool DCP No 31* until it was incorporated into *Liverpool DCP 2008*.
- *Liverpool Contributions Plan 6* was originally approved by Council on 23 November 1992 and came into force on 7 December 1992.
- *Liverpool Contributions Plan No 6* was subsequently amended in 1995 and 1997.
- *Liverpool Contributions Plan No 6* was amended on in August 1997 to exempt granny flats from the requirement to pay contributions.
- *Liverpool Contributions Plan No 6* was subsequently amended by Council on 11 October 1999 and came into force on 20 October 1999.
- This area contributes to district facilities, which serve the Hoxton Park Stage 2 Release Area.
- There is still some development remaining to take place.
- The range of facilities in *Liverpool Contributions Plan No 6* was incorporated into *Liverpool Contributions Plan 2001*.
- These facilities have largely been incorporated into *Liverpool Contributions Plan 2009*.

Cecil Hills Release Area

- The area forms part of the Hoxton Park Stage 2 Release Areas Structure Plan.
- The area was rezoned under *Liverpool LEP No 220*, on 12th April 1991.
- The area was subject to *Liverpool DCP No 23*, which came into force on 24th April 1991 until it was incorporated into Liverpool DCP2008.
- *Liverpool Contributions Plan 4* adopted by Council on 23rd November 1992 and came into force on 7th December 1992.
- *Liverpool Contributions Plan 4* was amended in August 1997 to exempt granny flats from the requirement to pay contributions.
- This area contributed to district facilities, which serve the Hoxton Park Stage 2 Release Area and is still incorporated in estimates of development potential for such facilities.

- Development is generally complete.
- The range of local facilities in *Liverpool Contributions Plan 4* was incorporated into *Liverpool Contributions Plan 2001*.
- These were not been incorporated in this plan, as these are now complete.
- The range of facilities in Cecil Hills now largely only includes District and City Wide Facilities under *Liverpool Contributions Plan 2009*.

Prestons Industrial Release Area

- The area forms part of the Hoxton Park Stage 2 Release Areas Structure Plan.
- The area was rezoned on 12 October 1990.
- The area was subject to *Liverpool DCP No19 Prestons Industrial Release Area*, *Liverpool DCP No 6 Industrial Development* and *Liverpool DCP No3 Car Parking and Service Provision* until it was incorporated into *Liverpool DCP 2008*.
- *Liverpool Contributions Plan No 7* was originally approved by Council on 23 November 1992 and came into force on 7 December 1992.
- *Liverpool Contributions Plan No 7* was subsequently updated in 1995 and 1997.
- *Liverpool Contributions Plan No 7* was subsequently amended by Council on 11 October 1999 and came into force on 20 October 1999.
- This area contributes to District Facilities involving transport and drainage, which serve the Hoxton Park Stage 2 Release Area and is incorporated in estimates of development potential for such facilities.
- Development is still occurring.
- The range of facilities in *Liverpool Contributions Plan No 7* was incorporated into *Liverpool Contributions Plan 2001*.
- Some additional area was rezoned in 2007. This was incorporated into *Liverpool Contributions Plan 2001* in 2007.
- These facilities have largely been incorporated into *Liverpool Contributions Plan 2009*.

Wattle Grove Release Area

- The area was rezoned under *Liverpool LEP No 221* on 19 April 1991, which added the land to LEP NO 108.
- The area was subject to *Liverpool DCP No 24*, which came into force on 1st May 1991.
- Prior to the current planning controls, residential development was permitted under the previous Interim Development Order with the concurrence of the Director of Planning.
- *Liverpool Contributions Plan No 5* was approved by Council on 23rd November 1992 and came into force on 7 December 1992.
- *Liverpool Contributions Plan No 5* was amended in August 1997 to exempt granny flats from the requirement to pay contributions.
- Development is now complete.
- The range of facilities in *Liverpool Contributions Plan No 5* was not incorporated in *Liverpool Contributions Plan 2001*, as they were complete.
- The area was included into the "Established Areas" under *Liverpool Contributions Plan 2001*.
- The area is included in the "Established Areas" under *Liverpool Contributions Plan 2009*.

Pleasure Point East

- The area was subdivided in the 1920's but not built upon. The lots fronting the riverside reserve were developed with dwelling houses in the 1970's.
- The zoning of the other 65 lots was amended on 8 July 1994 to permit dwelling houses to be constructed following agreement with Sydney Water to provide water and sewerage services to the land.
- *Liverpool Contributions Plan No 12* was adopted by Council on 13 December 1999, and came into force on 23 December 1999.
- Development is still taking place in the area.
- The range of facilities in *Liverpool Contributions Plan No 12* was incorporated into *Liverpool Contributions Plan 2001*.
- These facilities have been incorporated into *Liverpool Contributions Plan 2009*.

Cross Roads Transport Terminal

- The area was rezoned under *Liverpool LEP No 182* on 4 November 1988.
- The area was subject to *Liverpool DCP No 5*, which came into force on 9 February 1989 and which aimed to permit the development of an integrated transport terminal on this site.
- This original proposal did not eventuate. The controls have been amended to allow the subdivision of the land so that the sites may be developed independently.
- *Liverpool Contributions Plan No 8* was approved by Council on 19th December 1994 and came into force on 25th January 1995.
- Development is now complete.
- The range of facilities in *Liverpool Contributions Plan No 5* was not incorporated in *Liverpool Contributions Plan 2001*, as the facilities were complete.

Liverpool City Centre

- This plan was originally approved by Council on 8 August 1994 and came into force on 10 August 1994.
- The plan was amended by Council on 10 July 2000 and came into force on 19 July 2000.
- The plan was subsequently incorporated in *Liverpool Contributions Plan No 10* on 9 May 2001.
- The range of facilities in *Liverpool Contributions Plan No* 9 was incorporated into *Liverpool Contributions Plan 2001*.
- In conjunction with a new LEP for Liverpool City Centre in 2006 (subsequently incorporated into *Liverpool LEP 2008*) Council adopted a separate contributions plan known as *Liverpool Contributions Plan 2006 (Liverpool City Centre)*. Accordingly these facilities have been not been incorporated into *Liverpool Contributions Plan 2009*.

4.1.5 Development in the 2000's

Established Areas

- Prior to 1992 Council levied contributions on some development in the established areas. While most development in the 1990's was taking place in the release areas it has become apparent that redevelopment will continue to occur in the established areas and generate the need for augmenting facilities.
- *Liverpool Contributions Plan No 10* was adopted by Council on 24 April 2001, and came into force on 9 May 2001.

- Redevelopment is still taking place in the area.
- The range of facilities in *Liverpool Contributions Plan No 10* was incorporated into *Liverpool Contributions Plan 2001*.
- These facilities have largely been incorporated into *Liverpool Contributions Plan 2009*.

City Wide Facilities

- It has become apparent that development in both the established areas and release areas will be substantial and generate the need to augment certain major Council facilities that serve all of Liverpool.
- *Liverpool Contributions Plan No 11* was adopted by Council on 24 April 2001, and came into force on 9 May 2001.
- Development is still taking place in the release areas and redevelopment is still taking place in the established areas.
- The range of facilities in *Liverpool Contributions Plan No 11* was incorporated into *Liverpool Contributions Plan 2001*.
- These facilities have been incorporated into *Liverpool Contributions Plan 2009* subject to the deletion of various facilities.

Middleton Grange

- The area was rezoned under *Liverpool LEP 1997 (Amendment No 71*) on 18 June 2004.
- The area was subject to *Liverpool DCP No 48*, which came into force on 26 June 2002 until it was incorporated into *Liverpool DCP 2008*.
- The inclusion of the area into *Liverpool Contributions Plan 2001* was approved by Council on 11 June 2002 and came into force on 26 June 2002.
- Development is still taking place in the area.
- The range of facilities for this area has been incorporated in *Liverpool Contributions Plan 2009*, subject to amendment.

Moorebank former Boral Quarry

- The area was rezoned under *Liverpool LEP 1997 (Amendment No 75)* on 9 July 2004.
- The area was subject to *Liverpool DCP No 50*, which came into force on 22 September 2003 until it was incorporated into *Liverpool DCP 2008*.
- Development is still taking place in the area.
- The area is within the Established Areas Catchment and as such is subject to contributions in that catchment except as provided for in accordance with a Developer Deed for the site.

Edmondson Park

- The area was rezoned under *Liverpool LEP 1997 (Amendment No 114)* on 31 March 2006.
- The area is covered by *Liverpool Contributions Plan 2008 (Edmondson Park)* for Edmondson Park.
- Accordingly this area is not subject to this contributions plan.

Len Waters Estate (Former Hoxton Park Aerodrome)

- The area was rezoned under *Liverpool LEP 2008* on 29 August 2008.
- It forms part of the Hoxton Park Stage 2 Release Areas.
- Local facilities are to be provided via a Voluntary Planning Agreement.
- The residential component has now been included into Elizabeth Hills.
- Contributions will be payable for residential development for City Wide Facilities and for District for Community and Recreation Facilities.

Pleasure Point

- The area was rezoned under *Liverpool LEP 2008* on 29 August 2008.
- Development is expected to take place in the area shortly.
- The range of facilities for this area has been incorporated in *Liverpool Contributions Plan 2009*.

Elizabeth Hills

- This area has not yet been rezoned for residential development.
- It is anticipated that facilities not contained in this contributions plan will be provided by way of a Voluntary Planning Agreement.
- It forms part of the Hoxton Park Stage 2 Release Areas.
- Contributions will be payable for residential development for City Wide Facilities and for District for Community and Recreation Facilities.

4.2 City Wide Development and Demographic Trends

Allotment / Dwelling Estimates

Estimates of the rate of housing development for the coming 5 years in the established areas, rural areas and release areas have been prepared in consultation with the Department of Planning through the *Metropolitan Development Program*. An allowance has been made for replacement dwellings based on Council consent records. Figures beyond the 5-year period have been projected by Council.

The following table summarises the dwelling forecasts for the period from mid 2000 to mid 2021.

Table 4.1 Dwelling Estimates Mid 2001 - Mid 2021

Area	Dwellings at Mid 2001	Dwellings at Mid 2006	Estimated Dwellings at Mid 2011	Estimated Dwellings at Mid 2021
Established Areas (including Liverpool City Centre)	31,650	32,850	34,450	39,350
Rural Areas	3,580	3,450	3,450	3,450
Release Areas	15,670	19,800	21,300	32,000
Total	**50,900**	**56,100**	**59,200**	**74,800**

Population Estimates

The range of community, recreation, transport and streetscape facilities is based on the estimated additional population in Liverpool. The methodology for estimating the additional population that will reside in Liverpool at 2021 is as follows:

- Estimate existing population of Liverpool;
- Estimate existing number of dwellings in Liverpool;
- Estimate occupancy rate in Liverpool at mid 2021;
- Estimate dwellings in Liverpool at mid 2021;
- Deduce population in Liverpool at mid 2021;
- Estimate increase in population from present to mid 2021.

Occupancy rates have been estimated for 2021, having regard to occupancy rates in the 2001 Census and the projections of the *Department of Planning*. These have been used in conjunction with estimates of dwellings to estimate the population of Liverpool in 2021.

The estimated population of Liverpool at mid 2021 is as follows.

Table 4.2 Population Projections Mid 2001 – Mid 2021

Area	Population at Mid 2001	Population at Mid 2006	Estimated Population at Mid 2011	Estimated Population at Mid 2021
Established Areas (including Liverpool City Centre)	92,700	93,600	97,450	109,800
Rural Areas	11,700	11,250	11,500	11,500
Release Areas	54,500	66,000	88,700	107,000
Total	**158,900**	**170,850**	**197,650**	**228,500**

Occupancy rates

The occupancy rate estimate of 3.7 persons per lot has been adopted in the Hoxton Park Stage 2 Release Areas. This estimate is derived from the following indicators:

- Council's study "Hoxton Park Stage 2 Release Areas Retail Review" estimated that Stage 2 release areas would resemble closely the Edensor Park area in Fairfield LGA. At 1986 Census, that area had an average of 3.69 persons per household.
- Council's 1990 Release Area Social Plan estimated Hinchinbrook would have a density of 3.7 persons per lot. Within 5 years of development commencing, the population density in that area was 3.5 persons per lot (1991 Census Preliminary Data). The increase to 3.7 persons per lot was estimated to occur after 5 years and up to 15 years following the commencement of development.
- A review of the 2001 and 2006 census has confirmed this estimate of occupancy rate in these areas.
- For projection purposes and calculating anticipated population, lots of less than 450 sqm are taken as generally indicating most types of medium density housing. As for Hinchinbrook, a density of 3.3 persons per lot can be expected for these types of development overall.

The occupancy rates for established areas and rural areas these rates are based upon analysis of 1996 Census data as these areas are well established.

Table 4.3 Occupancy Rates

Dwelling Type or Lot Size	Occupancy Rate per lot or dwelling		
	Established Areas	Release Areas (except Edmondson Park)	Rural Areas
Residential Lots 450 sqm or larger	3.2	3.7	3.4
Residential Lots smaller than 450 sqm	3.1	3.3	
Semi-detached dwellings, Multi dwelling housing & residential flat buildings (where permitted)			
3 or more bedrooms	3.1	3.3	3.1
2 bedrooms	2.3	2.3	2.3
1 bedroom	1.8	1.8	1.8

4.3 Nexus

Community Facilities

New development, which leads to an increase in the number of residents, will also increase the demand for community facilities including multi-purpose community centres, libraries and cultural facilities.

Local and district level facilities are levied for the various sub catchments in the established and release areas.

Recreation Facilities

Open space is a source for outdoor recreation opportunities and provides natural and open areas within an urban environment, which is experiencing increasing residential growth. The community is demanding that Council provide adequate open space for a variety of reasons. The community needs open space as a buffer against urban developments, a resource for flora and fauna, to link and consolidate diminishing natural areas, as well as a place for sports, recreation, play and outdoor activities.

A Leisure Needs Analysis for the Liverpool Community undertaken for Council revealed the need for the following facilities. To some extent these reflect the needs of the existing residents. Nevertheless they provide some guide to the needs of existing and future residents.

- Multi screen cinema
- Swimming pools
- Libraries
- Bushland reserves
- Nature reserves
- Dancing
- Gyms and fitness training
- Martial arts
- Picnicking

Sporting organisations have expressed the need for the following items:

- Provision of drinking water
- Directional signage
- Provision of seating
- Provision of change rooms / toilets

In relation to passive recreation facilities residents expressed the need for the following items:

- Improving lighting in parks
- Establishing more trees
- Improving toilet cleanliness and availability, particularly where barbecues and other facilities are provided
- Increase barbecue facilities and further develop and maintain the parks where this occurs, thus encouraging the use of the areas for other recreational activities
- Develop and promote the use of available bushland for recreational use
- Extending bike paths (including through bushland) and explore possibilities of providing bike lanes on suburban streets
- Maximising the recreational possibilities of all waterways in the Liverpool area, particularly the Georges River

Open space and recreation facilities, which are needed for an area the size of Liverpool, vary from local parks to major sporting and entertainment venues. The local parks are informal play areas within walking distance of where residents live while the major sporting and entertainment venues cater for large numbers of people and have a substantial catchment area.

This suggests a hierarchy of open space and recreation facilities. Accordingly there is a hierarchy of contributions. All new residential development creates the need to augment facilities that serve a citywide population. In the established areas of Liverpool new residential development creates the need to augment existing local and district facilities. In the release areas there is a need to provide all the open space facilities, as there are no existing facilities.

Transport

The cost of provision of streets in conjunction with a subdivision is normally borne by the individual developer. However the cumulative affect of numerous subdivisions requires provision of higher order roads and, various traffic facilities and frontage to public land uses. The cost of this should not

fall on developers of individual land uses but rather be shared amongst all developers.

Drainage

Community standards require that stormwater be conveyed through urban areas in a manner that emphasises the cost-effective achievement of safety and, to a lesser extent, amenity.

This requirement leads to a development standard where drainage is managed on a catchment wide basis in a system of pipes, channels, culverts and basins. The responsibility to contribute, or nexus, is a combination of the characteristics of land development that:

- Increase stormwater runoff volumes and flow rates so that a system of pipes and channels and/or stormwater detention basins is required to offset these impacts downstream.
- Increase population levels in the vicinity of potentially hazardous, uncontrolled rural standard drainage systems so that improvements, particularly large pipes and channel systems, are required to minimise and clearly demark the area of hazard potential.

The development of new release areas generally leads to a significant change in the stormwater runoff characteristics of drainage catchments. This change partially results from an increase in the ratio of runoff volumes to rainfall volumes due to a reduction in previous areas to absorb rainfall into the ground. It also influenced by the reduction in catchment response times, where the impact of piping and channelising more efficiently conveys concentrated runoff to the catchment outlets. It may also be influenced by a reduction in flood plain storage of runoff volumes due to developments that incorporate landfill.

5. City Wide Facilities

5.1 Community Facilities

Nexus

Council has funded major works such as the Casula Powerhouse Arts Centre and Liverpool Central Library in anticipation of population growth within the local government area. These facilities are intended to serve the broader cultural needs of the entire Liverpool community irrespective of geographic location and as such adopt a citywide status.

Accordingly it is reasonable to require a contribution for citywide facilities from all future residential development within the local government area inclusive of release areas, established residential areas and rural areas.

The cost of the city wide facilities is only partially recovered from new development as the demand from existing development and outside users is borne by Council. This is reflected in the contribution formulae.

Liverpool Central Library

Background

Liverpool City Council provides library services to the Liverpool community through its central library in the City Centre and branch library network at Miller, Moorebank, Casula and Green Valley.

The central library is the focus of the library service and provides a greater range of services/facilities than the branch libraries. Services provided from the central library not available at branch libraries include major lending collections; extensive reference and specialised information services; specialised programs for elderly, disabled and housebound residents; community language and English as a second language (ESL) materials and activities.

The higher tier services provided at the central library cater for the broader needs of the entire population of the Liverpool LGA and accordingly it is considered a citywide facility. These services cannot be provided at local branch libraries for economic and practical reasons. New development, which leads to an increase in the number of residents, will also increase the demand for central library facilities and services to be levied for under this contribution plan.

The State Library's recommended standard for a resident population of 100,000 is that there is a major central library facility. The State Library recommendation for floor space is a minimum of 2,100 sqm of net floor space for a population of 100,000 persons. *(The Planning and Design of Public Library Buildings - Sydney State Library of NSW, 1990)*.

The lack of an adequate central library was identified in the study "*Leisure Requirements for the Residents of Liverpool*" - March 1994. Council subsequently undertook to upgrade and extend the central library to cater for the needs of the anticipated total future population. This upgrade altered the status of the library from a "district" to "citywide" facility. This plan seeks to recoup part of the costs to Council of upgrading the central library in anticipation of future population growth.

Cost of Facilities

The cost of the central library upgrade was $12,985,815 (inclusive of interest), including:

- increase in floor area from 1,200 to 5,600sqm
- introduction of public access to Internet, personal computers and sound equipment
- enlarged reference area, seating and study areas and workrooms

- provision of areas for specialised services, e.g. multicultural and Aboriginal resources
- provision of a lift and disabled access
- provision of additional public toilets
- increase in storage area, and shelving to allow for future expansion of collections
- provision of public art component
- provision of six community meeting rooms, two with kitchen access

The following table provides a summary of the costs of central library and community meeting room works. The estimated costs of these two components of the facility have been separately identified to allow for the relevant apportionment of the cost of the central library to users from outside the Local Government area. A review of the proportion of outside users in 2008 showed that 9% of users were from outside Liverpool LGA. The community meeting rooms are provided for the benefit of existing and proposed residents of Liverpool LGA, therefore the estimated full cost of this component of the facility is included in the contribution calculation.

Table 5.1 Central Library Works Schedule

Item	Cost
1993-1997	
Central library upgrade including consultants fees, building contractors, materials, furniture & fittings, artists fees and interest on loan funds	$12,174,202
Less 9% for users living outside of Liverpool LGA	($1,095,678)
Community meeting rooms including consultants fees, building contractors, materials, furniture & fittings, artists fees and interest on loan funds	$811,613
Total	**$11,890,137**

Note: Whilst actual figures are not available on the costs of meeting rooms in relation to the library upgrade, a proportional estimate has been made based on the relative floor area of the community rooms to the total area of the library building (350sqm / 5,600sqm).

Contributing Area: All of Liverpool LGA except Edmondson Park and Liverpool City Centre.

Casula Powerhouse Arts Centre

Background

The Liverpool community profile is characterised by diversity of cultures with a high proportion of local residents from non-English speaking backgrounds. The 2001 census data indicates that 38.1% of the population of Liverpool were born outside Australia and 43.7% of the population speak a language other than English at home.

In 1992 Council committed to the redevelopment of the Casula Powerhouse into an Arts Centre of local and regional significance. The purpose of the redevelopment was to provide a contemporary community-focused cultural and recreational facility. The Casula Powerhouse is available to all residents of the Liverpool LGA having between 75,000 and 100,000 visitors per year. Further improvements to the centre will be required progressively to cater for additional population growth.

A four stage re-development and plan was developed by Tonkin Zulaikha Architects for the Casula Powerhouse Arts Centre:

Stage 1 Construction - completed October 1994

- Multi-purpose exhibition spaces in Turbine Hall, Boiler house and Foyer.
- Shell of theatre/function centre.
- Art studios.

- Electrical and fire services.

Stage 2 Construction - completed October 1994

Complete work to Boiler house with permanent tenant and retail facilities for:

- Reverse Garbage (non-profit co-operative, which collects and sells unused industrial off cuts used by many community groups).
- Dance/Theatre studio.
- Powerhouse Design Studio.
- Centre Administration and tenant offices.

Stage 3 Construction - completed May 1997

- External works including car parks, roadway and landscaping.
- Signage.
- Auxiliary works.

Stage 4 Construction – completed 2008

- 250 seat theatre for performing arts (less grant funding).
- Riverbank development involving re-establishing access to the Georges River and developing links to Leacocks Regional Park, the Georges River Cultural Leisure Corridor and Casula Railway Station, including an outdoor amphitheatre.

Cost of Facilities

Analysis of visitor records indicates that 80% of visitors to the Powerhouse are from within the Liverpool LGA and 20% are from outside areas. The contribution calculation addresses the proportional cost of the centre attributable to the LGA population.

Table 5.2 Casula Powerhouse Works Schedule

Item	Cost
Theatre Space	$3,100,000
Recreational Landscape Development	$480,000
Collection Storage Facilities	$400,000
Education Workshop Areas	$500,000
Administrative Areas	$330,000
Lift	$250,000
Office Space for Cultural Organisations	$525,000
Gallery Spaces	$380,000
Production Area	$400,000
Air Conditioning	$305,000
Sub Total	**$6,670,000**
Less grant funding	($1,700,000)
Sub Total	**$4,970,000**
20% Discount for proportion of non Liverpool users	($994,000)
Total	**$3,976,000**

Contributing Area: All of Liverpool LGA except Edmondson Park and Liverpool City Centre.

5.2 Recreation Facilities

Nexus

New residential development, which leads to an increase in the number of residents, will also increase the demand for citywide public open space and recreation facilities. The existing recreation facilities do not have adequate capacity to accommodate the increased demand, which will arise with the growth of Liverpool.

Council plans to augment existing recreation facilities to more adequately serve the citywide needs. Contributions will be used to provide additional capacity in response to the increase in demand arising from new development. Contributions will not reduce any existing shortfalls in the amount of provision. Shortfalls are to be addressed through other means (e.g. general revenue, grants and so on).

City Wide facilities are major open space and recreational opportunities intended to service the needs of all residents within the Liverpool Local Government Area irrespective of geographic location. City Wide open space/recreational facilities provide a higher tier of recreational opportunity that local or district facilities.

Whitlam Centre Extensions

Background

The Whitlam Centre is a major indoor recreational facility incorporating a heated pool, gymnasium and multi purpose hall. The centre provides a broad range of recreational opportunities specifically incorporating facilities not generally available at, or of a higher standard / capacity than, local and district recreation centres.

In anticipation of future population growth Liverpool City Council undertook major extensions to the Whitlam Centre in 1994 to 1996. The works undertaken sought to increase the capacity of the centre from a district to citywide facility. The diversity and standard of recreational opportunities of the Whitlam Centre are generally superior to those provided at a local or district level and accordingly the facility service a greater catchment. In effect, the completed extensions to the Whitlam Centre will provide a higher tier of recreation opportunities to all residents of Liverpool (both existing and future).

The cost of works to Council (and therefore the community) to 1996 was spent to cater for the existing population and in anticipation of future development, thereby ensuring that required facilities were "on the ground" to satisfy the requirements of future population growth. The contribution levied under this plan seeks to recoup part of the expenditure of Council making allowance for existing and future population likely to be served by the facility excluding non Liverpool patronage and Stage II release areas.

Table 4.3 Whitlam Centre Works Schedule

Item	Cost
Cost (inclusive of interest) of 1994 - 96 extensions comprising a 50 m outdoor heated pool, 25 m indoor heated pool, family leisure indoor heated pool, pool plant (heating, circulation, etc), fitness facility, aerobics room, kiosk, office complex and reception area	$9,700,907
Less grant funding	-$1,481,942
Total	**$8,218,965**

Contributing Area: All of Liverpool LGA except Edmondson Park and Liverpool City Centre.

5.3 Contribution Formulae

Residential Development

The following formulae are used to calculate the contribution for City Wide Facilities.

Contribution Rate = (per dwelling / lot) $\frac{C \times OR \times N}{228{,}500}$

where	**C =**	Cost of capital works of each facility
	O R =	Estimated occupancy rate for the development type and location
	N =	Number of additional lots / dwellings
	228,500 =	Estimated population of Liverpool LGA at 2021

For Occupancy Rate refer to Table 4.3

Note that this formula makes allowance for existing population. New development will only contribute its proportion of demand for facilities. It will not make up for any funding attributable to existing residential development. Contributions will not recover the full cost of the City Wide Facilities.

5.4 Staging of Facilities

Council has constructed these facilities and will now recoup the funds expended.

6. Established Areas

Important note: for development lodged after 12 December 2018, refer to Liverpool Contribution Plan 2018 – Established Area.

6.1 Development Trends

It is expected that redevelopment will continue to occur in the Established Areas of Liverpool for the foreseeable future. An analysis of the redevelopment potential undertaken by Council indicates that there is scope for redevelopment to continue at a sustainable rate to 2021 and beyond.

Additional Dwellings and Allotments

Between 2006 and 2021 it is estimated that there will be an additional 6,500 dwellings.

Additional Population

Between 2006 and 2021 it is estimated that there will be an additional 16,200 people. This figure takes into account the decreasing occupancy rate in the Established Areas. That is, the occupancy rate of new dwellings will be higher than the division of the additional people by the additional dwellings.

6.2 Community Facilities

Nexus

Residential redevelopment in the established areas will increase the demand for community facilities. Council has reviewed the capacity of existing facilities to determine if any augmentation of facilities is required to meet the demands of the increase in population as a result of residential redevelopment.

District Community Facilities

Current normative standards for community facilities are 1 centre per 6,500 residents (Department of Planning), 1 medium sized centre per 5,000 - 10,000 residents (Department of Community Services) and one local facility per 10,000 residents (Liverpool City Council). It is considered that the existing local facilities will provide an adequate level of service for the anticipated population growth. Accordingly contributions for local community facilities will not be levied under this plan.

District Community Centres have the capacity to accommodate a range of community activities across a number of neighbourhood areas. The multi purpose design of these facilities ensures an efficient use of space. The design may include the provision of a large hall, kitchen, library, office space, and meeting rooms, which can be easily re-configured for meetings and activities subject to the requirements of the user.

The multi-purpose layout enables a range of functions to be provided simultaneously. This flexibility ensures that the facility has the capacity to easily respond to changing community needs thus ensuring ongoing viability and utilisation. There is need for such space in established residential areas judging by regular requests from community organisations for permanent and sessional office accommodation with associated meeting spaces.

The Liverpool City Council nominative indicator for space per resident is 0.022sqm for district level community facilities with an average size of 800sqm. Future residents within the established residential areas will require the provision of appropriate district level community facilities. In order to maximise the use of existing resources it is proposed to upgrade 2 local community centres to a district level.

The modifications, which are required to local level facilities, might include refurbishment, library resources and modification to fittings and floor plan re-configuration (e.g. the installation of openable walls). The specific local community facilities to be upgraded from local to district status within the

Established areas of Liverpool LGA have not been finally determined.

Libraries

There are already libraries servicing the established areas at Casula, Green Valley, Miller, Liverpool and Moorebank. However additional residential development in the established areas will increase the demand for lending of books from the library system.

Council levies residential development in its release areas for the provision of library items (items include books, audio-visual, multi-media and periodicals in conjunction with the construction of libraries. Council has been levying at the rate of approximately 1 book per person.

Redevelopment in the established areas will increase the demand for book lending in the library system. Books may take the form of hard copies or digital form. Accordingly new development in the established areas should contribute to the increase in the supply of books in the library system. It is a one-off capital cost. Council will bear the cost of replacement stock.

Works Schedule and Catchment Area

A final development potential of the Established Areas is unlikely to be reached at any time before 2021. Accordingly the scope of works is based on rate per additional dwelling. Nevertheless the scope of works is in the vicinity of $1M based on the estimated additional dwellings. There are two catchments for District Community Facilities within the Established Areas although contributions for each will be the same. For the catchment areas information is provided on:

- Works schedule cost per dwelling
- The area from which contributions would be received is shown on Figure 6.1. It excludes the Liverpool City Centre, which is subject to *Liverpool Contributions Plan 2007 (Liverpool City Centre)*.

Works Schedule

The cost of upgrading existing community centres / meeting spaces to a district level function is based upon a review of construction and refurbishment costs undertaken in May 1998 by Roy Parkinson of Burgess & Partners.

Table 6.1 Works Schedule

Community Centres	
Additional floor space per person per sqm	0.022
Additional people per dwelling (taking into account changing occupancy rates in Established Areas)	2.49
Additional floor space per dwelling per sqm	0.055
Unit cost of floor space per sqm	$1,240
Cost of additional floor space per dwelling	$68
Library Books	
Unit cost of library books / CD per person	$46
Additional people per dwelling	2.49
Cost of additional book / CD per dwelling	$114
Total	**$181**

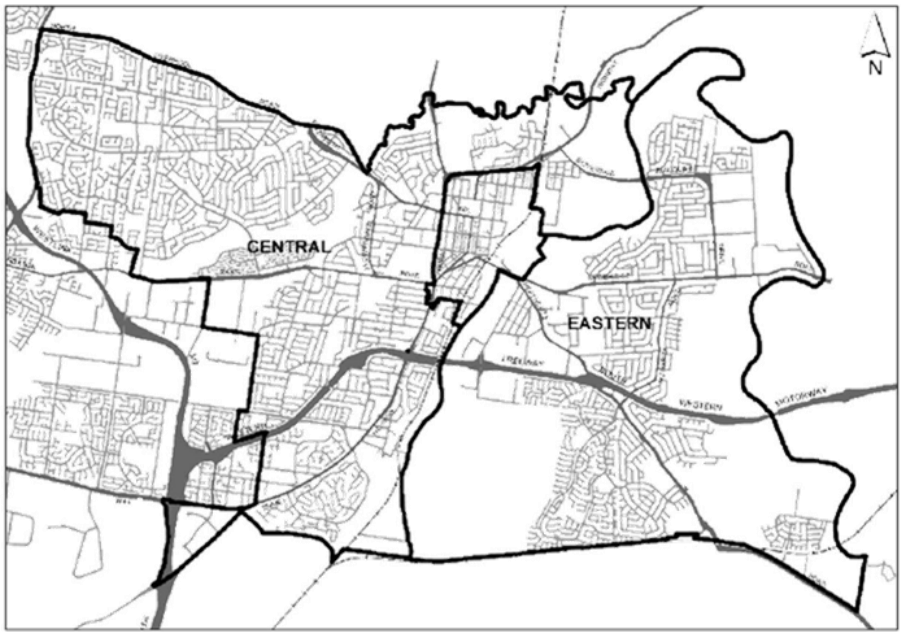

Figure 6.1 Catchment Areas

6.3 Recreation Facilities

Nexus

New development that leads to an increase in the number of residents will increase the demand for public open space and recreational opportunities. Although there are already open space and recreation facilities within the established of Liverpool infill development will increase the demand on the existing facilities. Council plans to augment existing recreation facilities. Contributions will be used to provide additional capacity in response to the increase in demand arising from redevelopment. Contributions will not reduce any existing shortfalls in the current level of embellishment.

Open Space Land Needs

The established areas of Liverpool currently have about 606ha of open space. Much of this is along the river corridors and which is flood liable. It is considered that there is generally sufficient local open space land within the established areas.

Council has in recent years commissioned surveys to assess the needs of residents for open space facilities. These form the basis of additional facilities in open space. It must be emphasised that these facilities are not being used to reduce any shortfalls.

Recreation Facilities and Embellishment

The lists of facilities at the beginning of Section 6 may to some extent reflect concerns about existing standards. Accordingly they need to be properly interpreted so that the schedule of works in a contribution plan does not simply make up for existing shortfalls in service provision.

Nevertheless the findings provide a basis for determining needs for the future residents in the established areas. It is proposed that works in the established areas consist of comprehensive projects

rather than minor upgrades in order to avoid works that are replacement or maintenance works. It is also proposed that the scope of works be limited to particular types so as to avoid replacement or maintenance works. These restrictions are considered necessary as the plan provides flexibility on the location and content in the works schedule for the reasons stated in hereunder.

A park embellishment will involve a generic list of facilities that are not considered to be replacement or maintenance works. The list of works proposed for each park will of course vary depending on the circumstances of the locality. Accordingly each park embellishment will not be required to include all of the facilities. The following is the list of facilities for each type of park.

Embellishment of active recreation facilities

The following is a list of facilities that would allow increased use of an active park either by allowing more intensive use or by extending the time period that it can be used.

- Amenities buildings
- Seating
- Mounding
- Flood lighting

Embellishment of passive recreation facilities

The following is a list of facilities that would allow increased use of an active park either by allowing more intensive use or by extending the time period that it can be used.

- Additional and widened paths
- Bicycle paths
- BBQ facilities
- Playgrounds
- Seating, benches and shelters
- Lighting
- Fencing
- Planting to screen, beautify, control circulation paths, and provide shade
- Earthworks: creating more useable areas by levelling / mounding and associated retaining walls or embankments

Basis of contributions

The basis of contributions is as follows. The provision of local open space is based on the cost of embellishment of a standard open space. The area of the open space is based on the rate of about 2.83 ha of additional population. A further contribution is to be provided for district recreation facilities in the same proportion to local recreation as in the release areas.

The estimate of additional dwellings and additional population provides a theoretical occupancy rate that takes into account declining occupancy rates in the established areas. This gives an occupancy rate of 2.49 persons per dwelling for the purpose of levying contributions.

Location Criteria for Recreation Facilities

The location criteria for augmenting recreation facilities are based on where development is estimated to take place. An estimate has been made as to the amount of development that will take place in various suburbs. This is considered the lowest order of detail that such forecasts can take place.

Unlike the release areas the location of redevelopment in the established areas is not as predictable. Accordingly the plan does not in many cases identify particular sites for recreation facilities. Instead it identifies the number of parks within each suburb based on likely development trends where

recreation facilities could be upgraded. The particular parks will be determined as development takes place. The rate at which the proposed number of parks is embellished will depend on the rate of development. If redevelopment is slower than forecast, the rate of provision of parks will also be slower. Likewise where redevelopment is faster than forecast, the rate of provision of parks will also be faster.

The location of an embellishment work may take place in the adjoining suburb depending on the circumstances. In some situations boundary between suburbs is not a barrier between the location of new dwellings and the location of facilities to serve the new dwellings. The intent of the boundaries is to ensure that contributions received from development are spent in a location to adequately serve the occupiers of that development.

District Recreation Facilities

The scope is limited to the following facilities.

Active recreation facilities (including tennis, netball, basketball, pools and sports fields)

- Amenities buildings
- Seating
- Mounding
- Flood lighting

Passive recreation facilities

- District Playgrounds

Apportionment

The contributions only fund the additional demand created by additional development, taking into account changes in occupancy rates.

Works Schedule and Catchment Area

A final development potential of the Established Areas is unlikely to be reached at any time before 2021. Accordingly the scope of works is based on rate per additional dwelling. There are two catchments for district recreation facilities within the Established Areas. For the catchment area information is provided on:

- Works Schedule per dwelling
- The area from which contributions would be received is shown on Figure 6.2. It excludes the Liverpool City Centre, which is subject to *Liverpool Contributions Plan 2007 (Liverpool City Centre)*.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by *Rider Hunt*.

Table 6.2 Works Schedule

Item	Unit Costs	Cost			
Treatment A. Children's Play Area	$57,426	$57,426			
Treatment D. Consolidated Passive Area	$312,830	$625,661	per 2 ha of consolidated passive area		
Treatment E. Sports field - Dry Site	$806,431	$669,338	per .83 ha of sports fields		
Total Cost		$1,352,424	per	1,000	people
Cost		$3,364	per	2.49	people
Cost		$3,364	per	dwelling	
District Component		$673	per	dwelling	
Local Component		$2,691	per	dwelling	

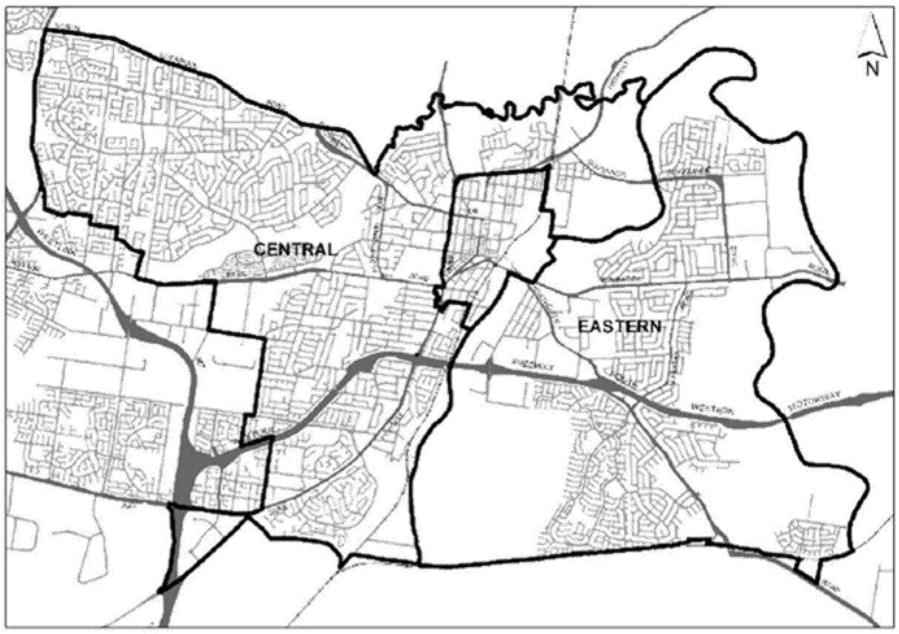

Figure 6.2 Catchment Areas

Local Recreation Facilities

The scope of Embellishment is limited to the following facilities.

Active recreation facilities

- Amenities buildings
- Seating
- Mounding
- Flood lighting

Passive recreation facilities

- Additional and widened paths
- Bicycle paths
- BBQ facilities
- Playgrounds
- Seating, benches and shelters
- Lighting
- Fencing
- Planting to screen, beautify, control circulation paths, and provide shade;
- Earthworks: creating more useable areas by levelling/mounding and associated retaining walls or embankments

Catchment Area

- There are multiple catchments for local recreation facilities within the Established Areas as shown on Map 6.3. It excludes the Liverpool City Centre, which is subject to *Liverpool Contributions Plan 2007 (Liverpool City Centre)*.

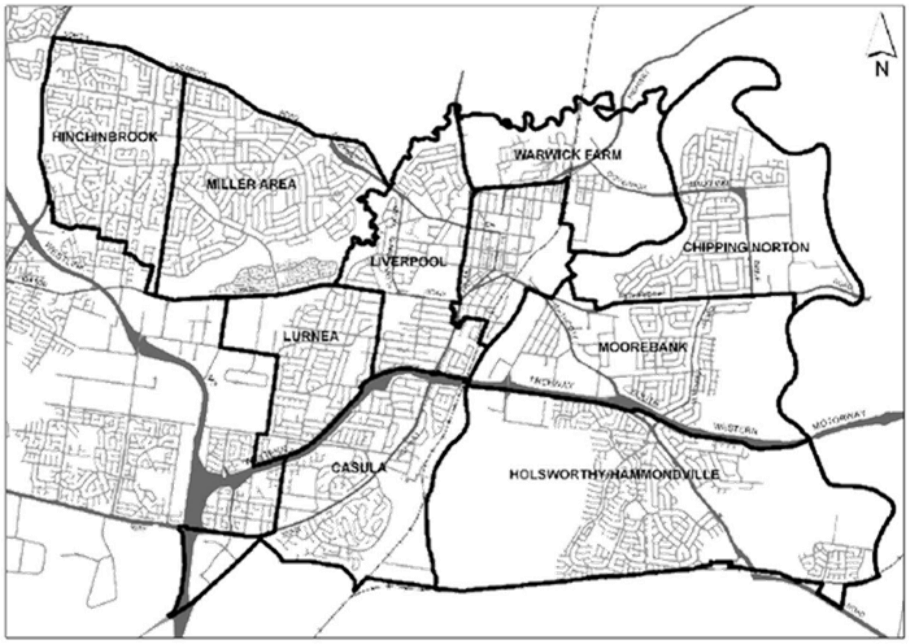

Figure 6.3 Catchment Areas

6.4 Administration Costs

Nexus

There are significant costs associated with administering funds of this magnitude. Both the plan preparation / review and implementation aspects of contributions are administered staff within Council. A core team of employees are engaged to provide support in co-ordinating such a process, as well as prepare status reports, review and relevant data, liaise with Council staff and external agencies.

In accordance with the directive of the Department of Planning, the administration costs are comprised of those expenses relative only to those personnel directly responsible for the formulation and / or administration of a Contributions Plan. The cost per lot per year has been averaged across all of the Contribution Plan areas.

6.5 Contribution Formulae

The following formulae are used to calculate contributions community and recreation facilities in Established Areas.

Community and Recreation Facilities

Residential Development

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{OR}{3.1}$$

where **C =** Cost of capital works identified for the catchment area

N = Number of equivalent lots in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

Aged and Disabled Persons Housing

$$\text{Contribution for total development} = \frac{\text{Conventional Lot Contribution} \times R \times P}{3.1}$$

where **3.1 =** Estimated occupancy rate for a small lot

P = The proportion of facilities excluding child care and youth centre

R = Number of residents

For Occupancy Rate refer to Table 4.3

Administration

The cost of administering contributions plans over the coming years has been estimated at 1.2% of the value of contributions.

6.6 Staging of Facilities

Council will construct Community and Recreation Facilities as the population threshold for their augmentation is reached unless a developer provides these. These will be provided, as funds become available.

7. Pleasure Point

7.1 Development Trends

The Pleasure Point area was rezoned to allow residential development in conjunction with *Liverpool LEP 2008*. The LEP provides controls on minimum lot sizes and thus is the basis for the estimated development potential for the area.

Catchment Area

There is a single catchment for all local facilities in Pleasure Point. The catchment is shown on Figure 7.1.

Figure 7.1 Catchment Area

7.2 Community Facilities

It is considered that the area is not of sufficient size to warrant a new community centre. Accordingly it is considered reasonable to include this area in the Established Areas Eastern Catchment as the additional population will increase the usage of community facilities in the nearby areas.

7.3 Recreation Facilities

The extent of open space in Pleasure Point would on a population basis be less than in other release areas of Liverpool. However the location of passive open space along the Georges River and Williams Creek foreshore has the most potential for best use by residents of the area. Further these areas connect to the open space network in the surrounding area.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

Contributing Development

440 dwellings/lots (no of dwellings or equivalent that are expected to contribute to local recreation facilities)

The area from which contributions would be received is shown on Figure 7.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 20 for the location of each item in Table 7.1.

It is envisaged that the land identified for open space will be dedicated to Council in conjunction with the development of the land in lieu of payment of a monetary contribution.

Works and Land Acquisition Schedule

The range of Works for local recreation facilities is shown in Table 7.1.

The cost of facilities is based a review of costs in 2008 by *Rider Hunt*.

Table 7.1 Works and Land Acquisition Schedule

No.	Items	Land Unit Cost $ / sqm	Works Unit Cost $ / ha or item	Area ha ha	Total Land $	Total Works $
OS1	Williams Creek Foreshore	$25.51	$175,065	0.4820	$122,958	$84,381
OS2	Georges River Foreshore	$25.51	$312,830	1.9600	$499,996	$613,148
Sub Totals						
Project Management 10%						
Contingency 10%						
Totals				2.4420	**$622,954**	**$837,035**

7.4 Transport Facilities

Scope of facilities

The facilities costed are based on a masterplan for this area identified in *Liverpool DCP 2008*.

Apportionment

No apportionment is allowed for as there were no existing local transport facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

Contributing Development

440 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local community facilities)

The area from which contributions would be received is shown on Figure 7.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 20 for the location of each item in Table 7.2.

Works and Land Acquisition Schedule

The range of Works for local transport facilities is shown in Table 7.2.

The cost of facilities is based a review of costs in 2008 by *Rider Hunt*.

Table 7.2 Works and Land Acquisition Schedule

No.	Items	Length / No of items m	Pavement width m	Land width m	Land Unit Cost $ / sqm	Works Unit Cost inc K&G $ / m	Total Land $	Total Works $
R1	Roundabout - Pleasure Point Rd & Link Rd					$157,678		$157,678
R2	Collector Street Link - E3 zone to Pleasure Point Rd	300	4.8	4.8	$210	$494	$302,400	$148,344
R3	Collector Street Link - West of E3 zone	520	4.8	4.8	$210	$494	$524,160	$257,129
R4	Collector Street Link across E3 zone	30	20		$210	$1,027		$615,951
B1	Collector Street Link Culvert	90		20	$210	$1,265	$378,000	$113,840
APZ1	Asset Protection Road	456	5.7	21	$210	$572	$2,010,960	$261,050
APZ2	Asset Protection Road	118	5.7	21	$210	$572	$520,380	$67,552
APZ3	Asset Protection Road	180	5.7	21	$210	$572	$793,800	$103,046
R5	Local Access Street adjacent to Georges River Foreshore	50	1.7	2.2	$210	$245	$23,100	$12,225
R6	Pedestrian Access Georges River Foreshore	50	2.5	10	$210	$100	$105,000	$5,000
	Bus shelter	4				$14,270		$57,080
Sub Total								
	Project Management 10%							$179,889
	Contingency 10%							$179,889
Totals							**$4,657,800**	**$2,158,674**

7.5 Contribution Formulae

Recreation Facilities

Conventional Lot Residential Subdivision, Small Lot Subdivision, Semi-detached dwellings and Multi dwelling housing

Contribution by cash

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{OR}{3.7}$$

where C = Cost of capital works or land identified for the catchment area

N = Number of equivalent lots / dwellings in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

Contribution by land dedication

$$\text{Area of land to be dedicated (per dwelling / lot)} = \frac{A}{N} \times \frac{OR}{3.7}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots / dwellings in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

For Occupancy Rate refer to Table 4.3

Aged and Disabled Persons Housing

$$\text{Contribution for total development} = \frac{\text{Conventional Lot Contribution} \times R}{3.7}$$

where 3.7 = Estimated occupancy rate for a conventional lot

R = Number of residents

Transport facilities

Conventional Lot Residential Subdivision, Small Lot Subdivision, Semi-detached dwellings and Multi dwelling housing

Contribution by cash

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{V}{6.7}$$

where C = Cost of capital works and land identified for the catchment area

N = Number of equivalent lots in the catchment area

V = Vehicle trips per day for lot size or dwelling type

Contribution by land dedication

$$\text{Area of land to be dedicated (per dwelling / lot / non residential development)} = \frac{A}{N} \times \frac{V}{6.7}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots in the catchment area

V = Vehicle trips per day for lot size or dwelling type (refer to Table 6.4)

Table 6.4 Vehicle Trips per day per dwelling

Dwelling Type or Lot Size	Vehicle Trips per day
Residential Subdivision Lots 450 sqm or larger	6.7
Residential Subdivision Lots smaller than 450 sqm	6.0
Semi-detached dwellings, Multi dwelling housing & Residential Flat Buildings (where permitted)	
3 or more bedrooms	6.0
2 bedrooms	4.0
1 bedroom	3.3
Aged and Disabled Persons Housing (total development)	Total vehicle trips per day

Administration Fees

All Development

The cost of administering contributions plans over the coming years has been estimated at 1.2% of the value of contributions.

7.6 Staging of Facilities

It is expected that facilities will be provided by the developer, including dedication of land, in conjunction with the development. The timing of this will depend on the timing of the development.

It is envisaged that infrastructure will be provided in conjunction with the development of the land, as the land is in only two lots.

8. Pleasure Point East

8.1 Development Trends

There are 65 existing lots, which can be developed. No subdivision potential is expected.

8.2 Transport Facilities

Council appreciates the need to carefully balance the management of traffic in order to achieve a safer local road system with appropriate residential amenity within this rural context and to provide for the efficient transfer of people, goods and services.

In adopting this strategy some cost savings on the construction of the local residential streets is advocated in the plan. These benefits are improved safety and amenity in residential areas as well as savings in local development construction costs.

The existing local street network is built to a rural standard and can accommodate the traffic volumes associated with the existing dwellings situated on the northern side of Riverview Road. The development of the subject 65 allotments will generate traffic volumes beyond the rural road threshold. The development potential necessitates the upgrading of Pleasure Point Road, Riverview Road and Green Street.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

There are three catchments for local transport facilities in Pleasure Point East. For each catchment area, information is provided on:

- Contributing Development (number of dwellings or equivalent that are expected to contribute to recreation facilities)
- Works and Land Acquisition Schedule
- The area from which contributions would be received is shown on Figure 8.1.

River Heights Road

Contributing Development: 7 dwellings

Table 8.1

Item	Cost
Establishment	$3,475
Roadway Construction	$100,000
Total	**$103,475**

River View Road

Contributing Development: 32 dwellings

Table 8.2

Item	Cost
Establishment	$3,475
Kerb & Pavement	$84,095
Footway	$17,167
Total	**$104,737**

Green Street

Contributing Development: 9 dwellings

Table 8.3

Item	Cost
Pavement at Intersection	$24,464

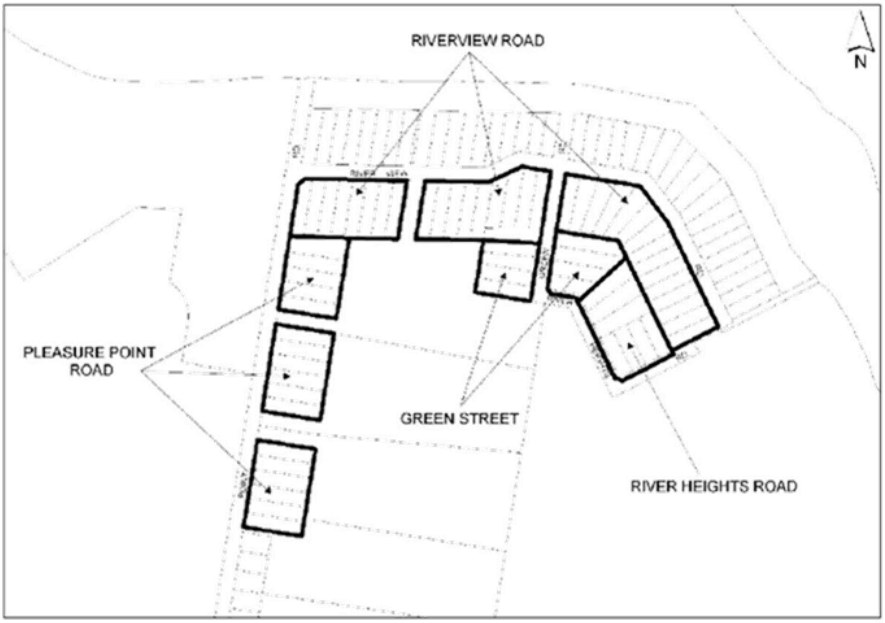

Figure 8.1

8.3 Drainage

Almost all allotments within the plan area require some form of inter-allotment drainage for the removal of concentrated stormwater from the individual sites. The DCP allows for the creation of easements where necessary but does not specify the location or width of these easements. It will be a condition of consent that such easements are dedicated across the property affected. The actual construction of the inter-allotment drains will be covered by this plan.

The cost of drainage works to service the area is $133,823.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

There is one catchment for local drainage facilities in Pleasure Point East. For the catchment area information is provided on:

- Contributing Development (number of dwellings or equivalent that are expected to contribute to recreation facilities)
- Works and Land Acquisition Schedule
- The area from which contributions would be received is shown on Figure 8.2.

Contributing Development: 65 dwellings

Table 8.4

Item	Cost
Easements	$938
Inter - Allotment lines	$170,491
Total	$171,430

Figure 8.2

8.4 Administration Costs

There are significant costs associated with administering funds of this magnitude. Both the plan preparation / review and implementation aspects of developer contributions are administered staff within Council. A core team of employees are engaged to provide support in co-ordinating such a process, as well as prepare status reports, review and relevant data, liaise with Council staff and external agencies.

In accordance with the directive of the Department of Planning, the administration costs are comprised of those expenses relative only to those personnel directly responsible for the formulation and / or administration of a Contributions Plan. The cost per lot per year has been averaged across all of the Contribution Plan areas.

8.5 Professional Fees

The cost of independent land valuations and legal documents are clearly part of the costs of administering this plan. In relation to land acquisition, Council will be required to acquire land for roads and incur the associated conveyancing costs.

It is recognised that the costs associated with land acquisition could be added to the cost of individual facilities; however the cost of professional fees attributable to any one facility is completely unpredictable. It is therefore more appropriate that a pool of contribution funds is available to meet

these costs as they arise. The contribution rate will be reviewed in light of income and expenditure when this plan is reviewed in accordance with section 2.8.

The contribution rate is the same regardless of the size of the lot or form of development. In arriving at this rate the following factors were taken into account:

- The cost of independent valuations is anticipated to vary from $500 - $2,000 depending on individual sites and whether the valuation is general or specific;
- Valuations will be required at least annually for reviewing this contribution plan and more frequently depending on movements in the property market;
- Stamp duty and estimated costs of vendor's solicitor in land acquisition.

8.6 Plan Establishment

The preparation of a contributions plan requires the development of options for the scope of works and the corresponding contributions. The formulation of the contribution plan has required extensive discussion on a range of facilities from full urban infrastructure to rural standards. Preliminary designs for many of these options and costing have also been required.

This contributions plan and all future plans developed will be required to fund the establishment costs of the plan itself. The costs of establishing each plan will vary dependent upon the magnitude of development potential. The establishment costs of this plan have been estimated at $20,000 in total a portion of which has already been spent by Council.

Contributing Development: 65 dwellings

Table 8.5

Item	Cost
Administration	$64
Professional & Legal Fees	$228
Plan Establishment Costs	$392
Total	**$684**

8.7 Contribution Formulae

Drainage, Land Acquisition, Professional Fees and Plan Establishment

$$\text{Contribution Rate (per dwelling)} = \frac{C}{65}$$

where **C =** Cost of fees, capital works or land identified for the catchment area

65 = Number of existing lots

Road works

$$\text{Contribution Rate (per dwelling)} = \frac{C}{N}$$

where **C =** Cost of capital works or land identified for the particular street

N = Number of existing lots in the street catchment

Administration

The cost of administering contributions plans over the coming years has been estimated at 1.2% of the value of contributions.

8.8 Staging

The works will be provided by Council following the receipt of contributions.

9. Hoxton Park Stage 2 Release Areas District Facilities

(Includes Cecil Hills, Hoxton Park, Carnes Hill, Prestons, Middleton Grange, Elizabeth Hills and Prestons Industrial)

9.1 Background

Facilities in the Hoxton Park Stage 2 Residential Release Area are provided on a district wide basis and local basis. This is because they involve facilities, which by their nature have a larger catchment and are provided more efficiently on a district scale. It should be noted that the Hoxton Park Stage 2 District catchment area previously included Edmondson Park. It was excluded following discussions with the Department of Planning.

9.2 Community Facilities

Nexus

The Liverpool Stage 2 Release Area Human Services Strategy Study provides the basis for the nexus for the community facilities. The study was completed in November 1992, and endorsed by Council in December 1992 as the strategy for human services planning in Stage 2 release areas. This study is the primary technical tool, which underpins the provision of community facilities.

Since 1992 Council has annually held a number of community consultations under the Western Sydney Area Assistance Scheme (WSAAS). These consultations have reinforced the issues highlighted in the original study with regard to community needs in new release areas. The range of facilities for which contributions are levied include the following.

District community centre

District community centres are important as they provide a base for a number of needed community services. These include community development, neighbourhood centres, family support agencies, outreach programs, geriatric services, etc.

District centres can accommodate larger meetings and functions, as well as an additional range of activities. District centres act as important civic buildings, helping to define a sense of community and a sense of social space in an emerging urban area. The district centres also have larger spaces, which can generate a substantial hire income to subsidise the centre's ongoing costs or the costs of smaller community facilities.

Branch libraries

The State Library of NSW publication *The planning and design of public library buildings* (1990) provides guidelines for calculating branch library floor space. The plan adopts the guideline of 42 sqm per 1,000 residents. A branch library is proposed for Stage 2 release areas. Large branches are preferable, as more resources are concentrated in one location, with lower recurrent costs.

Scope of facilities

A review of the range of local community facilities was undertaken in 2008. It was decided that only a district multipurpose community centre and Library would be provided.

Apportionment

No apportionment is allowed for as there were no existing district community facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

Contributing Development

15,840 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to district community facilities)

The area from which contributions would be received is shown on Figure 9.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 8 for the location of each item in Table 9.1.

Works and Land Acquisition Schedule

The range of Works for local community facilities is shown in Table 9.1.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by *Rider Hunt*.

Table 9.1 Works and Land Acquisition Schedule

Ref	Item	Floor space sqm	Land Area sqm	Land Unit Cost $ / sqm	Total Land Cost $	Total Works Cost $
DC	Multi purpose Community Centre (2,000 sqm)	1,200				$5,237,988
DC	Library	2,300				$11,655,961
DC	Youth Space					$500,000
	Land acquisition		12,000	$140	$1,680,000	
	Total				**$1,680,000**	**$17,393,949**

Figure 9.1 Catchment Area

9.3 Recreation Facility

Nexus

As part of it's planning for the Hoxton Park Stage 2 Release Areas, Council commissioned an Open Space Strategy Report by Manidis Roberts Pty Ltd, in 1990. Frank Small & Associates also undertook market research into the Leisure Requirements for the Residents of Liverpool, a Leisure Needs Analysis for the Liverpool Community and a report on Sporting Organisations in 1994. The contents of these reports and their recommendations also form the basis for open space provision.

The 1990 report identifies the following specific District Recreation Facilities for the Hoxton Park Stage 2 Release Areas:

- District swimming pool/indoor leisure complex of 8 ha.
- District sporting area of 10 ha, with a minimum of 4 quality fields.
- District Netball Complex of 4 ha, located within a larger recreation area.
- District children playground of 2 ha, located within a larger recreation area.
- Cycleways providing links throughout the release areas (provided under local facilities)

Scope of facilities

A review of the range of district recreation facilities was undertaken in 2008. It was decided that the district recreation facility should consist of the following items:

- Tennis courts
- Indoor Recreation Centre
- Playground / Civic Park
- Playing Fields

The changes arise in part due to the impact of the M7 on the proposed open space, street and drainage networks and the *Liverpool City Wide Recreation Strategy 2020* in 2003.

Apportionment

No apportionment is allowed for as there were no existing major recreation facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

Contributing Development

15,840 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to district recreation facilities)

The area from which contributions would be received is shown on Figure 9.2.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 8 for the location of each item in Table 9.2.

Works and Land Acquisition Schedule

The range of Works for local community facilities is shown in Table 9.2.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by *Rider Hunt*.

Table 9.2 Works and Land Acquisition Schedule

No	Item	No / Area sqm	Area sqm	Land Unit Cost $ / sqm	Total Land Costs $	Total Works Cost $
DR	Tennis courts	6				$675,000
DR	Indoor Recreation Centre					$7,860,000
DR	Playground / Civic Park	20,000				$1,129,000
DR	Playing Fields	93,000				$4,250,000
	Sub Total					**$13,914,000**
	Project Management allowance 8%					$1,113,120
	Contingency Sum 10%					$1,391,400
			11,000	$25	$275,000	
		12.2378	34,790	$140	$4,870,600	
		112,000	77,210	$175	$13,511,750	
	Total				**$18,657,350**	**$16,418,520**

Figure 9.2 Catchment Area

9.4 Transport Facilities

Nexus

Council appreciates the need to carefully balance the management of traffic in order to achieve a safer local street system with appropriate residential amenity and to provide the efficient transfer of people, goods and services in a wider urban structure. In recognition of these objectives the road network in the Hoxton Park, Carnes Hill and Prestons areas are designed according to the principles of the *Australian Model Code for Residential Development 1990*. The Code develops a concept of "residential streets" and "transport roads". The characteristics of the "residential streets" effectively discourage major traffic intrusion into residential areas. "Transport roads" facilitate traffic efficiency and direct movement.

In adopting this strategy some cost savings on the construction of the local residential "streets" is advocated in the Code. The trade off to these benefits, that is improved safety and amenity in residential areas as well as savings in local development construction costs, is that an appropriate level of monetary contribution to the development of roads dedicated to transport is deemed appropriate.

Consequently contributions for Transport Facilities are divided into two categories:

- District Transport Facilities
- Local Transport Facilities (schemes as identified by local catchments)

Hoxton Park Stage 2 Release Areas Traffic Study

Council undertook a detailed study of the future road requirements to service the area, assuming the Hoxton Park Stage 2 Release Areas and the Prestons Industrial area have been developed by the year 2011. This study has developed a detailed computer model (T Model II software) of the land use and transport system at the present and in the future.

It is important to recognise that the future road network will be significantly congested and it has been necessary to accept a level of service of E for the design network performance. This level of service is characterised by unstable traffic flow, congestion and intolerable delays. In some instances, especially regarding access to Liverpool City Centre areas east of the Hume Highway, it has not been practical to achieve this and peak hour forced flow appear to be unavoidable.

The cost of the future road network has been estimated for the sub arterial and arterial roads in the area and proportional funding allocation has been developed based on the relative influences of various sources of traffic generation.

The Traffic Study (October 1992) developed a hypothetical apportionment on the basis of the levels of traffic, from different areas of traffic generation, which are identified as occurring on various road links or at various intersections. This apportionment took into account the local arterial and sub arterial road costs (but not including the Cumberland Highway or South Western Freeway corridors). The total cost of these works (not including land acquisition) was in the order of $99,000,000, at 1992 costs.

This would be apportioned as follows:

Prestons Industrial Area	11%
Stage 2 Residential Release Areas	46%
Roads and Traffic Authority Through Traffic	37%
Council Existing Traffic	6%

After excluding the amount for the Roads and Traffic Authority, the proportions would be as follows:

Prestons Industrial Area	18%
Stage 2 Residential Release Areas	72%
Council Existing Traffic	10%

The emphasis in devising the works schedule has been to:

- Maintain opportunity for long term expansion of transport corridors; and
- Provide a safer road system by ensuring major roads is flood free and major intersections are appropriately controlled (signals, seagulls or roundabouts).

Scope of facilities

A review of the range of district transport facilities was undertaken in 2008. This was undertaken in conjunction with the preparation of *Liverpool DCP 2008*. This plan included amongst other items a review of the masterplan for this area. The changes arise in part due to the impact of the M7, the addition of land north of Hoxton Park Rd, changes to the land use adjacent to the Carnes Hill Centre on the proposed open space, street and drainage networks. The Cowpasture Road deviation was originally included in order to provide access to the Horningsea Park area. The scope of works did not include the full extent of road works that now exists.

Apportionment

The original traffic study estimated that 10% of the district transport works were attributable to existing traffic.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

Contributing Development

18,310 dwellings/lots (incorporating residential and equivalents from industrial development in Prestons)

The area from which contributions would be received is shown on Figure 9.3.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 2 - 17 for the location of each item in Table 9.3.

Works and Land Acquisition Schedule

The range of Works for local community facilities is shown in Table 9.3.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by Council.

Table 9.3 Works and Land Acquisition Schedule

No	Item	Land Unit Cost $ / sqm	Works Unit Cost $ / m	Length m	Width m	Area sqm	Total Land Cost $	Total Works Cost $
Corridors								
RD1	Beech Rd Deviation							
	Road reserve	$175		930	24	22,320	$3,906,000	
	2 lane undivided carriageway		$788	930				$732,999
RD2	Beech Rd Widening							
	Road reserve	$175		470	4	1,880	$329,000	
	Structural Overlay existing central pavement		$52	420	5.1	2,142		$21,794
	Widen existing pavement to form 4 lane undivided urban road		$175	420	1.9	798		$139,893
	Lyn Parade Extension							
RD3.1	Road reserve over special use land	$175		560	11	6,160	$1,078,000	
RD3.2	Rosd reserve over special use land	$48		560	1	560	$26,880	
RD3.3	Road reserve over industrial land	$175		690	2	1,380	$241,500	
RD3.4	Environmental studies for Lyn Parade ext						$98,900	
RD3.5	Pavement over special use land		$1,540	560				$862,400
RD3.6	Pavement over industrial land		$50	690				$34,500
RD3.7	Re-instate fence along frontage to Transmission Tower		$133	560				$74,610
	Kurrajong Rd							
RD4.1	Road reserve: Cowpasture Rd to Marketplace	$175		300	24	7,200	$1,260,000	$175
RD4.2	Road reserve: Marketplace to Cabramatta Ck	$175		900	20	18,000	$3,150,000	$175
RD4.3	Road reserve: Intersection widening - Future Road	$175		240	15	3,600	$630,000	$175
RD4.4	Road reserve: Intersection widening - Mowbray Road	$175		240	3	720	$126,000	$175
RD4.5	Road reserve: Intersection widening - Bernera Road	$175		160	6	960	$168,000	$175
RD4.6	Road reserve: Intersection widening - San Marino Drive	$175		80	5	400	$70,000	$175
RD4.7	Road reserve: Crossing of Cabramatta Creek on east side					3,783	$1,214,500	
		$100				3,000	$300,000	$100
RD4.8	4 lane urban road with median: Cowpasture Road to Marketplace		$2,411	300				$723,238

No	Item	Land Unit Cost $ / sqm	Works Unit Cost $ / m	Length m	Width m	Area sqm	Total Land Cost $	Total Works Cost $
RD4.9	4 lane urban road: Marketplace to Cabramatta Ck			900				$5,200,000
RD4.10	Bridge over Cabramatta Ck							
	Twin bridges with 2 x 14m spans x 9.5 wide					532		$5,000,000
RD4.11	Re-instate fence along frontage to Transmission Tower		$133	560				$74,610
	15% Contingency for Civil Works							$1,638,486
RD4.12	4 lane urban Road upgrade		$788	3,930				$3,097,511
	Structural Overlay existing central pavement		$49	3,930	7	27,510		$7,350,338
	15% Contingency for Civil Works							$1,567,177
RD5	Cowpasture Rd Deviation							
	Road Reserve	$175				13,700	$2,397,500	
	Two lane undivided carriageway with unsealed shoulders and table drains		$788	800				$630,537
RD6	Provision for bus priority facilities							
	Bus filter							$73,290
	1 bridge over Cabramatta Ck at Bumberra St							
	2 x 14m spans x 5m wide							$291,707
	Bernera Rd							
	Road reserve: Kurrajong Rd to Camden Valley Way	$175		1,400	7	9,800	$1,715,000	
RD7.1	Kurrajong Rd to Camden Valley Way							$7,700,000
	Structural Overlay existing central pavement		$49	1,400	7	9,800		$68,720
RD7.2	South of Yarrawa Rd (half road width)	west side	$920	150	6.5	Pre-existing street		$137,925
RD7.3	Around Yarrunga St (full road width)		$1,839	240	13	Pre-existing street		$441,360
RD7.4	South of Yarrunga St (half road width)	west side	$920	320	6.5	Pre-existing street		$294,240
	15% Contingency for Civil Works							$1,296,337
	Sub Totals						**$16,711,280**	**$37,451,671**
	Intersections							
RD8.1	Signalised intersection Camden Valley Way and Beech Rd Deviation (incl all RTA Fees)							$175,897
	Turn / Slip lane, State Rd T intersection							$304,887

No	Item	Land Unit Cost $ / sqm	Works Unit Cost $ / m	Length m	Width m	Area sqm	Total Land Cost $	Total Works Cost $
RD8.2	Signalised intersection Camden Valley Way & Cowpasture Rd Deviation (incl all RTA Fees)							$175,897
	Turn / Slip lane, State Rd T intersection							$304,887
RD8.3	Signalised intersection Cowpasture Rd & Joshua Moore Drive (incl all RTA Fees)							$175,897
	Turn / Slip lane, State Rd T intersection							$304,887
RD8.4	Seagull intersection at Kurrajong Rd deviation							$175,897
RD8.5	Seagull intersection at Kurrajong Rd deviation & un-made Rd							$175,897
RD8.6	Roundabout at intersection Kurrajong Rd deviation & un-made Rd							$175,897
RD8.7	Roundabout at intersection Kurrajong Rd & Mowbray Rd							$175,897
RD8.8	Signalised intersection at Bernera & Kurrajong Rds Signals Cost (incl all RTA Fees)							$175,897
	Turn / Slip lane, Sub Arterial X intersection							$304,887
RD8.9	Roundabout at intersection Kurrajong & San Marino Drive							$175,897
RD8.10	Signalised intersection Bernera Rd, Wroxham St & Bomaderry Drive (incl all RTA Fees)							$175,897
	Turn / Slip lane, Sub Arterial X intersection							$304,887
RD8.11	Roundabout at intersection Kurrajong & Beech Rds							$175,897
RD8.12	Roundabout at intersection of Kurrajong & Cedar Rds							$175,897
RD8.13	Roundabout at intersection of Kurrajong & Wonga Rds							$175,897
RD8.14	Roundabout or Seagull intersection at Kurrajong & Napier Rds							$76,223
RD8.15	Roundabout at Beech Rd & Barcelona Drive							$175,897
RD8.16	Roundabout at Beech Rd deviation & Pine Rd extension							$175,897
RD8.17	Signalised intersection at Lyn Parade & Jedda Rd (incl all RTA Fees)							$304,887
	Various signalised intersections							$2,500,000
RD8.19	Signalised intersection at Hoxton Park & Banks Rd (incl all RTA Fees)							
RD8.20a	Camden Valley Way & Ash Rd (incl all RTA Fees)							
	Turn / Slip lane, State Rd T intersection							
RD8.20b	Camden Valley Way & Bernera Rd (incl all RTA Fees)							
	Turn / Slip lane, State Rd X intersection							
RD8.20c	Camden Valley Way & Corfield Rd (incl all RTA Fees)							
	Turn / Slip lane, State Rd T intersection							
RD8.20d	Camden Valley Way & Rynan Avenue (incl all RTA Fees)							
	Turn / Slip lane, State Rd T intersection							
RD8.20e	Camden Valley Way & Horningsea Park Drive (incl all RTA Fees)							
	Turn / Slip lane, State Rd T intersection							
RD8.20f	Cowpasture Rd & Chapman Rd (incl all RTA Fees)							
	Turn / Slip lane, State Rd T intersection							
RD8.20g	Cowpasture Rd & Kurrajong Rd extension (incl all RTA Fees)							
	Turn / Slip lane, State Rd X intersection							
RD8.20h	Cowpasture Rd & Twelfth Avenue (incl all RTA Fees)							
	Turn / Slip lane, State Rd T intersection							
RD8.20i	Hoxton Park Rd & either Webster or Calabro Rds (incl all RTA Fees)							
RD8.20j	Cartwright Avenue & Hoxton Park Rd (incl all RTA Fees)							
RD8.20k	Hoxton Park Rd & Lyn Pde (incl all RTA Fees)							
RD8.20l	Hoxton Park Rd & Ash Rd (incl all RTA Fees)							
	Turn / Slip lane, Sub Arterial T intersection							
RD8.20m	Hoxton Park, Whitford & Illaroo Rds (incl all RTA Fees)							
	Turn / Slip lane, Sub Arterial X intersection							
RD8.20n	Hoxton Park Rd & First Avenue (incl all RTA Fees)							

No	Item	Land Unit Cost $ / sqm	Works Unit Cost $ / m	Length m	Width m	Area sqm	Total Land Cost $	Total Works Cost $
	Turn / Slip lane, Sub Arterial T intersection							
RD8.20o	Hoxton Park Rd & un-named Rd (incl all RTA Fees)							
	Turn / Slip lane, Sub Arterial T intersection							
RD8.20p	Hoxton Park & Cowpasture Rd (incl all RTA Fees)							
RD8.20q	Cowpasture Rd & Mannow Rd (incl all RTA Fees)							
	Turn / Slip lane, State Rd X intersection							
RD8.20r	Cowpasture Rd & Sixteenth Avenue (incl all RTA Fees)							
	Turn / Slip lane, State Rd X intersection							
RD8.20s	Cowpasture Rd & Seventeenth Avenue (incl all RTA Fees)							
	Turn / Slip lane, State Rd T intersection							
RD8.20t	Cowpasture Rd & Green Valley Rd (incl all RTA Fees)							
	Turn / Slip lane, State Rd T intersection							
RD8.20u	Cowpasture Rd & North Liverpool Rd (incl all RTA Fees)							
	Turn / Slip lane, State Rd X intersection							
	Sub Total							**$7,043,998**
	Total						**$16,711,280**	**$44,495,669**

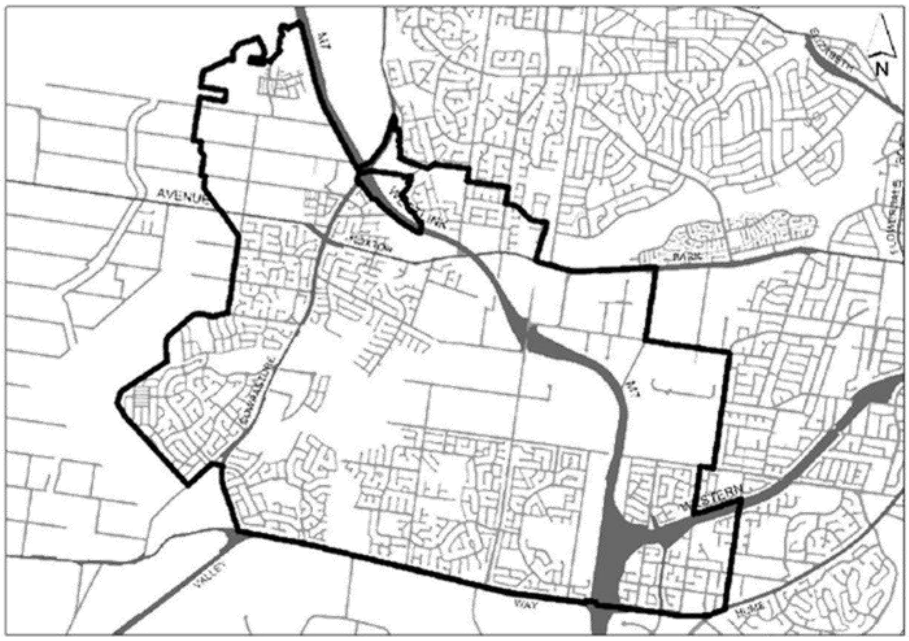

Figure 9.3 Catchment Area

9.5 Drainage Facilities

Nexus

The factors outlined at the beginning of Section 8 mean that the development of new areas may cause or exacerbate flooding problems in areas remote from the development areas themselves. Council has identified a strategic trunk drainage scheme to offset the impacts of the development in the Hoxton Park Stage 2 Release Areas and taking into account development in the Hoxton Park Stage 1 Release Areas. This scheme, known as Option A3 in the Trunk Drainage Study carried out on Council's behalf by Kinhill Engineers, involves a system of wet and dry detention basins. The scheme relies on the principle of controlling differential catchment response rates to optimise the required basin storage capacities. This is a cost effective solution and in practice means that some tributary creeks are retarded with extra basin storage compared to other tributary creeks. This is reflected in the placement of more basins on Hinchinbrook Creek.

The scheme is an effective, integrated strategy to offset the impacts of development on stormwater runoff both on the major creek tributaries within the release areas and downstream of the release areas. Consequently, the entire release area contributes as a collective whole to the implementation of the Option A3.

The drainage systems identified for developer contributions in the Hoxton Park Stage 2 Release Areas fall into two basic categories:

- The Major Trunk Drainage System of detention basins and water quality ponds system as identified in the selected Option A3 in the Kinhill's Report.
- Various local catchment pipe and channel systems as identified in the local catchment schedules by Council.

Contributions are levied on all development for both of these categories. The contribution for major drainage basins is constant throughout the whole stormwater catchment, while that for local trunk drainage varies according to the appropriate local catchment. Within the various local drainage catchments, individual developers are required to directly bear the cost of all pipelines up to 825mm diameter within or past their own land. The cost difference between any larger pipe size or drainage swale/channel is funded by developer contributions.

Background study

Capital costs for basins are based on the Kinhill Study. The land acquisition cost involves all of the basins, including those that were previously part of the Open Space Strategy.

The NSW Dams Safety Committee (DSC) has a statutory role to oversee dam owners where public safety, property and the environment could be at risk. As part of this role, the Committee prescribes (i.e. legally registers) those basins, which pose a potential threat to downstream communities with a view to ensuring the basins meet adequate safety standards. This means that these basins are treated as prescribed dams and must meet the standards set by the committee at all stages of the development and operation of the basins, including regular surveillance inspections to ensure their continuing safety.

In particular the Committee requires that these basins are designed such that during extreme floods, rather than the design flood (Probable Maximum Flood etc) the basins will behave in a manner such as not to threaten lives or cause major property/environmental damage downstream. That is, the basins are "fail safe" or designed to fail at an acceptable level and rate.

In NSW, prescribed basins owned by local government authorities also come under the oversight of the NSW Public Works under the requirements of the Local Government Act 1993.

1992 Hoxton Park Stage 2 Release Area Total Catchment Management Study – Kinhill only considered 1:100 year flood for basins and did not consider floods larger than 1:100 year. Hence no cost was allowed for in design or construction requirements of extreme floods.

Scope of facilities

A review of the range of district drainage transport facilities was undertaken in 2008. This was undertaken in conjunction with the preparation of *Liverpool DCP 2008* and decisions following the masterplanning of Middleton Grange, the preparation of the contributions plan for Edmondson Park, a review of the trunk drainage strategy by *Bewsher Consulting* and the impact of the M7.

Apportionment

No apportionment is allowed for as there were no existing district drainage facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

Contributing Development

15,450 dwellings/lots (incorporating residential, business and equivalents from industrial development in Prestons)

The area from which contributions would be received is shown on Figure 9.4.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 2 - 17 for the location of each item in Table 9.4.

Works and Land Acquisition Schedule

The range of Works for local community facilities is shown in Table 9.4.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by Council.

This area incorporates the development potential of residential lots (including the Business zones) in Hoxton Park, Carnes Hill, Prestons, Cecil Hills and the equivalent lots for Prestons Industrial Area.

There are other drainage detention facilities to be provided which contribute to the overall trunk drainage strategy in Cabramatta Creek. These are provided either by local developer contributions in Middleton Grange and Edmondson Park or by a Voluntary Planning Agreement in the future Elizabeth Hills and the former Hoxton Park Aerodrome.

Table 9.4 Works and Land Acquisition Schedule

No	Items	Area	Land Unit Cost	Land	Works
DD 3A	Basin 3A	30,380		Existing	$1,948,235
DD 3B	Basin 3B	70,000		Within Corridor	1,024,745
DD 4	Basin 4	100,000		Existing	$806,691
DD 6	Basin 6	55,000	$175	$5,725,000	
DD 10	Basin 10	133,100	$101	$13,469,720	$4,718,383
DD 11	Basin 11				$745,809
		87,434	$116	$12,135,349	
		16,606		$1,639,577	
Totals				**$32,969,646**	**$9,243,862**

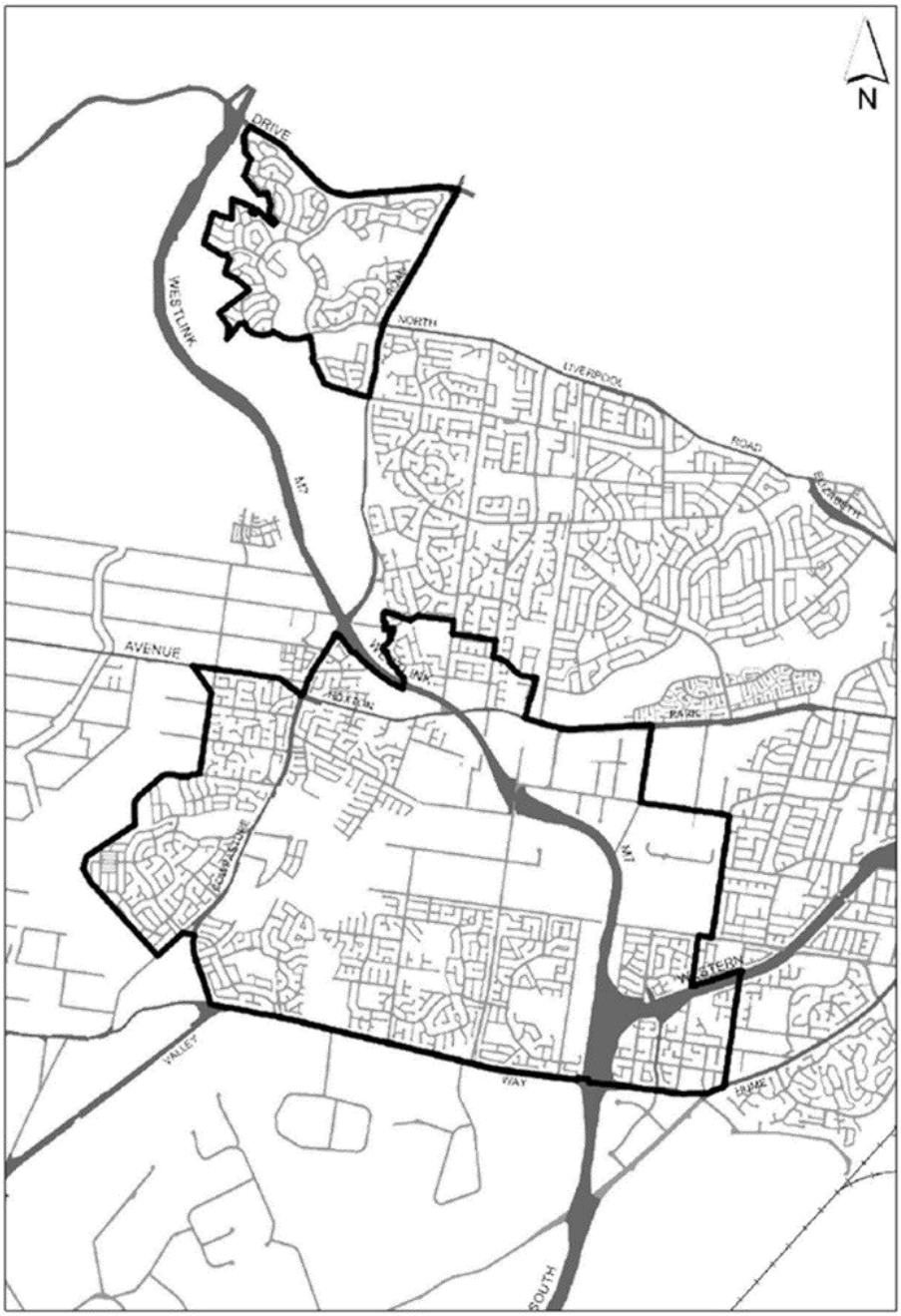

Figure 9.4 Catchment Area

9.6 Contribution Formulae

Community and Recreation Facilities

Conventional Lot Residential Subdivision, Small Lot Subdivision, Semi-detached dwellings, Multi dwelling housing and Residential Flat Buildings

Contribution by cash

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{OR}{3.7}$$

where C = Cost of capital works or land identified for the catchment area

N = Number of equivalent lots / dwellings in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

Contribution by land dedication

$$\text{Area of land to be dedicated (per dwelling / lot)} = \frac{A}{N} \times \frac{OR}{3.7}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots / dwellings in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

For Occupancy Rate refer to Table 4.3

Aged and Disabled Persons Housing

$$\text{Contribution for total development} = \frac{\text{Conventional Lot Contribution} \times R}{3.7}$$

where 3.7 = Estimated occupancy rate for a conventional lot

R = Number of residents

Transport facilities

Conventional Lot Residential Subdivision, Small Lot Subdivision, Semi-detached dwellings, Multi dwelling housing, Residential Flat Buildings and other development

Contribution by cash

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{V}{6.7}$$

where C = Cost of capital works and land identified for the catchment area

N = Number of equivalent lots in the catchment area

V = Vehicle trips per day for lot size or dwelling type

Contribution by land dedication

$$\text{Area of land to be dedicated (per dwelling / lot / non residential development)} = \frac{A}{N} \times \frac{V}{6.7}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots in the catchment area

V = Vehicle trips per day for lot size or dwelling type (refer to Table 8.5.

Table 8.5 Vehicle Trips per day per dwelling

Dwelling Type or Lot Size	Vehicle Trips per day
Residential Subdivision Lots 450 sqm or larger	6.7
Residential Subdivision Lots smaller than 450 sqm	6.0
Semi-detached dwellings, Multi dwelling housing & Residential Flat Buildings (where permitted)	
3 or more bedrooms	6.0
2 bedrooms	4.0
1 bedroom	3.3
Aged and Disabled Persons Housing (total development)	Total vehicle trips per day

Drainage Facilities

Conventional Lot Residential Subdivision

Contribution by cash

$$\text{Contribution Rate (per sqm of lots)} = \frac{C}{N \times 450}$$

where C = Cost of capital works or land identified for the catchment area

N = Number of equivalent lots / dwellings in the catchment area

Contribution by land dedication

$$\text{Area of land to be dedicated (per conventional lot)} = \frac{A}{N}$$

where A = Total area to be acquired

N = Number of equivalent lots / dwellings in the catchment area

Small Lot Subdivision, Semi-detached dwellings, Multi dwelling housing, Residential Flat Buildings, Aged and Disabled Persons Housing and Non Residential Development

Contribution by cash

$$\text{Contribution (per sqm of site area)} = \frac{\text{Conventional Lot Contribution} \times CR \times \text{Site Area}}{0.65}$$

Where C R = Runoff coefficient for the specific development type as specified in the Table 9.

Contribution by land dedication

$$\text{Area of land to be dedicated (total development)} = \frac{A}{N} \times \frac{C\,R}{0.65} \times \text{Site Area}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots / dwellings in the catchment area

C R = Runoff coefficient for the specific development type as specified in Table 8.6

The relative impacts of different types of land development on any drainage system can be estimated by comparing the peak discharge rates of runoff that the different types of development would produce. The rational formula estimates the peak discharge rates by use of runoff coefficients that are directly related to the proportion of a site that is impervious to rainfall infiltration. The following table gives the relative impacts of alternate types of land development on runoff generation.

Table 9.6 Co efficient of Runoff for development types

Development Type	Co efficient of Runoff
Conventional residential lots and schools	0.65
Semi-detached dwellings, villa houses, small lot subdivision and Aged and Disabled Persons Housing	0.75
Town houses	0.80
Shopping Centre & other non-residential	0.95

9.7 Staging of Facilities

Council will build most facilities as the population threshold for their construction is usually much larger than individual developments. These will be provided as funds become available and as land can be acquired.

10. Hoxton Park, Carnes Hill and Prestons Release Areas

10.1 Background

Development in the Cecil Hills, Hoxton Park, Carnes Hill and Prestons Residential Release Areas has now reached an advanced stage of development.

Catchment Areas

There is a single catchment for Community, Recreation Facilities and Streetscape works. There are a number of separate sub catchments for transport and drainage facilities.

10.2 Community Facilities

Background

New development, which leads to an increase in the number of residents, will also increase the demand for community facilities including multi-purpose community centres, libraries and cultural facilities.

It is intended that contributions will be levied on aged or disabled housing development (as defined under *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004*.

One of the key criteria, which allow development under the SEPP, is the local availability of support services.

Contributions are levied for aged and disabled housing development on the following grounds:

- The standard nexus between the new population and the demand for additional services.
- Older and disabled people will be future users of multi-purpose community centres and the branch library.
- Service providers in Liverpool generally will use these facilities to provide local services for the anticipated population.
- Aged or disabled housing will not provide additional facility capability to people other than residents of the development.
- Not all residents' requirements can be met from services provided on site.
- The criteria within the SEPP for availability of local support services cannot be met without Council facilities in the locality.

Nexus

Local level multi-purpose community centres provide a locally based facility. Poor public transport, inadequate human services infrastructure, distance and therefore poor access to centrally located services are key obstacles facing new residents. As a focal point for residents, community centres provide flexible space for a broad range of community activities. Some of the functions and activities that can occur in these centres include:

- Meeting space for community groups and organisations.
- An informal meeting place and information centre.
- Multi-purpose working space for a range of activities such as play groups, educational classes, cultural and leisure activities (arts and crafts classes, cultural projects, workshops, etc).
- Sessional space for visiting and specialist services such as community nurses, health services, family support services, etc.

- Office accommodation, interview rooms and generally an administrative base for community workers and local Neighbourhood Centre services.
- Spaces for private functions such as weddings, celebrations, formal meetings, cultural events, etc.

Elected committees comprising local residents and users usually manage such centres.

Council proposes a standard for such facilities, a 600sqm building for a population of approximately 8,000 - 10,000 residents. This standard is proposed based on experience of facilities in other Liverpool release areas. In areas with a projected population over 10,000 but less that 20,000, it is proposed to build centres that are proportionately based on this standard. This will be incorporated into the floor-space ratio adopted in this Plan for community facilities.

Scope of facilities

A review of the range of local community facilities was undertaken in 2008. It was decided that a local multipurpose community centre for each suburb would be provided. An analysis of local community centres in areas adjacent release areas showed that bookings for these centres were at full capacity.

Apportionment

No apportionment is allowed for as there were no existing local community facilities in existence at the commencement of the development of the area.

Contributing Development, Works Schedule and Catchment Area

Contributing Development

10,540 dwellings/lots (number of dwellings or equivalent that are expected to contribute to local community facilities)

The area from which contributions would be received is shown on Figure 10.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 7, 8 & 13 for the location of each item in Table 10.1.

Works and Land Acquisition Schedule

The range of Works for local community facilities is shown in Table 10.1.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by *Rider Hunt*.

Table 10.1 Works Schedule

No.	Item	Works Cost $
C1	Multi-Purpose Community Centre (600 sqm)	$2,269,150
C2	Multi-Purpose Community Centre (600 sqm)	$2,269,150
C3	Multi-Purpose Community Centre (600 sqm)	$2,269,150
Total		**$6,807,450**

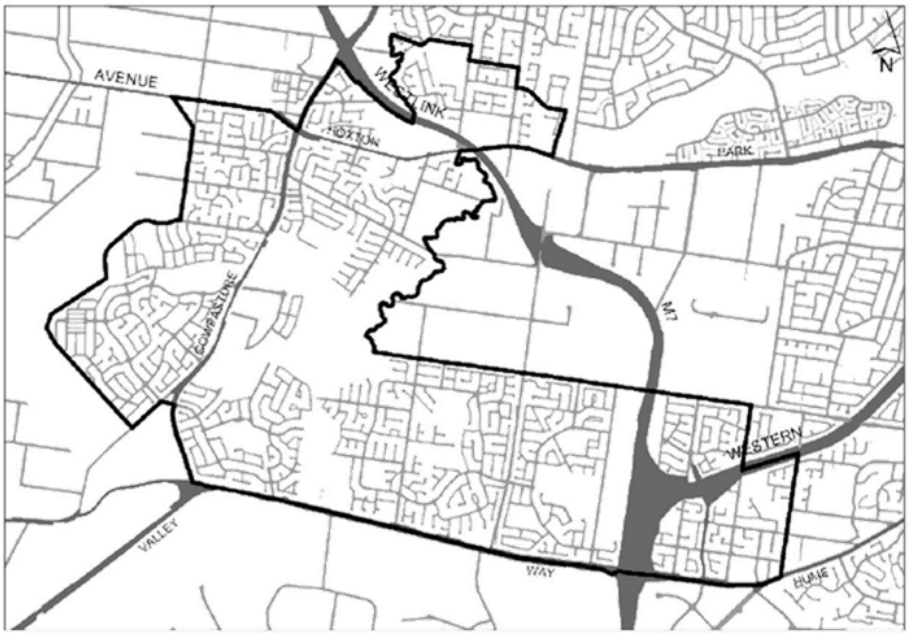

Figure 10.1 Catchment Area

10.3 Recreation Facilities

Nexus

The link between residential development, the recreational needs of the incoming population and the provision and subsequent embellishment of open space is based upon:

- Demographics of projected incoming population
- Needs of major target groups
- Market research
- Location/design constraints and requirements

As part of it's planning for the Hoxton Park Stage 2 Release Areas, Council commissioned an Open Space Strategy Report by Manidis Roberts Pty Ltd, in 1990. Frank Small & Associates also undertook market research into the Leisure Requirements for the Residents of Liverpool, a Leisure Needs Analysis for the Liverpool Community and a report on Sporting Organisations in 1994. The contents of these reports and their recommendations also form the basis for open space provision.

Heather Nesbitt Planning with CD Recreation Services and Parkland Environmental Planners completed a review in March 2003.

Needs of Major Target Groups

The major target age groups from a recreational viewpoint in new release areas are children 0-14 years and adults 20-34 years. The recreational activities and open space needs for these specific age groups mainly comprise:

- Small parks within walking distance of all residences with play equipment
- Formal playing fields

- Areas for informal sporting facilities
- Corridors linking open space features
- Large natural and parkland areas

More specific desired recreational activities for these groups are.

0 - 14 years	20 - 34 years
Cricket/football	Cricket/football
Bicycle paths	Tennis
Walking for pleasure	Walking for pleasure
Parks/playgrounds	Picnic/barbeques
Picnic/barbeques	Jogging
Swimming	Swimming
Visiting friends	Squash
Going to movies	Visiting friends
Going to beach	Going to clubs
	Going to movies
	Dancing / disco

The need for open space and its embellishment also exists for age groups other than those discussed above to provide a total community environment. Local parklands, walking, bicycle paths, tennis courts and hard court areas will provide such recreational opportunities.

Location and Design

The market research stresses easy access to all facilities, which emphasises the need for good transport facilities and increased community awareness of recreational opportunities. The final location and design of facilities is however influenced by a number of factors including population thresholds, existing site conditions, transport networks, easements, and open space policy objectives. The distribution and use of Open Space is based on the hierarchy of open space as outlined in the *Open Space Strategy Report (1990)*.

The following tables outline the proposed hierarchy of open space provision within the broader Hoxton Park Stage 2 Release Area and the Department of Planning recommended quality goals for open space.

Open Space Quality Goals

Goal	Rationale
Minimum open space size of 0.5ha for new release areas.	Increased maintenance cost and reduced useability for areas smaller than this. The pocket park concept has been shown to be largely a failure and many councils are attempting to dispose of many of these sites.
Each area of greater than 10ha be linked to at least one other area.	To encourage linkages between open spaces. Footpaths and street narrowing can be used in some circumstances.
Each household should be within 500m of open space of at least 0.5ha.	Equity of distribution and to reduce car dependence.
Diversity of settings is encouraged.	Diversity of settings will more likely cater for a greater range of recreation need. In new release areas this can be facilitated through flexible design modules.
Sports fields should primarily be playable.	Sports fields should be designed to ensure that playing surfaces are in use for the maximum period possible, particularly if designed within detention basins.
Terrain should provide an alternative to that prevailing in the area.	More appeal and interest will be generated with mounding, creek lines and ridge tops
Linear open space should have capacity for good pedestrian and bicycle movements and have houses 'facing' and side-on.	Increase useability and decreased vandalism.

Source: *NSW Dept of Planning - Outdoor Recreation & Open Space (1992)*

Background to Open Space Design and Location

A number of constraints have influenced where and how the above mentioned open space requirements have been allocated within the precinct areas.

- Flooding/Drainage - the concept of dual use of open space for drainage functions includes the retention of natural creek lines to control flooding and the use of dry basins as sporting fields.
- Electricity Easements - the presence of large easements, some of which have been, incorporated within larger open space areas.
- Existing Dwellings - where possible locating major open spaces & collector streets away from existing development so as not to impede initial development. Due to the rate of development a number of smaller pocket parks have already been provided prior to the review of this plan.
- Street Network - where major impact on access to recreational facilities occurs, open space provisions may be either under or over desired levels.
- Landform & Vegetation - where open space has been allocated to retain natural features or where natural barriers such as creeks occur, some areas may contain smaller open space areas in close proximity.

The final layout of open space areas has also been influenced by the following open space objectives.

- District facilities are centrally located adjacent to the District Retail Centre and are easily accessible by public and private transport.
- Provision of open space links radiating from the District Retail / Recreational Centre to the surrounding precincts, to the Special Uses Corridor in the west, and along Hinchinbrook, Cabramatta and Cowpasture Creeks.
- Retention of local features such as bushland, creek lines, natural high points and vistas.

The report identifies the following specific recreation facilities for the Hoxton Park, Carnes Hill and

Prestons areas:

- District park/bushland of which a minimum 10ha is to be provided along Hinchinbrook & Cabramatta Creeks and 10ha to be provided along Hinchinbrook Ck within Precinct 3 (Middleton Grange).
- Cycleways providing links throughout
- Local Sports fields - total 20 playing fields with this number inclusive of the 4 quality fields allocated for the district sporting area.
- Precinct Park - total 8.
- Children's playgrounds - total of 10ha.

The required open space provision is 114.73ha of which 102.5ha local open space plus a proportion of district open space of 12.23ha.

Scope of facilities

A review of the range of local recreation facilities was undertaken in 2008. This was undertaken in conjunction with the preparation of *Liverpool DCP 2008*. This plan included amongst other items a review of the masterplan for this area. The changes arise in part due to the impact of the M7 on the proposed open space, street and drainage networks and the *Liverpool City Wide Recreation Strategy 2020* in 2003.

Apportionment

No apportionment is allowed for as there were no excess local recreation facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

Contributing Development

10,540 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local recreation facilities)

The area from which contributions would be received is shown on Figure 10.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 3 – 5, 7 – 9, 11 – 14, 16 & 17 for the location of each item in Table 10.2.

Works and Land Acquisition Schedule

The range of Works for local community facilities is shown in Table 10.2.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by *Rider Hunt*.

Table 10.2 Works and Land Acquisition Schedule

No.	Items	Works Unit Cost	Land Unit Cost	Area	Works Cost	Land Cost
		$ per item	$ / sqm	ha	$	$
Major Parks						
1	Peter Miller Park (Cedar Road)		$175	5.6634		$9,910,950
	Children's Play Area			0.04	$57,426	
	Sportsfield	$806,431		3.0000	$2,419,293	
	Consolidated Passive Area	$312,830		2.4299	$760,147	
	Existing public street			0.1935		
2	Ash Road Sports Ground		$50	10.2713		$5,135,650
	Children's Play Area				$57,426	
	Amenities building				$1,100,000	
3	Macleod Park & Harvard Park (Braidwood Dr)		$175	13.482		$23,593,500
	Children's Play Area			0.04	$57,426	
	Sportsfield	$806,431		7.842	$6,324,032	
	Consolidated Passive Area	$312,830		5.6	$1,751,851	
4	Schoeffel Park (Basin 11) (Strzlecki Dr)			8.584		(Dist Drainage)
	Children's Play Area			0.04	$57,426	
	Sportsfield	$806,431		1.81	$1,459,640	
	Consolidated Passive Area	$312,830		6.734	$2,106,600	
5	Edmund Barton Park					
6	Basin 10			13.27		(Dist Drainage)
	Children's Play Area			0.04	$57,426	
	Sportsfield	$2,426,751			$4,853,503	
7	Brownes Farm Reserve (First Ave)		$50	9.447		$4,723,500
	Children's Play Area			0.04	$57,426	
	Sportsfield	$806,431		3.75	$3,024,116	
	Consolidated Passive Area	$312,830		2.1	$656,944	
	Bushland / Natural Areas	$175,065		3.017	$528,170	
	Community Facilities			0.54		
8	Cabramatta Creek Corridor		$17	0.157		$27,268
			$50	7.647		$3,823,500
	Bushland / Natural Areas	$175,065			$1,338,719	
9	Hinchinbrook Creek Corridor		$17	2.225		$386,447
	Bushland / Natural Areas	$175,065			$389,519	
10	Bears Creek Corridor		$17	1.5		$260,526
			$25	0.7		$175,000
			$50	1.422		$711,000
	Bushland / Natural Areas	$175,065			$248,942	
11	Bushland (Adjacent Maxwell's Creek)		$50	2.144		$1,072,000
	Bushland / Natural Areas	$175,065			$375,339	
12	Bert Burrows Park (Warialda Way)		$175	0.6411		$1,121,925
	Children's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$200,556	
13	Wendy Paramor Park (12th and Mannow Ave)		$175	0.8		$1,400,000
	Children's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$250,264	
14	Link (Cowpasture / Muller / 2nd Ave)		$175	3.767		$6,592,250
	Linear Passive area	$381,239			$1,436,129	

No.	Items	Works Unit Cost	Land Unit Cost	Area	Works Cost	Land Cost
		$ per item	$ / sqm	ha	$	$
15	Link (Basin 10 - Special Uses Corridor)		$17	1.32		$229,263
	Linear Passive area	$381,239			$503,236	
16	Knoll (west Cowpasture Road)		$175	1.4469		$2,532,075
	Children's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$452,634	
17	Precinct Park (adjacent Horningsea Park)		$175	0.416		$728,000
	Children's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$130,137	
18	Precinct Park (within District Retail Centre)		$175	0.2		$350,000
	Children's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$62,566	
19	Precinct Park (Bumbera Road)		$175	0.7859		$1,375,325
	Bushland / Natural Areas	$175,065			$137,583	
20	Link (across Kookaburra Road)		$175	1.724		$3,017,000
	Linear Passive area	$381,239			$657,257	
21	Rettalack Park (adj. Prestons Shops)		$175	0.487		$852,250
	Children's Play Area				$57,426	
	Consolidated Passive Area	$312,830		0.307	$96,039	
	Community Facilities			0.18		
22	Dalmeny Reserve (east of Bernera Road)		$175	1		$1,750,000
	Children's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$312,830	
23	Precinct Park (Maple Road)		$175	0.49		$857,500
	Children's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$153,287	
26	Link (Maxwells Creek - Kurrajong Rd)		$175	0.2		$350,000
	Linear Passive area	$381,239			$76,248	
27	Land at junction of Hinchinbrook / Cabramatta Creeks		$50	1.677		$838,500
Sub Totals				**90.7676**	**$32,609,542**	**$71,813,430**
Playground Parks						
PP1	Pavo Park		$175	0.2		$350,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$35,857	
PP2	Aston Reserve		$175	0.2		$350,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$62,566	
PP3	Joe D'quino Park (Pacific Palms Cct)		$175	0.2		$350,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$62,566	
PP4	Alex Grimson Reserve		$175	0.2		$350,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$35,857	
PP5	A E Reay Park		$175	0.2		$350,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$62,566	
PP6	Off Pacific Palms Circuit		$175	0.2		$350,000

No.	Items	Works Unit Cost	Land Unit Cost	Area	Works Cost	Land Cost
		$ per item	$ / sqm	ha	$	$
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$62,566	
PP7	Off Coffs Harbour Ave		$50	0.4		$200,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$125,132	
PP8	Walter Baldery Park		$175	0.6		$1,050,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$107,570	
PP9	Glendevie Park		$175	0.2		$350,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$62,566	
PP10	Gatto Place		$175	0.2		$350,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$35,857	
PP11	Ayshford Reserve		$175	0.2		$350,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$35,857	
PP12	Riddell Park		$175	0.2		$350,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$35,857	
PP13	Dryander Ave		$175	0.2		$350,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$62,566	
PP14	Prout St/Cobble Circuit		$175	0.2		$350,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$62,566	
PP15	Wingate Ave		$175	0.2		$350,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$62,566	
PP16	Solander Ave		$175	0.4		$700,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$71,714	
PP17	Watling Ave		$175	0.4		$700,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$71,714	
PP19	Yalwal Court		$150	0.2		$300,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$62,566	
PP20	Trash & Treasure		$150	0.8		$1,200,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$250,264	
PP21	Abbeville Cl		$175	0.2		$350,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$35,857	
PP22	Taralga Street		$175	0.2		$350,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$35,857	
PP23	Fortunato Park		$175	0.2		$350,000

No.	Items	Works Unit Cost	Land Unit Cost	Area	Works Cost	Land Cost
		$ per item	$ / sqm	ha	$	$
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$35,857	
PP24	Linkage between Dalmeny Drive & Ash Road		$175	0.5		$875,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$156,415	
PP25	Sid Neville Reserve		$175	0.4		$700,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$71,714	
PP26	Henry Kitchen Park (Barcelona Dr)		$175	0.6		$1,050,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$107,570	
PP27	Pavisi Park (Corner Calabria & Venezia Streets)		$175	0.4		$700,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$71,714	
PP29	Morris Park at Thirroul Circuit		$175	0.2		$350,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$35,857	
PP30	Fintray Park		$175	0.4		$700,000
	Children 's Play Area				$57,426	
	Consolidated Passive Area	$312,830			$125,132	
PP31	East of Dalmeny Drive		$175	0.4		$700,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$71,714	
PP32	Varley Park at Corfield Rd		$175	0.2		$350,000
	Children 's Play Area				$36,744	
	Consolidated Passive Area	$179,284			$35,857	
Sub Totals				9.1	**$3,523,489**	**$15,175,000**
Cycleways						
Cycleways through open space linkages and along creeks					**$2,439,877**	
Sub Total					**$38,572,908**	
Project Management 10%					$3,857,291	
Contingency 10%					$3,857,291	
Totals				99.9	**$46,287,490**	**$86,988,430**

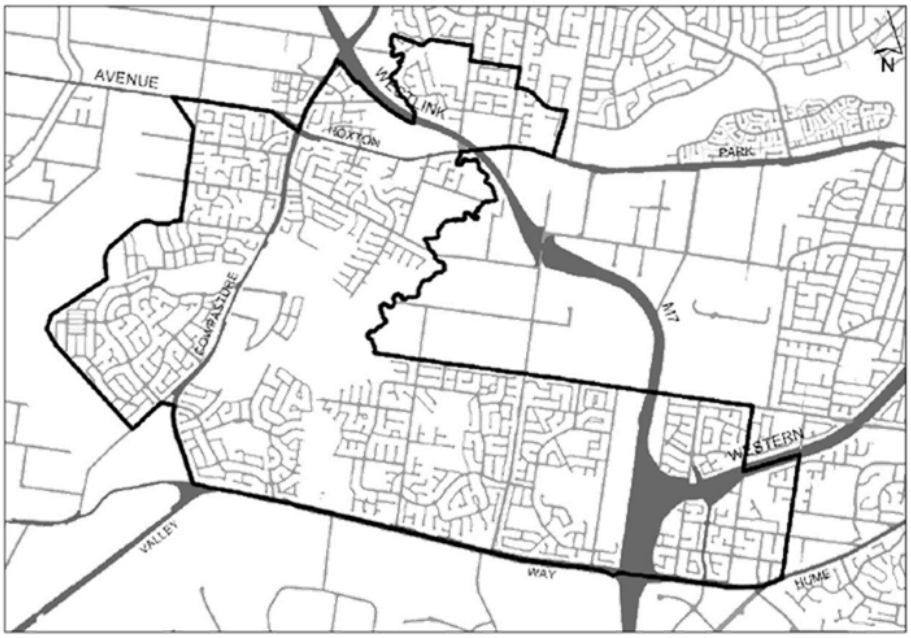

Figure 10.2 Catchment Area

10.4 Transport Facilities

Nexus

Collector Streets

In the Hoxton Park, Carnes Hill and Prestons Residential Release Areas, the Local Access Street was adopted as the benchmark to assess developer contributions. Council has adopted the philosophy that within each neighbourhood, all streets of higher standard than collector streets are necessary to provide access for everyone in that neighbourhood. Therefore there is a contribution toward the difference in cost between a local access street and each street of higher standard. This applies to the additional width, pavement depth and land value (in excess of 18m width).

Within the Council's road hierarchy are the following:

- Access places and cul-de-sac: cater for up to 300 vehicles per day (vpd) and not more than 100m long
- Local access streets: cater for up to 1,000 vpd with provision for up to 2000vpd with wider pavements
- Collector streets: cater for up to 3,000vpd
- Trunk collector streets: cater for up to 6,000 vpd and usually provide a link between the internal collector road system of a residential precinct and the major road system
- Sub arterial roads: cater for up to 15,000 vpd and are the principal traffic carriers within an urban neighbourhood

Streets adjacent to public schools, open space and drainage corridors

Streets which front public facilities such as public schools, open space and drainage corridors are not directly the responsibility of any one developer and are, therefore, levied for under this Plan. For any street which a developer has one frontage to and the other side of the road is fronted by a public facility such as public schools, open space and drainage corridors, the developer is required to provide the following:

- 9 m street reserve or half street reserve, which ever is greater
- The cost of constructing half of a street with a minimum 5.5m street pavement width, or half the designated street width, whichever is greater

The remainder of the full width street dedication and construction is funded by contributions.

Upgrading existing public roads

Where an existing road is identified within the contributions plan as requiring an upgrade, Council has made an assessment of the remaining life of the pavement and deducted this from the cost of construction of a new pavement. Where the road is identified as access denied on the relevant chapter of *Liverpool DCP 2008*, the work is costed for the construction of full width pavement. If future residential lots have access directly to the road, the contributions plan funds central pavement only.

Roundabouts

Roundabouts serve the whole street system within each neighbourhood and consequently serve each property. The cost is determined by the difference in cost between an intersection with a roundabout and a normal intersection.

Other Traffic Facilities

The other facilities include:

- Trunk Collector Streets
- Local Streets fronting open space, drainage, schools etc and within heritage precinct
- Roundabouts
- School Bus Bays
- Structural upgrading and overlay of pavements on existing streets
- Bus shelters
- Wombat crossings
- Closure of some existing streets
- Miscellaneous works

Scope of facilities

A review of the range of local transport facilities was undertaken in 2008. This was undertaken in conjunction with the preparation of *Liverpool DCP 2008*. This plan included amongst other items a review of the masterplan for this area. The changes arise in part due to the impact of the M7, the addition of land north of Hoxton Park Rd, changes to the land use adjacent to the Carnes Hill Centre on the proposed open space, street and drainage networks.

Apportionment

No apportionment is allowed for as there were no existing local transport facilities in existence at the commencement of the development of the area.

Composition of the works and land component

The composition of the works and land component for streets fronting a public facility identified in the following tables is as follows:

Table 10.3 Composition of works and land component

Item	Land component	Works component
Collector street frontage to school	(18 - 9) = 9.0m	(7.5 - 5.5) = 2.0m
Local Street frontage to school	(14.5 - 9) = 5.5m	(6.5 - 5.5) = 1.0m
Local street fronting open space or drainage res	(14.5 - 9) = 5.5m	(6.5 - 5.5) = 1.0m
Collector Street fronting Open Space or Drainage Res	(18 - 9) = 9.0m	(7.5 - 5.5) = 2.0m
Collector Street through Open Space or Drainage Res	18m	7.5m
Local Street fronting Cabramatta Creek / Drain	(10.5 - 9) = 1.5m	(6.5 - 5.5) = 1.0m

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

There are several local transport sub catchments within the Hoxton Park, Carnes Hill and Prestons Release Areas. These are shown on Figure 10.3.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by Council.

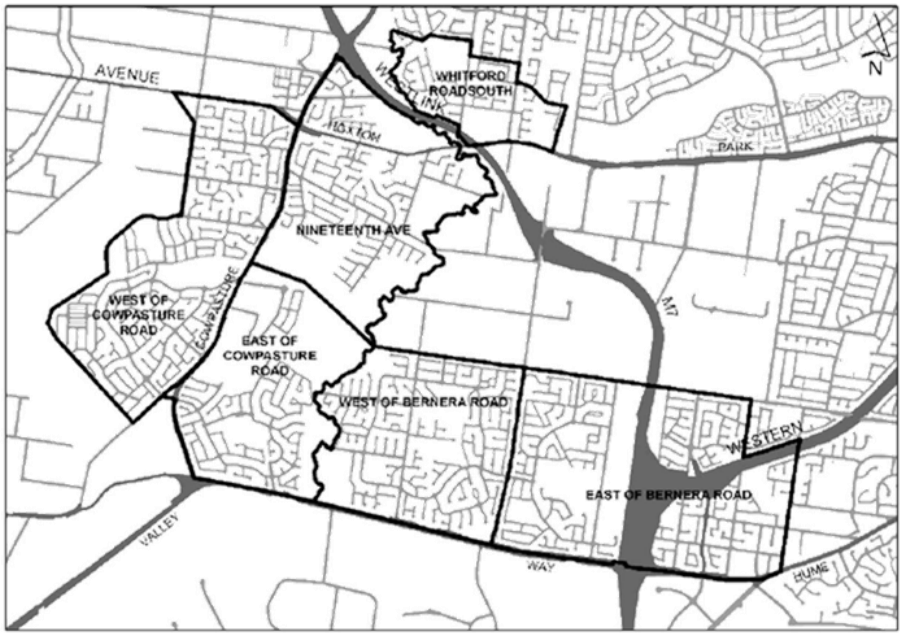

Figure 10.3 Catchment Area

East of Bernera Road Sub Catchment

Contributing Development

2,250 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 10.3.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 13, 14, 16 & 17 for the location of each item in Table 10.4.

Works and Land Acquisition Schedule

The range of Works and land acquisition for local transport facilities is shown in Table 10.4.

Table 10.4 Works and Land Acquisition Schedule

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
	Minor Roundabout							
1.1	Pine Rd & Maple Rd							$44,118
1.2	Pine Rd & Cedar Rd							$44,118
1.4	Myall, Box, & un-named Roads							$44,118
1.5	Bottlebrush Av & Maple Rd							$44,118
1.6	Wattle Rd & Cedar Rd							$44,118
1.8	San Marino Dr/Sicillian Av/Venega Av							$44,118
1.9	Dalmeny Dr & Bombaderry Rd							$44,118
1.10	San Marino Dr & Dalmeny Dr							$44,118
1.11	Ash Rd & Dalmeny Dr 120m north of Camden Valley Way							$44,118
1.12	Cedar Rd/Acacia Av/Barcelona Rd							$44,118
1.15	Dalmeny Dr & Venezia St							$44,118
	Collector Street Frontage to School site							
2	Dalmeny Dr	225		9	$175	$372	$354,375	$83,620
	Local Street Frontage to School site							
3	Umbria St	30		5.5	$175	$292	$28,875	$8,751
4	**School Bus Bay**	1				$51,471		$51,471
	Local Street Fronting Open Space or Drainage Res							
5.1	Maple Rd	145		Pre-existing street				$150,000
5.2	Paperbark Cct	70		5.5	$175	$266	$67,375	$18,632
5.3	Geraldton St	60		5.5	$175	$266	$57,750	$15,971
5.4	Strathyre Dr	100		5.5	$175	$266	$96,250	$26,618
5.7	Toscana St	220		5.5	$175	$266	$211,750	$58,559
5.8	Flametree St	105		5.5	$175	$266	$101,063	$27,949
5.9	Off Ash Rd	150		5.5	$150	$266	$123,750	$39,926
5.10	Stansmore Av	80		5.5	$175	$266	$77,000	$21,294
5.11	William Mahoney St	80		5.5	$175	$266	$77,000	$21,294
5.12	Rowan Pl	80		5.5	$175	$266	$77,000	$21,294
5.13	Ash Rd	150		Pre-existing street		$266		$39,926
5.14	Dee Cl	25		5.5	$175	$266	$24,063	$6,654
5.15	Witchhazel Pl	20		5.5	$175	$266	$19,250	$5,324

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
5.16	extension of Barcelona Dr	80		5.5	$175	$266	$77,000	$21,294
	Local Street through Open Space or Drainage Res							
6	Stansmore Av	60						
	Collector Street fronting Open Space or Drainage Res							
7.1	Dalmeny Dr at Bomaderry Dr	110		9	$175	$390	$173,250	$42,868
7.2	Dalmeny Dr at Stansmore Av	80		9	$175	$390	$126,000	$31,176
7.3	Ash Rd	450		Pre-existing street		$390		$175,368
7.4	Ash Rd	95		Pre-existing street		$390		$37,022
7.5	Ash Rd	90		Pre-existing street		$390		$35,074
7.6	Barcelona Dr	100		9	$175	$390	$157,500	$38,971
	Trunk Collector Street							
8.1	Bomaderry Dr	180		20	$175	$1,637	$630,000	$294,596
8.2	San Marino Dr	255		20	$175	$1,637	$892,500	$417,345
8.3	Ash Rd	120		Pre-existing street		$1,637		$196,398
8.4	Barcelona Dr	190		20	$175	$1,637	$665,000	$310,963
	Collector Street through Open Space or Drainage Res							
9.1	Dalmeny Dr at Bomaderry Dr	30		18	$175	$1,028	$94,500	$30,840
9.2	Dalmeny Dr at Stansmore Av	25		18	$158	$1,028	$71,100	$25,700
9.3	Ash Rd	35		Pre-existing street		$1,028		$35,980
	Culvert on Ash Rd	25		14.5		$1,027		$372,137
9.4	Ash Rd	165		Pre-existing street		$1,028		$169,618
	Culvert on Ash Rd	20		14.5		$1,027		$297,710
	Collector Street upgrade							
10	Pine Rd (south side)	200		Pre-existing street				$250,000
11	**Wombat Crossings**	2				$11,765		$23,529
12	**Bus Shelters**	12				$8,824		$105,882
13	**Road Closures**							
	Beech	1				$14,706		$14,706
	Cedar	1				$14,706		$14,706
Sub Total								**$4,024,458**
15% Contingency for Works								$603,669
Total							**$4,202,350**	**$4,628,127**

West of Bernera Road Sub Catchment

Contributing Development

2,140 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 10.3.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 12 & 13 for the location of each item in Table 10.5.

Works and Land Acquisition Schedule

The range of Works and land acquisition for local transport facilities is shown in Table 10.5.

Table 10.5 Works and Land Acquisition Schedule

No.	Items	Length / No of items	Pavement width	Land width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
1	**Minor Roundabout**							
1.1	Wroxham St/Minnamurra Cct/Braidwood Dr.							$44,118
1.2	Minnamurra Cct/Kydra Cl/Yerona Cl							$44,118
1.4	Minnamurra Cct and Braidwood Dr.							$44,118
1.5	Braidwood Dr and Corfield Rd							$44,118
1.6	Braidwood Dr and Bumbera St							$44,118
1.7	Braidwood Dr and Bugong St							$44,118
1.8	Bugong St / Yalwal Ct/ Berry Rd							$44,118
1.9	Bugong St / Milton Ct / Taralga St							$44,118
1.10	Bugong St and Kookaburra Rd							$44,118
1.11	Braidwood Dr/Abbeville Cl/Batehaven Cl							$44,118
1.12	Braidwood Dr and Mowbray St							$44,118
1.13	Braidwood Dr/ Michelago Cct/Ulladulla St							$44,118
1.3	Michelago Cct/Mollymook St/ Culburra St							$44,118
	Trunk Collector Street							
4.1	Mowbray St	200	10	20	$175	$1,637	$700,000	$327,329
4.2	Wroxham St	200	10	20	$175	$1,637	$700,000	$327,329
4.3	Corifield Rd	220		Pre-existing street		$1,637		$360,062
5	**Local Street fronting Open Space or Drainage Res**							
5.1	Kiora / Yalwal Ct	40	1	5.5	$175	$266	$38,500	$10,647
5.2	Galba Cl / Bombo Cl	40	1	5.5	$175	$266	$38,500	$10,647
5.3	Quaama Cl	80	1	5.5	$175	$266	$77,000	$21,294
5.4	Richlands Pl	25	1	5.5	$175	$266	$24,063	$6,654
5.5	Thirroul Ct	80	1	5.5	$175	$266	$77,000	$21,294
5.6	Fortunato St	210	1	5.5	$175	$266	$202,125	$55,897
5.7	South of Bumbera St	180	1	5.5	$175	$266	$173,250	$47,912
5.8	Bundanoon Rd	50	1	5.5	$175	$266	$48,125	$13,309
5.9	Gerroa Cl / future st	50	1	5.5	$175	$266	$48,125	$13,309
5.10	Dapto / Greenwell	50	1	5.5	$175	$266	$48,125	$13,309
5.11	Ulladulla Dr	140	1	5.5	$175	$266	$134,750	$37,265
5.12	Tulich Av	25	1	5.5	$175	$266	$24,063	$6,654
5.13	Abbeville Cl	25	1	Pre-existing street		$266		$6,654

No.	Items	Length / No of items	Pavement width	Land width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
5.14	Bumbera St	180	1	Pre-existing street		$266		$47,912
5.15	Minnamurra Ct	35	1	5.5	$175	$266	$33,688	$9,316
6	**Collector Street fronting Open Space or Drainage Res**							
6.1	Braidwood Dr at Minerva	180	2	9	$175	$372	$283,500	$66,896
6.2	Braidwood Dr at Ulladulla	320	2	9	$175	$372	$504,000	$118,927
6.3	Braidwood Dr at Bumbera St	40	2	9	$175	$372	$63,000	$14,866
6.4	Braidwood Dr at Minnamurra	160	2	9	$175	$372	$252,000	$59,463
6.5	Braidwood Dr at Minnamurra	80	2	9	$175	$372	$126,000	$29,732
7	**Collector Street through Open Space or Drainage Res**							
	Braidwood Dr	50	7.5	18	$175	$1,028	$157,500	$51,399
8	**Local Street fronting Cabramatta Creek / Drain**							
8.1	Marulan Wy	205	1	1.5	$175	$266	$53,813	$54,566
8.2	Nerriga Ct	80	1	1.5	$175	$266	$21,000	$21,294
8.3	Taralga St	30	1	1.5	$175	$266	$7,875	$7,985
8.4	Bateman Cl	190	1	1.5	$175	$266	$49,875	$50,574
8.5	Wagga Wagga St	340	1	1.5	$175	$266	$89,250	$90,500
8.6	Bugong St	75	1	1.5	$175	$266	$19,688	$19,963
10	**Overlay existing Central Pavement (sqm)**							
	Bumberra Road open space frontage							
	560 x 6.3 (exist width)	1,008				$70		$70,683
11	**Wombat Crossings**	1				$11,765		$11,765
12	**Bus Shelters**	10				$8,824		$88,235
Sub Total								**$2,667,172**
15% Contingency for Works								$400,076
Total							**$3,994,813**	**$3,067,248**

East of Cowpasture Road Sub Catchment

Contributing Development

2,720 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 10.3.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 7, 8, 11 & 12 for the location of each item in Table 10.6.

Works and Land Acquisition Schedule

The range of Works and land acquisition for local transport facilities is shown in Table 10.6.

Table 10.6 Works and Land Acquisition Schedule

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
	Minor Roundabout							
1.1	Joshua Moore Dr /Horningsea Park Dr /Brindabella Dr							$44,118
1.2	Horningsea Park Dr /Bunya Way / Gungarlin Dr							$44,118
1.3	Horningsea Park Dr and Strzlecki Dr							$44,118
1.4	Horningsea Park Dr & Joshua Moore Dr (east)							$44,118
1.5	Joshua Moore Dr / Bimberi St / Wellumba St							$44,118
1.6	Joshua Moore Dr /Kearns Place /Sarah Hollands Dr							$44,118
1.7	Sarah Hollands Dr & Packard Pl							$44,118
1.8	Brindella Dr & Carruthers Dr							$44,118
1.9	Street along west side of Cabramatta Ck							$44,118
1.10	Street extension of Wingham Rd south of Kurrajong Rd							$44,118
2	**Collector Street Frontage to School site**							
	Horningsea Park Dr	350	2	9	$175	$390	$551,250	$136,397
3	**Local Street Frontage to School site**							
	Toolong Pl	105	1	5.5	$175	$266	$101,063	$27,949
4	**School Bus Bay**					$51,471		$51,471
	Trunk Collector Street							
5.1	Horningsea Park Dr	75	10	20	$175	$1,637	$262,500	$122,748
5.2	Joshua Moore Dr	180	10	20	$175	$1,637	$630,000	$294,596
5.3	Sarah Hollands Dr	170	10	20	$175	$1,637	$595,000	$278,230
5.4	south off Kurrajong Rd	100	10	20	$175	$1,637	$350,000	$163,665
	Local Street fronting open space or drainage Res							
6.1	Wheat Pl	200	1	5.5	$175	$266	$192,500	$53,235
6.2	North side of creek and Cabramatta Ck	950	1	5.5	$175	$266	$914,375	$252,868
	Collector Street Fronting Open Space or Drainage Res							
7.1	Sarah Hollands Dr	750	2	9.0	$175	$372	$1,181,250	$278,735
7.2	Strezlecki Dr	380	2	9.0	$175	$372	$598,500	$141,226
7.3	Strezlecki Dr	170	2	9.0	$175	$372	$267,750	$63,180
	Collector Street Through Open Space or Drainage Res							

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
8.1	Extension of Bumbera St	110						
8.2	Strezlecki Dr	30	7.5	18	$158	$1,028	$85,320	$30,840
	Culverts	25		14.5		$1,027		$372,137
14	**Wombat Crossings**	1				$11,765		$11,765
15	**Bus Shelters**	10				$8,824		$88,235
Sub Total								**$2,808,452**
15% Contingency for Works								$421,268
Total							**$5,729,508**	**$3,229,720**

West of Cowpasture Road Sub Catchment

Contributing Development

2,370 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 10.3.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 3, 4, 7, 8 & 11 for the location of each item in Table 10.7.

Works and Land Acquisition Schedule

The range of Works and land acquisition for local transport facilities is shown in Table 10.7.

Table 10.7 Works and Land Acquisition Schedule

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
1	**Minor Roundabout**							
1.1	Mannow Ave and Mathinna Cct (west)							$44,118
1.2	Twelfth Ave / Hoskins Ave / Gatto Pl							$44,118
1.3	Carmichael Dr / Latrobe Rd							$44,118
1.4	Greenway Dr and Wyattville Dr. (north)							$44,118
1.5	Greenway Dr and Carmichael Dr							$44,118
1.6	Greenway Dr /Wingate Ave /Mitchell Dr.							$44,118
1.7	Greenway Dr / Hume Dr /Mitchell Dr							$44,118
1.8	Greenway Dr / Addison Wy / Wyattville Dr							$44,118
1.9	Muller Ave/Scottsdale Cct/Beaconsfield Cct							$44,118
1.10	Muller Ave/Scottsdale Cct/Ringarooma Cct							$44,118
1.11	Mannow Ave and Carmichael Dr							$44,118
1.13	Carmichael Dr and Riddell St							$44,118
1.14	Second Ave and Dunally St.							$44,118
1.15	Wyattville Dr and Chapman St							$44,118
1.16	Poole St and Chapman St							$44,118
2	**Collector Street frontage to School**							
	Wyattville Dr	200	2	9	$175	$372	$315,000	$74,329
3	**School Bus Bay**	1				$51,471		$51,471

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
4	**Trunk Collector Street**							
4.1	Greenway Dr South	160	10	20.0	$175	$1,637	$560,000	$261,863
4.2	Chapman St	135	10	20.0	$175	$1,637	$472,500	$220,947
4.3	Greenway Dr North	360	10	20.0	$175	$1,637	$1,260,000	$589,193
4.4	Latrobe Rd	80	10	20.0	$175	$1,637	$280,000	$130,932
4.5	Second Av	300	10	Pre-existing street		$1,637		$490,994
4.6	Mannow Av	120	10	Pre-existing street		$1,637		$196,398
5	**Local Street fronting open space or drainage Res**							
5.1	Lennox Pl	20	1	5.5	$175	$266	$19,250	$5,324
5.2	Poole St	180	1	5.5	$175	$266	$173,250	$47,912
5.3	Woodside Av	180	1	5.5	$175	$266	$173,250	$47,912
5.4	Cranbrook Cl	120	1	5.5	$175	$266	$115,500	$31,941
5.5	Riddel & Gladstone	110	1	5.5	$175	$266	$105,875	$29,279
5.6	St Helens Cl	115	1	5.5	$175	$266	$110,688	$30,610
5.7	Bridport Cl	20	1	5.5	$175	$266	$19,250	$5,324
5.8	Winnaleah St	80	1	5.5	$175	$266	$77,000	$21,294
5.9	Tunnack St	120	1	5.5	$175	$266	$115,500	$31,941
5.10	Glendevie St	95	1	5.5	$175	$266	$91,438	$25,287
5.11	Ringarooma Ct	75	1	5.5	$175	$266	$72,188	$19,963
5.12	Meander Cl	150	1	5.5	$175	$266	$144,375	$39,926
5.13	Mathina Ct	160	1	5.5	$175	$266	$154,000	$42,588
5.14	Watling Av / Hallen Pl	50	1	5.5	$175	$266	$48,125	$13,309
5.15	Erith Cl / Gretna Cl	50	1	5.5	$175	$266	$48,125	$13,309
5.16	Bicheno Cl	105	1	5.5	$175	$266	$101,063	$27,949
5.17	Swansea Pl	240	1	5.5	$175	$266	$231,000	$63,882
5.18	Bellerive Cl	25	1	5.5	$175	$266	$24,063	$6,654
5.19	Larmar Pl	80	1	5.5	$175	$266	$77,000	$21,294
5.20	Scottsdale / Cascades	200	1	5.5	$175	$266	$192,500	$53,235
5.21	Second Av	220	1	5.5	$175	$266	$211,750	$58,559
5.22	Gerraro Cr	75	1	5.5	$175	$266	$72,188	$19,963
5.23	Forcett Cl	45	1	5.5	$175	$266	$43,313	$11,978
6	**Collector Street Fronting Open Space or Drainage Res**							
6.1	Carmichael Dr	140	2	9.0	$175	$372	$220,500	$52,030
6.2	Greenway Dr	140	2	9.0	$175	$372	$220,500	$52,030
6.3	Carmichael Dr	60	2	9.0	$175	$372	$94,500	$22,299
6.4	Carmichael Dr	60	2	9.0	$175	$372	$94,500	$22,299
6.5		75	2	9.0	$175	$372	$118,125	$27,873
6.6		60	2	9.0	$175	$372	$94,500	$22,299
6.7		30	2	9.0	$175	$372	$47,250	$11,149
6.8		95	2	Pre-existing street		$372		$35,306
6.9		170	2	Pre-existing street		$372		$63,180
6.10		135	2	Pre-existing street		$372		$50,172

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
7	**Local Street Through Open Space or Drainage Res**							
	Haraden Dr	40	6.5	14.5	$175	$767		$30,685
	Meander Cl	50	6.5	14.5	$175	$767		$38,357
8	**Collector Street Through Open Space or Drainage Res**							
8.1	Carmichael Dr North	20	7.5	Pre-existing street		$1,028		$170,817
	Culverts	20		14.5		$1,027		$297,710
8.2	Second Av	20	7.5	Pre-existing street		$1,028		$170,817
	Culverts	20		14.5		$1,027		$297,710
8.3	Carmichael Dr South	25	7.5	18	$50	$1,028	$22,500	$170,817
	Culverts	25		14.5		$1,027		$372,137
9	**Wombat Crossings**	1				$11,765		$11,765
10	**Bus Shelters**	10				$8,824		$88,235
11	**Road Closures**							
	Second Ave	1				$14,024		$14,024
Sub Total								**$5,369,038**
15% Contingency for Civil Works								$805,356
Total							**$6,220,563**	**$6,174,394**

Nineteenth Avenue Sub Catchment

Contributing Development

1,890 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 10.3.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 4, 5 & 8 for the location of each item in Table 10.8.

Works and Land Acquisition Schedule

The range of Works and land acquisition for local transport facilities is shown in Table 10.8.

Table 10.8 Works and Land Acquisition Schedule

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
1	**Minor Roundabout**							
1.1	Government Rd & Collarenebri Rd							$44,118
1.2	Glen Innes Rd / Pacific Palms Cct / Byron Bay Cl.							$44,118
1.3	Nineteenth Ave (east) & Pacific Palms Cct							$44,118
1.4	Nineteenth Ave (west) & Pacific Palms Cct							$44,118
1.5	Tibooburra Rd & Pacific Palms Cct.							$44,118
1.6	First Ave & Twentieth Ave							$44,118
1.7	Pacific Palms Cct & Wingham St							$44,118
1.9	Pacific Palms Cct. 150 m east of School							$44,118

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
1.10	Wingham Rd, south of Pacific Palms Crt							$44,118
2	**Collector Street frontage to School**							
		120	2	9	$175	$372	$189,000	$44,598
3	**Local street frontage to School**							
		210	1	5.5	$175	$292	$202,125	$61,259
4	**School Bus Bay**	1				$51,303		$51,303
5	**Trunk Collector Street**							
5.1		100	10	20.0	$175	1,637	$350,000	$163,665
5.2		100	10	20.0	$175	1,637	$350,000	$163,665
7	**Local Street fronting Open Space or Drainage Res**							
7.1	Belata Pl	100	1	5.5	$175	$266	$96,250	$26,618
7.2	Walgett Cl	180	1	5.5	$158	$266	$156,420	$47,912
7.3	Warialda Wy	460	1	5.5	$158	$266	$399,740	$122,441
7.4	Armidale Av	40	1	5.5	$175	$266	$38,500	$10,647
7.5	Merriwa Av	25	1	5.5	$175	$266	$24,063	$6,654
7.6	Wilcannia Wy	90	1	5.5	$175	$266	$86,625	$23,956
7.7	Baradine Wy	140	1	5.5	$175	$266	$134,750	$37,265
7.8	street along creek north of Pacific Palms Cct	185	1	5.5	$175	$266	$178,063	$49,243
7.9	Nymboida / Woolgoolga Av	25	1	5.5	$175	$266	$24,063	$6,654
7.10	Baradine Wy / Merriwa Av	100	1	5.5	$175	$266	$96,250	$26,618
7.11	Wollombi Wy	215	1	5.5	$175	$266	$206,938	$57,228
7.12	Bay Cl	20	1	5.5	$175	$266	$19,250	$5,324
7.13	Dorrigo Av	25	1	5.5	$175	$266	$24,063	$6,654
7.14	Coonabarabran Cr	80	1	5.5	$175	$266	$77,000	$21,294
7.15	Coffs Harbour Av	220	1	5.5	$158	$266	$191,180	$58,559
7.16	Bellingen Wy	190	1	5.5	$175	$266	$182,875	$50,574
7.17	street north side of channel	220	1	5.5	$174	$266	$210,540	$58,559
7.18	Warialda Wy extension	190	1	1.5	$174	$266	$49,590	$50,574
7.19	adjacent to park off Inverell Av	130	1	5.5	$174	$266	$124,410	$34,603
8	**Collector Street fronting Open Space or Drainage Res**							
8.1	Pacific Palms Cct	60	2	9.0	$175	$372	$94,500	$22,299
8.2	Link from Kurrajong Rd to Pacific Palms Cct	200	2	9.0	$175	$372	$315,000	$74,329
8.3	Link fro Kurrajong Rd to Pacific Palms Cct	240	2	9.0	$175	$372	$378,000	$89,195
8.4	Pacific Palms Cct	40	2	9.0	$175	$372	$63,000	$14,866

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
9	**Collector Street through Open Space or Drainage Res**							
9.1	Pacific Palms Cct at creek	40		18		$1,028		$41,120
	Culvert	30		14.5		$1,027		$446,565
9.2	Pacific Palms Cct at creek	45		18	$175	$1,028	$141,750	$46,259
	Culvert	30		14.5		$1,027		$446,565
9.3	Pacific Palms Cct at Tibooburra Rd	40		18	$175	$1,028	$126,000	$41,120
9.4	Pacific Palms Cct at school	200		18	$175	$1,028	$630,000	$205,598
9.5	Link from Kurrajong Rd to Pacific Palms Cct	60		18	$175	$1,028		$61,679
9.6	Wingham Rd	60		18	$175	$1,028	$189,000	$61,679
10	**Local Street fronting Cabramatta Ck**							
		975	1	1.5	$158	$266	$231,075	$259,522
11	**Overlay existing Central Pavement (sqm)**							
	Nineteenth Av (open space frontage)							
	570m x 5.3m (exist width)	212				$52		$11,001
	First Avenue (open space frontage)							
	460m x 4.7m (exist width)	188				$52		$9,755
12	**Wombat Crossings**	1				$11,765		$11,765
13	**Bus Shelters**	8				$8,824		$70,588
14	**Road Closures**							
	Nineteenth Ave at Cowpasture Ck & restore					$140,244		$140,244
	Nineteenth Ave at Cowpasture Rd					$14,024		$14,024
15	**Culvert Upgrading in First Ave**							$200,000
16	**Culvert across channel south of Government Rd**							$250,000
Sub Total								**$4,101,094**
15% Contingency for Works								$615,164
Total							**$5,580,018**	**$4,716,258**

Whitford Road South Sub Catchment

Contributing Development

550 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 10.3.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 5 for the location of each item in Table 10.10.

Works and Land Acquisition Schedule

The range of Works and land acquisition for local transport facilities is shown in Table 10.10.

Table 10.10 Works and Land Acquisition Schedule

No.	Items	Length / No of items	Street / Pavement width	Frontage width	Land Unit Cost	Works Unit Cost	Total Land	Total Works
		m	m	m	$ / sqm	$ / m	$	$
	Four Major Roundabouts (costs include $10,000 for landscaping)							
1.1	Topnot Ave/Wilson Rd/Rossini Dr							$44,118
1.2	Topnot Ave/Whitford Rd/Draco Rd							$44,118
1.3	Whitford Rd/Centaurus Dr/Frigate Bird Av							$44,118
1.4	Wilson Rd & Frigate Bird Av							$44,118
2	**Collector street fronting open space**							
		375		5.5	$175	$371	$360,938	$0
3	**90 degree parking bay**							
		200				$227		$45,400
4	**Minor road frontage to open space**							
		40	4.5		$175	$265	$31,500	$10,602
5	**Local street frontage to floodplain Hinchinbrook Creek**							
		350	2		$158	$265	$110,600	$92,771
7	**Minor Road frontage to High School**							
		150	9		$175	$458	$236,250	$68,700
8	**Sub-arterial with Median**							
		500	4		$175	$576	$350,000	$287,851
Sub Total								**$681,795**
15% Contingency for Works								$102,269
Total							**$1,089,288**	**$784,064**

10.5 Drainage

Drainage Easements

In order to achieve an economical local drainage system it was required to drain stormwater runoff through the lowest possible path. This path was in some cases required to traverse privately owned properties, which creates the need for drainage easements or drainage reserve.

A drainage easement is the area of land dedicated to construct and maintain an enclosed drainage conduit (usually a pipe or box culvert).

The drainage easement can serve a number of privately owned properties in which case it is described to be an "inter-allotment drainage easement". The width of an inter-allotment drainage easement will be indicated by the formula given below. This will be not less than 1.2m for residential lots or 2.5 m for industrial lots.

Easement Width = (1.5 x depth of trench) + Pipe Diameter (or Culvert Width)

The area of land required for inter-allotment drainage easement shall be dedicated for that purpose and shall belong to those properties benefiting from the drainage system within the easement. The owners the properties will be responsible for the maintenance and functioning of the drainage system.

Drainage Reserves

A drainage reserve is known as the area of land dedicated to open drainage. The drainage reserve can serve a number of privately owned properties, public land (such as road drainage, parks, etc.) or a combination of these. The area of land required for drainage reserve shall be dedicated to Council for that purpose and Council shall be responsible for the maintenance and functioning of the drainage system. The area of land dedicated to drainage reserve has been included in the contribution rate as

"cost of land acquisition" for each local drainage catchment.

Minimum size pipes

The Local Trunk Drainage is costed on the basis of drainage infrastructure requirements of the local catchment. Each of the local catchments is costed down to 900mm diameter pipe only. The individual developers are required to directly bear the cost of all pipelines up to 825mm diameter within or past their own land. The cost difference between any larger pipe size and open drainage is funded by Developer contributions.

Where it is anticipated that the developer will carry out the works as part of a development, the cost of supply, lay and backfilling of 825mm diameter is deducted from the cost of works to get the contribution. These works, when carried out by the developer, means that the developer will receive the credits of the difference between the total cost of works and the cost of 825mm diameter pipe (to be borne by the developer). Should the developer default from undertaking the works identified in this plan as the developer's responsibility, then the developer shall pay for the cost of 825mm diameter pipe for the reach of drainage works for which they are responsible to provide as part of their development.

Where the work is costed in full without deducting the cost of 825mm diameter, it is anticipated that Council will undertake these works from contributions. Where a developer undertakes these works as part of their development, they shall receive full credits for the work as shown in this plan.

Gross pollutant traps

Gross pollutant traps have also been costed as source control for litter at the end of each network.

Scope of facilities

A review of the range of local transport facilities was undertaken in 2008. This was undertaken in conjunction with the preparation of *Liverpool DCP 2008*. This plan included amongst other items a review of the masterplan for this area. The changes arise in part due to the impact of the M7, the addition of land north of Hoxton Park Rd, changes to the land use adjacent to the Carnes Hill Centre on the proposed open space, street and drainage networks.

Apportionment

No apportionment is allowed for as there were no existing local transport facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

There are several local transport sub catchments within the Hoxton Park, Carnes Hill and Prestons Release Areas. These are shown on Figure 10.3.

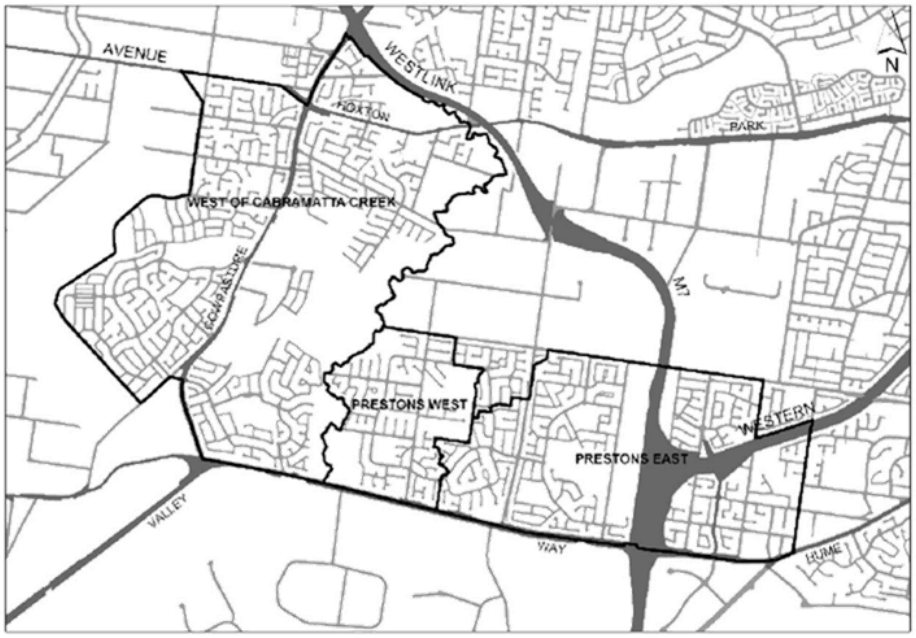

Figure 10.4

Prestons East Sub Catchment

Contributing Development

2,960 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 10.4.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 13, 14, 16 & 17 for the location of each item in Table 10.11. The location of drainage lines as shown on the maps are in the original "in principle" locations and may be constructed in a slightly different locations to match the eventual street layout.

Works and Land Acquisition Schedule

The range of Works and land acquisition for local transport facilities is shown in Table 10.11.

Table 10.11 Works and Land Acquisition Schedule

Works

From	To	Pipe Dia	Length	Unit Cost	Cost of Works	Cost of 825 dia Pipe	Total Works Cost after Credits
		mm	m	$ / m	$	$	$
109.04	109.03	900	35	$582	$20,370	$12,250	$8,120
109.02	109.01	1,050	120	$722	$86,671	$42,000	$44,671
109.01	101.1	1,200	44	$826	$36,346	$15,400	$20,946
103.04	103.03	900	20	$582	$11,640	$7,000	$4,640
103.03	103.02	1,050	90	$722	$65,003	$31,500	$33,503

From	To	Pipe Dia	Length	Unit Cost	Cost of Works	Cost of 825 dia Pipe	Total Works Cost after Credits
		mm	m	$ / m	$	$	$
103.02	103.01	1,200	175	$826	$144,556	$61,250	$83,306
103.01	102.03	1,200	125	$826	$103,255	$43,750	$59,505
102.03	102.02	1,500	125	$1,248	$156,021	$43,750	$112,271
102.02	102.01	1,500	85	$1,248	$106,095	$29,750	$76,345
102.01	101.04	1,650	115	$1,445	$166,119	$40,250	$125,869
101.1	101.09		90		$31,500	$31,500	
116.01	73				$158,365		$97,168
95.05	95.04	900	110	$582	$64,021	$38,500	$25,521
95.04	95.03	1,050	90	$722	$65,003	$31,500	$33,503
95.03	95.02	1,350	220	$1,052	$231,402	$77,000	$154,402
77.01	73.06	900	20	$582	$11,640	$7,000	$4,640
75.02	75.01	1,050	100	$722	$72,226	$35,000	$37,226
75.01	73.04	1,200	60	$826	$49,562	$21,000	$28,562
73.07	73.06	900	70	$582	$40,741	$24,500	$16,241
73.06	73	1,500	50	$1,248	$62,409	$17,500	$44,909
Swale (Maxwells Creek east to South Western Freeway)							
73	73.05		170		$120,039	$59,500	$60,539
73.05	73.04		125		$138,342	$43,750	$94,592
73.04	73.03		140		$147,375	$49,000	$98,375
68.01	63.07	1,050	130	$722	$93,893	$45,500	$48,393
65.01	63.04	1,050	110	$722	$79,448	$38,500	$40,948
63.15	63.14	1,050	60	$722	$43,335		$43,335
63.14	63.13	1,200	20	$826	$16,521		$16,521
63.13	63.12	1,200	70	$826	$57,823		$57,823
63.12	63.11	1,350	60	$1,052	$63,110		$63,110
63.11	63.1	1,500	100	$1,248	$124,817		$124,817
63.1	63.09	1,500	100	$1,248	$124,817		$124,817
63.09	63.08	1,500	100	$1,248	$124,817		$124,817
63.08	63.07	1,650	120	$1,445	$173,341		$173,341
Swale (Maxwells Creek east to Beech Road)							
63.07	63.06				$16,187		$16,187
63.06	63.05				$53,958		$53,958
63.05	63.04				$64,750		$64,750
63.04	63.03				$70,146		$70,146

From	To	Pipe Dia	Length	Unit Cost	Cost of Works	Cost of 825 dia Pipe	Total Works Cost after Credits
		mm	m	$ / m	$	$	$
47.02	47.01	1,050	205	$722	$148,063	$71,750	$76,313
47.01	23.02	1,200	25	$826	$20,651	$8,750	$11,901
37.03	37.02	1,200	150	$826	$123,905	$52,500	$71,405
37.02	37.01	1,200	80	$826	$66,083	$28,000	$38,083
37.01	19.14	1,200	80	$826	$66,083	$28,000	$38,083
31.03	31.02	900	120	$582	$69,841	$42,000	$27,841
31.02	31.01	1,050	140	$722	$101,116	$49,000	$52,116
31.01	19.09	1,050	20	$722	$14,445	$7,000	$7,445
Swale (Maxwells Creek south west to Camden Valley Way)							
23.09	23.08		295		$241,573	$103,250	$138,323
23.08	23.07		50		$40,553	$17,500	$23,053
23.07	23.06		150		$110,135	$52,500	$57,635
23.06	23.05		80		$69,497	$28,000	$41,497
23.05	23.04		155		$139,549	$54,250	$85,299
23.04	23.03		135		$91,052	$47,250	$43,802
23.03	23.02		105		$75,943	$36,750	$39,193
23.02	23.01		55		$83,800	$19,250	$64,550
19.18	19.17	900	70	$582	$40,741	$24,500	$16,241
19.17	19.16	1,050	30	$722	$21,668	$10,500	$11,168
19.16	19.15	1,350	120	$1,052	$126,220	$42,000	$84,220
19.15	19.14	1,500	45	$1,248	$56,168	$15,750	$40,418
Swale (Maxwells Creek west to Bernera Road)							
19.14	19.13		60		$67,959	$21,000	$46,959
19.13	19.12		25		$40,055	$8,750	$31,305
19.12	19.11		65		$95,796	$22,750	$73,046
19.11	19.1		60		$109,700	$21,000	$88,700
19.1	19.09		95		$111,515	$33,250	$78,265
19.09	19.08		30		$104,417	$10,500	$93,917
19.08	19.07		100		$139,351	$35,000	$104,351
19.07	19.06		80		$111,482	$28,000	$83,482
19.06	19.05		125		$127,232	$43,750	$83,482
19.05	19.04		85		$81,926	$29,750	$52,176
19.04	19.03		190		$228,246	$66,500	$161,746
13.02	13.01	1,050	150	$722	$108,338	$52,500	$55,838
13.01	12.03	1,200	20	$826	$16,521	$7,000	$9,521
12.04	12.03	1,050	75	$722	$54,169	$26,250	$27,919
12.03	12.02	1,500	130	$1,248	$162,262	$45,500	$116,762
12.02	12.01	1,500	25	$1,557	$38,918	$8,750	$30,168
4.12	4.11	1,050	30	$722	$21,668	$10,500	$11,168

From	To	Pipe Dia	Length	Unit Cost	Cost of Works	Cost of 825 dia Pipe	Total Works Cost after Credits
		mm	m	$ / m	$	$	$
4.11	4.1	1,050	60	$722	$43,335	$21,000	$22,335
4.1	4.09	1,050	120	$722	$86,671	$42,000	$44,671
4.09	4.08	1,200	50	$826	$41,302	$17,500	$23,802
4.08	4.07	1,200	120	$826	$99,124	$42,000	$57,124
4.07	4.06	1,350	120	$1,052	$126,220	$42,000	$84,220
4.06	4.05	1,650	70	$1,445	$101,116	$24,500	$76,616
4.05	4.04	1,650	25	$1,445	$36,113	$8,750	$27,363
4.04	4.03	1,650	90	$1,445	$130,006	$31,500	$98,506
4.03	4.02	1,650	40	$1,445	$57,780	$14,000	$43,780
3.02	3.01	900	45	$582	$26,191	$15,750	$10,441
3.01	1.04	900	20	$582	$11,640	$7,000	$4,640
Sub Total					**$7,281,802**		**$4,898,705**
Add 15% Contingencies							$734,806
Total							**$5,633,511**

Item No	Items	Land	Land Unit Cost	Total Land Cost
		sqm	$ / sqm	$
PED 1	Swale (Maxwells Creek east to South Western Freeway)	13,715	$50	$685,750
PED 2	Swale (Maxwells Creek east to Beech Road)	4,150	$50	$207,500
PED 3	Dudley Creek (Maxwells Creek south west to Camden Valley Way)	13,350	$50	$667,500
PED 4	Swale (Maxwells Creek west to Bernera Road)	11,410	$50	$570,500
PED 5	Maxwells Creek	26,421	$50	$1,321,050
				$3,452,300

Prestons West Sub Catchment

Contributing Development

1,200 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 10.4.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 12, 13 & 16 for the location of each item in Table 10.12. The location of drainage lines as shown on the maps are in the original "in principle" locations and may be constructed in a slightly different locations to match the eventual street layout.

Works and Land Acquisition Schedule

The range of Works and land acquisition for local transport facilities is shown in Table 10.12.

Table 10.12 Works and Land Acquisition Schedule

Works

From	To	Pipe Dia	Length	Rate	Cost of Works	Cost of 825 dia Pipe	Total Works Cost after Credits
		mm	m	$ / m	$	$	$
M5	M4	1,200	90	$826	$74,343	$31,500	$42,843
M4	M3	1,200	130	$826	$107,385	$45,500	$61,885
M3	M2	1,650	65	$1,445	$93,893	$22,750	$71,143
M2	M1	2X1200	150	$1,625	$243,814	$52,500	$191,314
M1.7	M1.6	900	90	$582	$52,381	$31,500	$20,881
M1.6	M1.5	1,050	90	$722	$65,003	$31,500	$33,503
M1.5	M1.4	1,050	70	$722	$50,558	$24,500	$26,058
M1.4	M1.3	1,050	70	$722	$50,558	$24,500	$26,058
M1.3	M1.2	1,200	80	$826	$66,083	$28,000	$38,083
M1.2	M1.1	1,200	70	$826	$57,823	$24,500	$33,323
M1.1	M1	1,200	80	$826	$66,083	$28,000	$38,083
M1	M0	2X1650	110	$2,791	$306,994	$38,500	$268,494
N6	N5	1,050	110	$722	$79,448	$38,500	$40,948
N5.11	N5	1,050	230	$722	$166,119	$80,500	$85,619
N5	N4	1,500	90	$1,248	$112,335	$31,500	$80,835
N4	N3	1,500	70	$1,248	$87,372	$24,500	$62,872
N3	N2	1,800	50	$1,697	$84,848	$17,500	$67,348
N2	N1	2X1500	80	$2,314	$185,122	$28,000	$157,122
N1	N0	2 x 1.8 x 0.9 BC	160	$3,035	$485,524		$485,524
Structures					$84,146		$84,146
Sub Total					**$2,519,832**		**$1,916,082**
Add 15% Contingencies							$287,412
Total							**$2,203,495**

Item No	Items	Land	Land Unit Cost	Total Land Cost
		sqm	$ / sqm	$
CCD	Cabramatta Creek (from Kurrajong Road to Camden Valley Way)	17,000	$50	$850,000
Total				**$850,000**

West of Cabramatta Creek Sub Catchment

Contributing Development

5,680 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 10.4.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 3 - 5, 7 - 9, 11 & 12 for the location of each item in Table 10.13.

Works and Land Acquisition Schedule

The range of Works and land acquisition for local transport facilities is shown in Table 10.13. The location of drainage lines as shown on the maps are in the original "in principle" locations and may be constructed in a slightly different locations to match the eventual street layout.

Table 10.13 Works and Land Acquisition Schedule

Works

From	To	Pipe Dia	Length	Rate	Cost of Works	Cost of 825 dia Pipe	Total Works Cost after Credits
		mm	m	$ / m	$	$	$
CW 1.1	CW 1.0	900	60	$582	$34,921	$21,000	$13,921
CW 1.2	CW 1.1	900	60	$582	$34,921	$21,000	$13,921
Structures					$4,000		$4,000
CW 2.1	CW 2.0	1,050	100	$722	$72,226	$35,000	$37,226
Structures					$4,000		$4,000
CW 3.1	CW 3.0	1,050	70	$722	$50,558	$24,500	$26,058
CW 3.2	CW 3.1	900	70	$582	$40,741	$24,500	$16,241
Structures					$7,012		$7,012
Swale (Basin 10 to Open Space Corridor)							
Excavation					$277,683		$277,683
Surface Treatment					$385,671		$385,671
Secondary (Northern) Channel							
Excavation					$36,463		$36,463
Surface Treatment					$134,634		$134,634
F6	F5	1,050	100	$722	$72,226	$35,000	$37,226
F5	F4	1,050	110	$722	$79,448	$38,500	$40,948
F4	F3	1,050	40	$722	$28,890	$14,000	$14,890
F3.1	F3	900	130	$582	$75,662	$45,500	$30,162
F3	F2	1,650	30	$1,445	$43,335	$10,500	$32,835
F2	F1	1,650	60	$1,445	$86,671	$21,000	$65,671
F1	F0	1,800	190	$1,662	$315,759	$66,500	$249,259
Structures					$22,439		$22,439
K10	K9	1,200	140	$826	$115,645	$49,000	$66,645
K9	K8	1,350	50	$1,052	$52,591	$17,500	$35,091
K8	K7	1,650	100	$1,445	$144,451	$35,000	$109,451
K7	K6	1,800	60	$1,662	$99,713	$21,000	$78,713
K6	K5	1,800	80	$1,662	$132,951	$28,000	$104,951
K5	K4	1,800	50	$1,662	$83,095	$17,500	$65,595
K4	K3	2X1350	135	$2,034	$274,527	$47,250	$227,277
K3	K2	2X1350	60	$2,034	$122,012	$21,000	$101,012
K2	K1	2X1350	60	$2,034	$122,012	$21,000	$101,012
K1	K0	2X1350	130	$2,034	$264,360	$45,500	$218,860
Structures					$70,122		$70,122
Flood Channel WCD4							
Excavation					$267,866		$267,866
Surface Treatment					$478,232		$478,232
H4	H3	900	200	$582	$116,402	70000	$46,402
H3	H2	1,200	170	$826	$140,426	$59,500	$80,926
H2	H1	1,500	260	$1,248	$324,524	$91,000	$233,524
H1	H0		130	Swale	$133,933		$133,933

From	To	Pipe Dia	Length	Rate	Cost of Works	Cost of 825 dia Pipe	Total Works Cost after Credits
		mm	m	$ / m	$	$	$
Structures					$9,817		$9,817
J7	J6	900	80	$582	$46,561	$28,000	$18,561
J6	J5	1,050	140	$722	$101,116	$49,000	$52,116
J5	J4	1,050	60	$722	$43,335	$21,000	$22,335
J4	J3	1,200	100	$826	$82,604	$35,000	$47,604
J3	J2	1,350	70	$1,052	$73,628	$24,500	$49,128
J2	J1	1,500	70	$1,248	$87,372	$24,500	$62,872
J1	J0	1,500	60	$1,248	$74,890	$21,000	$53,890
Structures					$16,829		$16,829
Cabramatta Creek (Kiora Ct to Camden Valley Way)							
G9	G8	900	110	$582	$64,021	$38,500	$25,521
G8	G7	1050	80	$722	$57,780	$28,000	$29,780
G7	G6	1050	40	$722	$28,890	$14,000	$14,890
G6	G5	1200	60	$826	$49,562	$21,000	$28,562
G5	G4	2x900	90	$1,136	$102,238	$31,500	$70,738
G4	G3	2x1050	80	$1,416	$113,317	$28,000	$85,317
G3	G2	2.4x0.9 RCBC	70	$2,030	$142,102	$24,500	$117,602
G2	G1	3.3x0.9 RCBC	90	$2,577	$231,928		$231,928
G1	G0	3.3x0.9 RCBC	55	$2,577	$141,734		$141,734
Pits and Headwalls					$35,061		$35,061
L6	L5	900	170	$582	$98,942	$59,500	$39,442
L5	L4	1,050	150	$722	$108,338	$52,500	$55,838
L4	L3	1,200	80	$826	$66,083	$28,000	$38,083
L3	L2	1,500	80	$1,248	$99,854	$28,000	$71,854
L2	L0	1,650	290	$1,445	$418,909	$101,500	$317,409
Pits and Headwalls					$28,049		$28,049
Minor GPT					$142,348		$142,348
Cabramatta Creek (Kiora Ct to Lot 53 DP 2475)							
E6	E5	1,050	120	$722	$86,671	$42,000	$44,671
E5	E4	1,050	60	$722	$43,335	$21,000	$22,335
E4.2	E4.1	900	80	$582	$46,561	$28,000	$18,561
E4.1	E4	1,050	100	$722	$72,226	$35,000	$37,226
E4	E3	2x1200	90	$1,625	$146,288	$31,500	$114,788
E3	E2	2x1200	100	$1,625	$162,543	$35,000	$127,543
E2	E1	3x1050	80	$2,104	$168,293	$28,000	$140,293
E1	E0	3x1050	30	$2,104	$63,110	$10,500	$52,610
Pits & Headwall					$36,463		$36,463
8 Minor Gross Pollutant Traps					$113,878		$113,878
2 Bridges / Culverts 14m long 18m wide on Pacific Palms Ct							$846,170
A1	A0	900	70	$582	$29,050	$24,500	$4,550
Channel - Second Ave to Cowpasture Road					$554,644		$554,644

From	To	Pipe Dia	Length	Rate	Cost of Works	Cost of 825 dia Pipe	Total Works Cost after Credits
		mm	m	$ / m	$	$	$
Channel - Cowpasture Road to Hinchinbrook Ck					$493,946		$493,946
				Area	Depth	Unit Cost	
				sqm	m	$ / m³	
Drainage compensatory works				3,000	2	$50	$300,000
Drainage compensatory works				1,650	2	$50	$165,000
Sub Total							**$8,749,859**
Add 15% Contingencies							$1,312,479
Totals							**$10,062,338**

Item No	Items	Land	Land Unit Cost	Total Land Cost
		sqm	$ / sqm	$
WCD 1	Swale (Basin 10 to Open Space Corridor)	30,800	$50	$1,540,000
WCD 2	Swale (Cabramatta Creek to Cowpasture Rd)	15,280	$50	$764,000
		10,800	$25	$270,000
		16,600	$17	$288,316
WCD 3	Swale (Cabramatta Creek to Horningsea Pk)	3,200	$50	$160,000
CCD	Cabramatta Creek (Kiora Ct to Camden Valley Way)	7,000	$50	$350,000
CCD	Cabramatta Creek (Kiora Ct to Lot 53 DP 2475)	2,000	$50	$100,000
WCD 4	Swale (Cowpasture Road to Cabramatta Creek)	5,600	$50	$280,000
		11,000	$17	$191,053
CCD	Cabramatta Creek (Lot 53 DP 2475 to Twentieth Ave)	4,000	$50	$200,000
WCD 5	Hopkins Creek (Second Ave and Cowpasture Rd)	18,100	$17	$314,368
WCD 6	Hopkins Creek (down stream from Cowpasture Road)	19,600	$17	$340,421
WCD 7	Hinchinbrook Creek (M7 to Hoxton Park Rd)	2,400	$50	$120,000
WCD 8	Drainage compensatory works	3,000	$50	$150,000
WCD 9	Drainage compensatory works	1,650	$50	$82,500
WCD 10	Swale (Pentecost St to Hinchinbrook Ck)	4,230	$50	$211,500
				$5,362,158

10.6 Streetscape

Nexus

Council is committed to ensuring that the urban release areas are developed to the best standard possible. Part of this involves ensuring an attractive landscape setting. This involves not only the establishment of parkland but also development of the streetscape. The major roads around and within residential areas are the most visually prominent in that most residents and visitors travel them each day either as drivers, passengers or pedestrians.

Landscaping will be carried out adjacent to the arterial roads on land to be dedicated to Council for landscaping, not on the public road but as part of the visual road reserve. The responsibility for the construction of arterial roads rests with the Roads and Traffic Authority.

Landscaping will similarly be carried out on along sub-arterial roads controlled by the Council. Landscaping on other streets will be carried out in conjunction with the construction of the streets. Much of the landscaping will be carried out in conjunction with traffic facilities within the roadway designed to regulate traffic speed.

Scope of facilities

A review of the range of streetscape facilities was undertaken in 2008. This was undertaken in conjunction with the preparation of *Liverpool DCP 2008*. This plan included amongst other items a review of the masterplan for this area. The changes arise in part due to the impact of the M7, the works undertaken on arterial roads by the Roads and Traffic Authority and the changes to the land use adjacent to the Carnes Hill Centre on the proposed open space, street and drainage networks.

Apportionment

No apportionment is allowed for as there were no existing local transport facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

Contributing Development

10,540 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 10.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 3 – 5, 7 – 9, 11 – 14, 16 & 17 for the location of each item in Table 10.14. The location of drainage lines as shown on the maps are in the original "in principle" locations and may be constructed in a slightly different locations to match the eventual street layout.

Works and Land Acquisition Schedule

The range of Works and land acquisition for local transport facilities is shown in Table 10.14.

Table 9.14 Works and Land Acquisition Schedule

Mulched Garden Beds on Trunk Collector Streets

No	Length	Width	Area	Land Unit Cost	Works Unit Cost	Total Land Cost	Total Works Cost
	m	m	sqm	$ / sqm	$ / sqm	$	$
S14.1	120	3	360		$47		$16,970
S15.1	320	3	960	$175	$47	$168,000	$45,253
S15.2	260	3	780	$175	$47	$136,500	$36,768
S15.3	260	3	780	$175	$47	$136,500	$36,768
S15.4	80	3	240	$175	$47	$42,000	$11,313
S15.5	200	3	600		$47		$28,283
S15.6	420	3	1,260	$175	$47	$220,500	$59,394
S16.1	340	3	1,020	$175	$47	$178,500	$48,081
S16.2	400	3	1,200	$175	$47	$210,000	$56,566
S16.3	140	3	420	$175	$47	$73,500	$19,798
S16.4	320	3	960	$175	$47	$168,000	$45,253
S16.5	180	3	540	$175	$47	$94,500	$25,455
S16.6	100	3	300	$175	$47	$52,500	$14,141
S17.1	400	3	1,200	$175	$47	$210,000	$56,566
S17.2	380	3	1,140	$175	$47	$199,500	$53,737
S17.3	200	3	600	$175	$47	$105,000	$28,283
S17.4	420	3	1,260	$175	$47	$220,500	$59,394

S17.5	200	3	600	$175	$47	$105,000	$28,283
S17.6	400	3	1,200	$175	$47	$210,000	$56,566
S17.7	200	3	600	$175	$47	$105,000	$28,283
Sub Total							$755,153
Plus 5% contingency sum							$37,758
Sub Total							**$792,910**
Street trees at 20 m intervals on Sub Arterial Roads and Trunk Collector Streets							
			Length	**No of trees**	**$ per tree**		
Sub-arterial roads			9,040	452	$420		$190,030
Trunk collector streets			10,680	534	$420		$224,505
Sub Total							**$414,535**
Plus 5% contingency sum							$20,727
Sub Total							**$435,262**
Totals						**$2,635,500**	**$1,228,172**

10.7 Professional Fees

Nexus

The cost of independent land valuations and legal documents are clearly part of the costs of administering this plan. In relation to land acquisition, Council will be required to acquire land for car parking and roads and incur the associated conveyancing costs.

It is recognised that the costs associated with land acquisition could be added to the cost of individual facilities. However the cost of professional fees attributable to any one facility is completely unpredictable. It is therefore more appropriate that a pool of contribution funds is available to meet these costs as they arise.

The contribution rate is based on the following costs.

- The cost of independent valuations is anticipated to vary from $500 - $2,000 depending on individual sites and whether the valuation is general or specific;
- Valuations will be required at least annually for reviewing this contribution plan, and more frequently depending on movements in the property market;
- Stamp duty and estimated costs of vendor's solicitor in land acquisition.

10.8 Administration Costs

Nexus

There are significant costs associated with administering funds of this magnitude. Both the plan preparation / review and implementation aspects of Developer contributions are administered staff within Council. A core team of employees are engaged to provide support in co-ordinating such a process, as well as prepare status reports, review and relevant data, liaise with Council staff and external agencies.

In accordance with the directive of the Department of Planning, the administration costs are comprised of those expenses relative only to those personnel directly responsible for the formulation and / or administration of a Contributions Plan. The cost per lot per year has been averaged across all of the Contribution Plan areas.

10.9 Contribution Formulae

Community and Recreation Facilities

Conventional Lot Residential Subdivision, Small Lot Subdivision, Semi-detached dwellings, Multi dwelling housing and Residential Flat Buildings

Contribution by cash

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{OR}{3.7}$$

where C = Cost of capital works or land identified for the catchment area

N = Number of equivalent lots / dwellings in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

Contribution by land dedication

$$\text{Area of land to be dedicated (per dwelling / lot)} = \frac{A}{N} \times \frac{OR}{3.7}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots / dwellings in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

For Occupancy Rate refer to Table43.3

Aged and Disabled Persons Housing

$$\text{Contribution for total development} = \frac{\text{Conventional Lot Contribution} \times R}{3.7}$$

where 3.7 = Estimated occupancy rate for a conventional lot

R = Number of residents

Transport facilities

Conventional Lot Residential Subdivision, Small Lot Subdivision, Semi-detached dwellings, Multi dwelling housing and Residential Flat Buildings

Contribution by cash

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{V}{6.7}$$

where C = Cost of capital works and land identified for the catchment area

N = Number of equivalent lots in the catchment area

V = Vehicle trips per day for lot size or dwelling type

Contribution by land dedication

$$\text{Area of land to be dedicated (per dwelling / lot / non residential development)} = \frac{A}{N} \times \frac{V}{6.7}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots in the catchment area

V = Vehicle trips per day for lot size or dwelling type (refer to Table

Table 9.15 Vehicle Trips per day per dwelling

Dwelling Type or Lot Size	Vehicle Trips per day
Residential Subdivision Lots 450 sqm or larger	6.7
Residential Subdivision Lots smaller than 450 sqm	6.0
Semi-detached dwellings, Multi dwelling housing & Residential Flat Buildings (where permitted)	
3 or more bedrooms	6.0
2 bedrooms	4.0
1 bedroom	3.3
Aged and Disabled Persons Housing (total development)	Total vehicle trips per day

Drainage Facilities

Conventional Lot Residential Subdivision

Contribution by cash

$$\text{Contribution Rate (per sqm of lots)} = \frac{C}{N \times 450}$$

where C = Cost of capital works or land identified for the catchment area

N = Number of equivalent lots / dwellings in the catchment area

Contribution by land dedication

$$\text{Area of land to be dedicated (per conventional lot)} = \frac{A}{N}$$

where A = Total area to be acquired

N = Number of equivalent lots / dwellings in the catchment area

Small Lot Subdivision, Semi-detached dwellings, Multi dwelling housing, Residential Flat Buildings, Aged and Disabled Persons Housing and Non Residential Development

Contribution by cash

$$\text{Contribution (total development)} = \frac{\text{Conventional Lot Contribution} \times CR \times \text{Site Area}}{0.65}$$

Where C R = Runoff coefficient for the specific development type as specified in the Table 9.

Contribution by land dedication

$$\text{Area of land to be dedicated (total development)} = \frac{A}{N} \times \frac{C\,R}{0.65} \times \frac{\text{Site Area}}{450}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots / dwellings in the catchment area

C R = Runoff coefficient for the specific development type as specified in Table 9.16

The relative impacts of different types of land development on any drainage system can be estimated by comparing the peak discharge rates of runoff that the different types of development would produce. The rational formula estimates the peak discharge rates by use of runoff coefficients that are directly related to the proportion of a site that is impervious to rainfall infiltration. The following table gives the relative impacts of alternate types of land development on runoff generation.

Table 9.16 Co efficient of Runoff for development types

Development Type	Co efficient of Runoff

Conventional residential lots and schools	0.65
Semi-detached dwellings, villa houses, small lot subdivision and Aged and Disabled Persons Housing	0.75
Town houses	0.80
Shopping Centre & other non-residential	0.95

Streetscape

The following formulae are use to calculate contributions.

Conventional Lot Residential Subdivision, Small Lot Subdivision, Semi-detached dwellings, Multi dwelling housing and Residential Flat Buildings

Contribution by cash

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{O\,R}{3.7}$$

where C = Cost of capital works and / or land identified for the catchment area

N = Number of equivalent lots / dwellings in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

For Occupancy Rate refer to Table 4.3

Aged and Disabled Persons Housing

$$\text{Contribution for total development} = \frac{\text{Conventional Lot Contribution} \times R}{3.7}$$

where 3.7 = Estimated occupancy rate for a conventional lot

R = Number of residents

Other Development

$$\text{Contribution for total development} = \frac{\text{Conventional Lot Contribution} \times C}{450}$$

where C = Area of site area of development

450 = Minimum area of standard lot

Contribution by land dedication

$$\text{Area of land to be dedicated (per dwelling / lot)} = \frac{A}{N} \times \frac{O\,R}{3.7}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots / dwellings in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

Professional Fees

Residential Development

$$\text{Contribution Rate (per dwelling/ lot)} = \frac{PF}{N}$$

Where PF = total estimated cost of professional fees

N = Number of equivalent lots / dwellings in the catchment area

All other development

$$\text{Contribution Rate} = \frac{\text{Residential Contribution} \times A}{450}$$

Where A = Site area

450 = area of conventional lot

Administration Fees

All Development

The cost of administering contributions plans over the coming years has been estimated at 1.2% of the value of contributions.

10.10 Staging of Facilities

Council will build most Community Facilities, as the population threshold for their construction is usually much larger than individual developments. These will be provided as funds become available and as land can be acquired from existing owners.

Some small parks and recreation facilities are likely to be provided as works in kind by developers and as such are provided at the beginning of a development. Council will build larger recreation facilities such as playing fields as the population threshold for their construction is usually much larger than individual developments. These will be provided as funds become available and as land can be acquired from existing owners.

11. Prestons Industrial Release Area

11.1 Background

A substantial part of the Prestons Industrial Area was rezoned in the early 1990's. Development has subsequently taken place over a substantial portion of this area. Since this time the M7 has been constructed which cut through this area resulting in some changes to the drainage and road network. Hoxton Park Road was also upgraded by the Roads and Traffic Authority with the provision of a service road along the southern side of Hoxton Park Road. This included drainage works in conjunction with road works.

Subsequently the area west of the Prestons Industrial Area was rezoned for industrial development. This took place after the M7 was constructed. This has necessitated changes to the range of infrastructure in the portion of the Prestons Industrial Area rezoned in the early 1990's. The planning of infrastructure in the area to the west of the M7 has taken into account the presence of the M7 and the works carried out in its construction.

11.2 Transport

Nexus

The development of the Prestons area for industrial purposes will generate a significant volume of heavy traffic. The impact of this traffic generation may be considered in terms of road network traffic capacity and road pavement bearing capacity. With regard to the first consideration, the required contribution towards the District Transport Facilities provides for the appropriate contribution from a traffic management point of view.

There are, however, a number of existing local roads that will be subjected to heavy traffic loading that they were never designed to bear. The central pavement of these roads will require reconstruction to a standard suitable to accommodate the increased volume of heavy vehicular traffic. Consequently a contribution for the upgrade of the central pavement of these existing sub-standard pavements is considered appropriate.

It may not always be appropriate for Council to require the developer to wholly reconstruct the central pavement of the roads adjoining the subject property at the time of development. It is a component only, representing the difference between a normal standard road and the upgrading required for industrial usage, for which Council levies developer contributions.

Council considers that the most efficient and equitable way of providing for Local Transport Facilities in an area characterised by fragmented ownership is via developer contributions. This approach does not preclude Council considering a proposal for works-in-kind by a group of developers or owners.

The areas west of the M7 were rural roads prior to any industrial development taking place. Any new development of land in this area will be required as a condition of consent to reconstruct the half of the road that immediately fronts the land. This work will not be funded by developer contributions.

To allow several sites to be developed in the Prestons Industrial Release Area, several new roads will be constructed.

To adequately handle the increased traffic on the site the intersection of Bernera Road / Yarrunga Street will be upgraded. This upgrade will include the installation of traffic signals. The cost of these works will be proportioned across the West of M7 Catchment.

Scope of facilities

A review of the range of local transport facilities was undertaken in 2008. This was undertaken in conjunction with the rezoning of land west and south of the area rezoned in the early 1990s.

Apportionment

No apportionment is allowed for as there were no existing local transport facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule and Catchment Areas

There are several local transport catchments within the Prestons Industrial Release Area. These are shown on Figure 11.1.

Figure 11.1 Catchment Areas

East of M7 Catchment Area

This is largely the area that was rezoned in the early 1990's. The scope of facilities and the developable area has changed following the construction of the M7.

Contributing Development

123ha (area of land that is expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure11.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 5, 6, 8, 9 & 13 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local transport facilities is shown in Table 11.1.

Table 11.1 Works and Land Acquisition Schedule

No	Item	Unit Cost $/m	Length m	Works $
R1	Ash Rd - half central pavement 3m width	$402	700	$281,357
R2	Jedda Rd - half central pavement 3m (from Ash Rd to Wonga Rd)	$402	800	$321,551
R3	Jedda Rd - central pavement 6m width (from Bernera Rd to Ash Rd)	$710	810	$575,485
Total				**$1,178,394**

West of M7 Catchment Area

New industrial development in this area will generate the need for the provision of traffic signals at Yarrunga Street and Bernera Road.

Some of the area east of Bernera Road was rezoned along with the area east of the M7 in the early 1990's. It would have had frontage to Ash Road and have been required to reconstruct the half road frontage to Ash Road as well as contribute to local transport facilities. This area was cut off from Ash Road when the M7 was constructed. It was left land locked with no viable alternate road access. There is a need to provide access to Bernera Road by acquiring private land and constructing a road.

Some lots which have frontage to Kurrajong Road are required under the provisions of *Liverpool DCP 2008* to provide access other than to Kurrajong Road for industrial traffic. This is provided by new road construction off Bernera and Kookaburra Roads. There is also a need to provide pedestrian links across Cabramatta Creek to Hoxton Park

Contributing Development

137.5ha (area of land that is expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 11.2.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 6, 9, 10 & 14 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local transport facilities is shown in Table 11.2.

Table 11.2 Works and Land Acquisition Schedule

No	Item	Unit Cost $/sqm	Length m	Width m	Area sqm	Land $	Works $
A1	Eastern extension of Yarrunga St	$200	295	20	5,900	$1,180,000	
							$587,564
R4	Pedestrian paths to creek crossings	$111	350	2.5	875		$97,004
R5	Traffic Signals at Bernera Rd & Yarrunga St						$221,722
R6	Pedestrian crossing of Cabramatta Ck at Yarrawa Rd						$33,258
R7	Pedestrian crossing of Cabramatta Ck at Illaroo Rd						$33,258
R8	Pedestrian crossing of Hinchinbrook Ck at Twentieth Av						$33,258
Totals						**$1,180,000**	**$1,006,065**

Road A2 East of Bernera Road Catchment Area (additional to West of M7)

This area was rezoned along with the area east of the M7 in the early 1990's. It would have had frontage to Ash Road and have been required to reconstruct the half road frontage to Ash Road as well as contribute to local transport facilities. This area was cut off from Ash Road when the M7 was constructed. It was left land locked with no viable alternate road access. There is a need to provide access to Bernera Road by acquiring private land and constructing a road. The cost of Road A2 is fully attributable to the catchment.

Contributing Development

10.57ha (area of land that is expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure11.3.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 9 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local transport facilities is shown in Table 11.3.

This area also contributes to the other facilities in the "West of M7" catchment.

Table 11.3 Works and Land Acquisition Schedule

No	Item	Unit Cost	Length	Width	Area	Land	Works
		$/sqm	m	m	sqm	$	$
A2	Road north from A1	$200	141	20	2,820	$564,000	
							$306,812
Totals						**$564,000**	**$306,812**

Road B East of Bernera Road Catchment Area (additional to West of M7)

This area having frontage to Kurrajong Road is required under the provisions of *Liverpool DCP 2008* to provide access other than to Kurrajong Road for industrial traffic. This is provided by Road B. There is a need to provide access to Bernera Road by acquiring private land and constructing a road. The cost of Road B is fully attributable to the catchment.

Contributing Development

17.73ha (area of land that is expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure11.4.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 9 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local transport facilities is shown in Table 11.4.

This area also contributes to the other facilities in the "West of M7" catchment.

Table 11.4 Works and Land Acquisition Schedule

No	Item	Unit Cost	Length	Width	Area	Land	Works
		$/sqm	m	m	sqm	$	$
B	Road east from A1	$200	141	20	2,820	$564,000	
							$310,411
Totals						**$564,000**	**$310,411**

Road C West of Kookaburra Road Catchment Area (additional to West of M7)

This area having frontage to Kurrajong Road is required under the provisions of *Liverpool DCP 2008* to provide access other than to Kurrajong Road for industrial traffic. This is provided by Road C. There is a need to provide access to Kookaburra Road by acquiring private land and constructing a road. The cost of Road C is fully attributable to the catchment.

Contributing Development

2.33ha (area of land that is expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure11.5.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 8 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local transport facilities is shown in Table 11.5.

This area also contributes to the other facilities in the "West of M7" catchment.

If alternate road access is provided in a form acceptable to Council this contribution will not levied.

Table 11.5 Works and Land Acquisition Schedule

No	Item	Unit Cost	Length	Width	Area	Land	Works
		$/sqm	m	m	sqm	$	$
C	Road west from Kookaburra Rd	$200	200	20	4,000	$800,000	
							$454,740
Totals						**$800,000**	**$454,740**

Road D East of Kookaburra Road Catchment Area (additional to West of M7)

This area having frontage to Kurrajong Road is required under the provisions of *Liverpool DCP 2008* to provide access other than to Kurrajong Road for industrial traffic. This is provided by Road D. There is a need to provide access to Kookaburra Road by acquiring private land and constructing a road. The cost of Road D is fully attributable to the catchment.

Contributing Development

3.83ha (area of land that is expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 11.6.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 8 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local transport facilities is shown in Table 11.6.

This area also contributes to the other facilities in the "West of M7" catchment.

If alternate road access is provided in a form acceptable to Council this contribution will not levied.

Table 11.6 Works and Land Acquisition Schedule

No	Item	Unit Cost	Length	Width	Area	Land	Works
		$/sqm	m	m	sqm	$	$
D	Road east from Kookaburra Rd	$200	320	20	6,400	$1,280,000	
							$604,193
Totals						**$1,280,000**	**$604,193**

11.3 Drainage

Nexus

Drainage Easements

In order to achieve an economical local drainage system it is necessary to drain stormwater runoff through the lowest possible path. This path was in some cases required to traverse privately owned properties which creates the need for drainage easements or drainage reserve.

A drainage easement is known as the area of land dedicated to construct and maintain an enclosed drainage conduit (usually a pipe or box culvert). The drainage easement can serve a number of privately owned properties in which case it is described to be an "inter-allotment drainage easement". The area of land required for inter-allotment drainage easement would be dedicated for that purpose and would belong to those properties benefiting from the drainage system within the easement. The owners the properties will be responsible for the maintenance and functioning of the drainage system.

In some cases it is proposed to have an easement in favour of Council to drain water from properties and streets. This is where a drainage reserve is not considered to be practical. The cost of the construction of the drainage works will be funded by contributions. Affected lands will be required as a condition of consent to dedicate an easement in favour of Council to drain upstream land.

Drainage Reserves

A drainage reserve is the area of land dedicated to construct and maintain an open drainage conduit (usually a formed earth or concrete channel). The drainage reserve can serve a number of privately owned properties, public land (such as road drainage, parks, etc.) or a combination of these.

The area of land required for drainage reserve will be required to be dedicated to Council for that purpose and Council will be responsible for the maintenance and functioning of the drainage system. The area of land dedicated to drainage reserve has been included in the contribution rate as "cost of land acquisition" for each local drainage catchment.

Minimum size pipes

The Local Trunk Drainage is costed on the basis of drainage infrastructure requirements of the local catchment. Each of the local catchments is costed down to 900mm diameter pipe only. The individual developers are required to directly bear the cost of all pipelines up to 825mm diameter within or past their own land. The cost difference between any larger pipe size or drainage swale/channel is funded by Developer contributions.

Where it is anticipated that the developer will carry out the works as part of a development, the cost of supply, lay and backfilling of 825mm diameter is deducted from the cost of works to get the contribution. These works, when carried out by the developer, means that the developer will receive the credits of the difference between the total cost of works and the cost of 825mm diameter pipe (to be borne by the developer). Should the developer default from undertaking the works identified in this plan as the developer's responsibility, then the developer shall pay for the cost of 825mm diameter pipe for the reach of drainage works for which they are responsible to provide as part of their development.

Where the work is costed in full without deducting the cost of 825mm diameter, it is anticipated that Council will undertake these works from contributions. Where a developer undertakes these works as part of their development, they shall receive full credits for the work as shown in this plan.

Gross pollutant traps

Gross pollutant traps have also been costed as source control for litter at the end of each network.

Scope of facilities

A review of the range of local transport facilities was undertaken in 2008. This was undertaken in conjunction with the rezoning of land west and south of the area rezoned in the early 1990s.

Apportionment

No apportionment is allowed for as there were no existing local drainage facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule and Catchment Area

There are several local drainage catchments within the Prestons Industrial Release Area. These are shown on Figure 11.2.

Figure 11.2 Catchment Areas

East of M7 Catchment Area

Contributing Development

88.05ha (area of land that is expected to contribute to local drainage facilities)

The area from which contributions would be received is shown on Figure 11.7.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 9 & 10 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local transport facilities is shown in Table 11.7.

Table 11.7 Works and Land Acquisition Schedule

Works

From	To	Pipe Diameter	Length	Unit Cost	Other	Cost of Works	Cost of 825 dia Pipe	Contribtn/ Credits
		mm	m	$/m		$	$	$
0.02	0.03	900	48	$582		$27,937	$16,800	$11,137
0.03	0.06	1,050	82	$722		$59,225	$28,700	$30,525
0.05	0.06	900	19	$582		$11,058	$6,650	$4,408
0.06	0.07	1,200	17	$826		$14,043	$5,950	$8,093
0.07	0.09	1,350	72	$1,052		$75,732	$25,200	$50,532
0.09	0.11	1.5x1.2 RCBC	99	$1,430		$141,618	$34,650	$106,968
0.11	0.13	2.1x1.2 RCBC	90	$1,778		$159,983	$31,500	$128,483
0.13	0.15	2.1x1.2 RCBC	70	$1,778		$124,431	$24,500	$99,931
0.15	0.17	2.1x1.2 RCBC	80	$1,778		$142,207	$28,000	$114,207
0.17	0.19	2.4x1.2 RCBC	74	$2,041		$151,001	$25,900	$125,101
0.19	.24A	2.7x1.2 RCBC	91	$2,304		$209,619	$31,850	$177,769
0.2	0.21	900	88	$582		$51,217	$30,800	$20,417
Structures						$36,000		$36,000
1.18	1.17	900	70	$582		$40,741	$24,500	$16,241
1.17	1.16	1,050	70	$722		$50,558	$24,500	$26,058
1.16	1.14	1,200	142	$826		$117,297	$49,700	$67,597
1.14	1.13	1.5x1.2 RCBC	78	$1,430		$111,578	$27,300	$84,278
1.13	1.10	1.8x1.2 RCBC	140	$1,672		$234,137	$49,000	$185,137
1.10	1.7	2.1x1.2 RCBC	118	$1,778		$209,756		$209,756
1.7	1.6	3.0x1.2 RCBC	30	$2,588		$77,625		$77,625
1.6	1.5	3.6x1.2 RCBC	42	$3,397		$142,691		$142,691
1.5	1.1	4.2x1.2 RCBC	74	$3,545		$262,305		$262,305
13.4	13.1	1,050	168	$722		$121,339	$58,800	$62,539
13.1	1.14	1,200	15	$826		$12,391	$5,250	$7,141
3.4	3.3	900	78	$582		$45,397	$27,300	$18,097
3.3	1.5	1,050	110	$722		$79,448	$38,500	$40,948
Structures						$44,000		$44,000
1.05	1.04	1,200	80	$826		$66,083	$28,000	$38,083
1.03	1.01	1,350	100	$1,052		$105,183	$35,000	$70,183
Structures						$8,000		$8,000
14.13	14.11	1,050	110	$722		$79,448	$38,500	$40,948
14.11	14.9	1,200	128	$826		$105,733	$44,800	$60,933
14.9	14.8	1.2x1.2 RCBC	66	$1,315		$86,776	$23,100	$63,676
14.8	14.5	1.5x1.2 RCBC	140	$1,430		$200,268	$49,000	$151,268
14.5	14.1	1.8x1.2 RCBC	30	$1,672		$50,172	$10,500	$39,672
14.12	14.11	1,050	30	$722		$21,668	$10,500	$11,168
15.01	11.09	900	30	$582		$17,460	$10,500	$6,960
11.09	11.08	1,050	160	$722		$115,561	$56,000	$59,561
11.08	11.07	1,200	20	$826		$16,521	$7,000	$9,521

From	To	Pipe Diameter	Length	Unit Cost	Other	Cost of Works	Cost of 825 dia Pipe	Contribtn/ Credits
		mm	m	$/m		$	$	$
11.07	11.06	1,500	240	$1,248		$299,561	$84,000	$215,561
11.06	11.05	1,650	40	$1,445		$57,780	$14,000	$43,780
11.05	11.01		315		Channel	$446,817		$446,817
	11.01				Energy Dissipater	$77,134		$77,134
13.05	13.04	1,500	70	$1,248		$87,372	$24,500	
13.04	13.03	1,650	60	$1,445		$86,671	$21,000	$65,671
13.03	13.01	1,800	150	$1,697		$254,543	$52,500	$202,043
21.01	11.05	900	35	$582		$20,370	$12,250	
22.01	13.05	1,050	100	$722		$72,226	$35,000	$37,226
Structures						$46,000		$46,000
Jedda Road Culverts				$1,012,192				$1,012,192
Sub Total								**$4,864,381**
Add 15% Contingencies								$729,657
Total								**$5,594,038**
Land								
Item		Total Area	Proportion			Area sqm	Unit cost	Cost
Maxwells Creek Channel		23,000	60%			23,000	$100	$1,380,000
Total								**$1,380,000**

West of M7 Catchment Area

Contributing Development

137.5ha (area of land that is expected to contribute to local drainage facilities)

The area from which contributions would be received is shown on Figure 11.8.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 8, 9 & 13 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local transport facilities is shown in Table 11.8.

Table 11.8 Works and Land Acquisition Schedule

Works

Item	From	To	Pipe Diameter	Length	Unit Cost	Cost of Works	Rate of 825mm Dia Conduit	Cost of 825 Dia Conduit	Contribution Credits
			mm	m	$/m	$	$	$	$
	(1)	(2)	(3)	(4)	(5)	(6)=(4)x(5)	(7)	(8)=(3)x(9)	(9)=(6)-(8)
Catchment A									
Pits						$11,655	$1,217	$0	$11,655
Headwalls						$4,450	$1,217	$0	$4,450
GPT						$34,500	$1,217	$0	$34,500
Outlet Treatment						$44,000	$1,217	$0	$44,000
Catchment B									

Item	From	To	Pipe Diameter	Length	Unit Cost	Cost of Works	Rate of 825mm Dia Conduit	Cost of 825 Dia Conduit	Contribution Credits
			mm	m	$/m	$	$	$	$
Box Section	B0	B2	-	190	$2,966	$563,540	$1,217	$231,230	$332,310
Pipe	B2	B3	1,350	130	$1,911	$248,393	$1,217	$158,210	$90,183
	B8	B2	1,050	40	$1,911	$248,393	$1,217	$48,680	$199,713
Pipe	B3	B4	900	100	$1,408	$140,846	$1,217	$121,700	$19,146
Pits						$41,625	$1,217	$0	$41,625
Headwalls						$4,450	$1,217	$0	$4,450
GPT						$34,500	$1,217	$0	$34,500
Outlet Treatment						$70,000	$1,217	$0	$70,000
Catchment C									
Pipe	C0	C1	1,050	65	$1,911	$124,196	$1,217	$79,105	$45,091
Pits						$9,990	$1,217	$0	$9,990
Headwalls						$4,450	$1,217	$0	$4,450
GPT						$34,500	$1,217	$0	$34,500
Outlet Treatment						$50,000	$1,217	$0	$50,000
Catchment D									
Pipe	D0	D1	1,050	30	$1,911	$57,321	$1,217	$36,510	$20,811
Pipe	D1	D2	900	152	$1,408	$214,085	$1,217	$184,984	$29,101
Pits						$11,655	$1,217	$0	$11,655
Headwalls						$4,450	$1,217	$0	$4,450
GPT						$0	$1,217	$0	$0
Outlet Treatment						$59,000	$1,217	$0	$59,000
Catchment E									
Pipe	E0	E1	1,200	99	$2,018	$199,744	$1,217	$120,483	$79,261
Pipe	E1	E2	1,050	200	$1,911	$382,143	$1,217	$243,400	$138,743
Pits						$24,975	$1,217	$0	$24,975
Headwalls						$4,450	$1,217	$0	$4,450
GPT						$34,500	$1,217	$0	$34,500
Outlet Treatment						$0	$1,217	$0	$0
Catchment F									
Open Channel	F0	F1		475	$1,548	$735,356	$1,217	$578,075	$157,281
Box Section	F1	F7	2.4x1.2 (2Nos)	425	$8,168	$1,735,765	$1,217	$517,225	$1,218,540
Box Section	F7	F9	3.0x1.2	475	$2,966	$1,408,691	$1,217	$578,075	$830,616
Pits						$41,625	$1,217	$0	$41,625
Headwalls						$4,450	$1,217	$0	$4,450
GPT						$69,000	$1,217	$0	$69,000
Outlet Treatment						$75,000	$1,217	$0	$75,000
Catchment G									
Open Channel	G00	G0		408	$1,548	$631,632	$1,217	$496,536	$135,096
Box Section	G0	G1	2.4x1.5	30	$2,600	$1,245,579	$1,217	$36,510	$1,209,069
	G1	G2	1,500	70	$2,720	$726,340	$1,217	$85,190	$641,150
Pipe	G2	G3	1,350	150	$2,380	$726,340	$1,217	$182,550	$543,790
Pipe	G3	G5	1,200	200	$2,018	$726,340	$1,217	$243,400	$482,940
Pits						$39,960	$1,217	$0	$39,960

Item	From	To	Pipe Diameter	Length	Unit Cost	Cost of Works	Rate of 825mm Dia Conduit	Cost of 825 Dia Conduit	Contribution Credits
			mm	m	$/m	$	$	$	$
Headwalls						$4,450	$1,217	$0	$4,450
GPT						$34,500	$1,217	$0	$34,500
Outlet Treatment						$75,000	$1,217	$0	$75,000
Catchment H									
Pipe	H00	H0	1,200	176	$2,018	$355,100	$1,217	$214,192	$140,908
Pipe	H00	H1	1,050	95	$1,911	$181,518	$1,217	$115,615	$65,903
Pipe	H1	H2	900	195	$1,408	$274,649	$1,217	$237,315	$37,334
Pits						$24,975	$1,217	$0	$24,975
Headwalls						$4,450	$1,217	$0	$4,450
GPT						$34,500	$1,217	$0	$34,500
Outlet Treatment						$59,000	$1,217	$0	$59,000
Jedda Road Culverts						$1,012,192	40%	of catchment	$407,790
Sub Total									**$7,774,836**
Contingencies plus contract administration					8%				$621,987
Design					4%				$310,993
Total									**$8,707,816**

Land

Item	From	To	Length m	Width m	Area sqm	Unit Cost $/sqm	Cost $
Cabramatta Ck	Kurrajong Rd	Hinchinbrook Ck	2,230	10	22,300	$50	$1,115,000
Cabramatta Ck	Hinchinbrook Ck	M7	340	10	3,400	$50	$170,000
Cabramatta Ck	M7	Lot 2 DP 1051510	380	10	3,800	$50	$190,000
Cabramatta Ck	Lot 2 DP 1051510	Hoxton Park Rd	520	10	5,200	$50	$260,000
		Total Area	**Proportion**				
Maxwells Ck Channel		23,000	40%		9,266	$100	$926,619
Total							**$2,661,619**

North of M7

Contributing Development

2.85ha (area of land that is expected to contribute to local drainage facilities)

The area from which contributions would be received is shown on Figure 11.9.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 5 & 9 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local transport facilities is shown in Table 11.9.

Table 11.9 Works and Land Acquisition Schedule

Item	From	To	Length	Width	Area	Unit Cost	Cost

Cabramatta Ck	Hinchinbrook Ck	Hoxton Park Rd	520	10	5,200	$50	$260,000
Total							**$260,000**

11.4 Landscaped Buffer Areas

Wonga Road Frontage

The development of the Prestons Industrial Area has the potential for conflict with the adjoining residential area over noise generation, air pollution, security lighting, operational hours and traffic generation. Accordingly a 10 m wide landscaped buffer is to be provided along the frontage to Wonga Road.

The buffer area is essential between any industrial area and an adjoining residential area to protect the amenity of the residential area without resorting to unreasonable restrictions on business hours of operation, noise and lighting in the industrial area.

The contributing area is the area east of the M7 with an area of 123 ha. This is on the basis that the works border this release area where it adjoins the residential areas. It does not include the former Liverpool Showground, as this will provide its own buffer to the adjoining residential area to the south.

Contributing Development

123ha (area of land that is expected to contribute to Landscaped Buffer Areas)

The area from which contributions would be received is shown on Figure 10.10.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 10 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for Landscaped Buffer Areas is shown in Table 11.10.

Table 11.10 Works and Land Acquisition Schedule

No	Item	Length	Area	Cost	Land Unit Cost	Cost of Land	Cost of Works
		m	sqm	$/m	$/sqm	$	$
	Wonga Road Frontage						
S1	Landscaping		5,600		$200	$1,120,000	
	Landscaping	560		$250			$92,810
	Totals					**$1,120,000**	**$92,810**

11.5 Professional Fees

Nexus

The cost of independent land valuations and legal documents are clearly part of the costs of administering this plan. In relation to land acquisition, Council will be required to acquire land for car parking and roads and incur the associated conveyancing costs.

It is recognised that the costs associated with land acquisition could be added to the cost of individual facilities. However the cost of professional fees attributable to any one facility is completely unpredictable. It is therefore more appropriate that a pool of contribution funds is available to meet these costs as they arise.

The contribution rate is based on the following costs.

- The cost of independent valuations is anticipated to vary from $500 - $2,000 depending on individual sites and whether the valuation is general or specific;
- Valuations will be required at least annually for reviewing this contribution plan, and more frequently depending on movements in the property market;
- Stamp duty and estimated costs of vendor's solicitor in land acquisition.

11.6 Administration Costs

Nexus

There are significant costs associated with administering funds of this magnitude. Both the plan preparation/review and implementation aspects of Developer contributions are administered staff within Council. A core team of employees are engaged to provide support in co-ordinating such a process, as well as prepare status reports, review and relevant data, liaise with Council staff and external agencies.

In accordance with the directive of the Department of Planning, the administration costs are comprised of those expenses relative only to those personnel directly responsible for the formulation and / or administration of a Contributions Plan. The cost per lot per year has been averaged across all of the Contribution Plan areas and is calculated as follows.

11.7 Contribution Formulae

Transport and Drainage Facilities

$$\text{Contribution (per sqm)} = \frac{C}{N}$$

where **C =** Cost of capital works and land identified for the catchment area

N = Area of land in the catchment area

$$\text{Area of land to be dedicated (per sqm)} = \frac{A}{N}$$

where **A =** Total area to be acquired

N = Area of land in the catchment area

Landscaped Buffer Areas

$$\text{Contribution (per sqm)} = \frac{C}{N}$$

where C = Cost of capital works and land identified for the catchment area

N = Area of land in the catchment area

$$\text{Area of land to be dedicated (per sqm)} = \frac{A}{N}$$

where A = Total area to be acquired

N = Area of land in the catchment area

Professional Fees

$$\text{Contribution Rate (per sqm)} = \frac{\text{Residential Contribution*} \times A}{450}$$

Where * Residential Contribution in Hoxton Park, Carnes Hill and Prestons

A = Site area

450 = area of conventional lot

Administration Fees

All Development

The cost of administering contributions plans over the coming years has been estimated at 1.2% of the value of contributions.

11.8 Staging of Facilities

The timing of construction of specific facilities depends largely on where and when development occurs. It is the intention of Council to provide facilities at the earliest opportunity. This intention is constrained by the funding limitations, which occur due to cash flows directly linked to the rate of development. Council must accumulate sufficient contributions to meet the funding commitment to any particular facility, which is required. In this regard, facilities will be constructed as funds received allow and in response to the priority needs of the developing community.

12. Middleton Grange Release Area

12.1 Background

Liverpool City Council adopted on 24 June 2002 a masterplan for the development of Middleton Grange Release Area. The masterplan makes provision for 152ha of mostly residential development and forecasts the creation of 2,580 dwellings. This will result in an additional population of approximately 9,000 in the area. Due to this anticipated development, the current absence of public amenities and services available in the area, and the expected characteristics of the new population, it will be necessary to undertake works detailed in this Contributions Plan.

Relationship to other plans

The masterplan is supported by a set of technical Background Reports and by further background information in the draft Master Plan - December 2001. Council prepared *Liverpool DCP No 48* based on the masterplan. This DCP was subsequently incorporated into *Liverpool DCP 2008*.

Staging of all facilities and services

The timing of construction and provision of all facilities and services will depend largely on where and when development occurs. It is the intention of Council to provide facilities, services and infrastructure at the earliest opportunity in order to provide for the access, amenity and liveability of the residents of Middleton Grange. This intention will be constrained by the funding limitations of cash flows directly linked to the pace of development and by Council's ability to acquire land from existing owners.

Council must accumulate adequate funds through contributions to meet the costs of any facility. Therefore construction will occur as funds allow and in response to the priority needs of the developing community. It is intended, however that, water management facilities will be constructed for each section or water catchment of Middleton Grange as it develops.

Planning principles

Council seeks to achieve the following in Middleton Grange.

- **Accessibility** – A community that ensures the safe, convenient and appropriate movement of people and goods.
- **Social benefits** – A balanced community that provides a full and diverse range of social, community and recreational resources.
- **Environmental benefits** – A community with quality urban design and high environmental standards that values and enhances its natural and built environment.
- **Economic benefits** – A community that provides a full range of employment and training opportunities for its inhabitants.

The contributions levied by this Plan for infrastructure, facilities and services will be directed at achieving outcomes in line with these visionary elements.

The Middleton Grange originally consisted of 1.2ha rural-residential lots, the majority in separate ownership and some with dwellings; a grid of streets consisting of one north-south road and three east west roads; a private school; a church and a small club. The area to the north of the central environmental corridor along McIver Avenue is used for low intensity grazing of cattle. Three small waterways traverse the area. Given its history as a rural residential area, Middleton Grange has no facilities for recreation, community services and water cycle management or a road network to support a new resident population.

The area is envisioned to have a high quality public domain of parks, playing fields, streets, footpaths, cycle ways and open space. A network of connected roads will traverse the area and encourage walking and cycling, while transport nodes will provide access and links to public transport, both locally

and regionally. The neighbourhood centre will be the focus of the new area and include a community centre. Water quality, run-off and drainage will be incorporated into the existing watercourses and have high aesthetic appeal. The principles of ecologically sustainable development will govern the provision of all facilities.

While residential development is to be the main form of development in the Middleton Grange Release Area, there will also be some development for commercial uses as well as for church and private education purposes. These developments and uses will place demands on the road and water management system. Accordingly, they will be levied for these two forms of infrastructure for the stormwater water run-off that they generate.

Development trends

The number of additional dwellings/lots is therefore forecast to be 2,580. For the purposes of this plan, dwelling occupancy rates per lot are those adopted for the new release areas, i.e.:

- Lots 450 sqm or larger = 3.7 persons per dwelling
- Lots smaller than 450 sqm = 3.3 persons per dwelling.

Assuming an average of 3.5 persons per dwelling, the future additional resident population of Middleton Grange at the full extent of development is estimated to be approximately 9,000 persons.

Catchment Area

There is a single catchment for all local facilities in Middleton Grange. The catchment is shown on Figure 12.1.

Figure 12.1 Catchment Area and location of works and land acquisition

12.2 Community Facilities

Background

The provision of appropriate and useable community facilities is a key requirement for developing socially sustainable communities. In new development areas, residents will demand and require community facilities such as multi-purpose community centres, children's facilities, libraries and cultural facilities to meet their needs.

Middleton Grange is expected to accommodate an estimated 9,000 residents based on the development of 2,580 dwellings. As the release area will allow for both multi unit housing and separate detached dwellings, anticipated occupancy rates are likely to range from 3.3 persons per dwelling to 3.7 persons per dwelling based rates adopted for other release areas in Liverpool.

Analysis of the demographic profile of other recent release areas in Liverpool suggests that Middleton Grange may have the following characteristics:

- Large number of children aged 0-4 years
- Large number of children aged under 15 years
- Increasing number of youth aged 10-19 years living in the release area particularly as the development matures
- High proportion of adults of child-bearing age groups, i.e. 20-34 years old
- Low proportion of older residents compared to the Liverpool LGA
- High level of cultural diversity with a significant number of residents likely to be from non-English speaking background.

These characteristics together with the lack of existing community infrastructure within the immediate area require that a range of appropriate community facilities be provided to meet the need of new residents.

Nexus

As outlined in the Background Reports, this release area has no existing local neighbourhood facilities except for a non-government school and private church/club facilities. Council community facilities in the surrounding suburbs are at full capacity with direct access to these facilities difficult. Therefore given the socio-demographic profile of new residents outlined earlier, local facilities required by new residents in this community are a local multipurpose community centre and facilities for families and children. Neighbourhood level facilities and services are those, which can be accessed within the immediate area and are typically provided for communities of 8,000-10,000 residents.

Facilities

Local level multi-purpose community centres provide a locally based facility. Poor public transport, inadequate human services infrastructure, distance and therefore poor access to centrally located services are key obstacles facing new residents. As a focal point for residents, community centres provide flexible space for a broad range of community activities. Some of the functions and activities that can occur in these centres include:

- Meeting space for community groups and organisations.
- An informal meeting place and information centre.
- Multi-purpose working space for a range of activities such as play groups, educational classes, cultural and leisure activities (arts and crafts classes, cultural projects, workshops, etc).
- Sessional space for visiting and specialist services such as community nurses, health services, family support services, etc.

- Office accommodation, interview rooms and generally an administrative base for community workers and local Neighbourhood Centre services.
- Spaces for private functions such as weddings, celebrations, formal meetings, cultural events, etc.

Elected committees comprising local residents and users usually manage such centres.

Council proposes a standard for such facilities, a 400sqm building for a population of approximately 8,000 residents. This standard is proposed based on experience of facilities in other Liverpool release areas. In areas with a projected population over 10,000 but less that 20,000, it is proposed to build centres that are proportionately based on this standard. This will be incorporated into the floor-space ratio adopted in this Plan for community facilities.

Scope of facilities

A review of the range of local community facilities was undertaken in 2008. It was decided that a local multipurpose community centre would be provided. An analysis of local community centres in adjacent release areas showed that bookings for these centres were at full capacity.

Apportionment

No apportionment is allowed for as there were no existing local community facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule

Contributing Development

2,580 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local community facilities)

The area from which contributions would be received is shown on Figure 12.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 4 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local community facilities is shown in Table 12.1.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by *Rider Hunt*.

Table 12.1

No.	Item	Land Area	Land Unit Cost	Total Land Cost	Total Works Cost
		sqm	$/sqm	$	$
C1	Multi-Purpose Community Centre 400 sqm)	800	$155	$124,000	$1,816,435
	Total			**$124,000**	**$1,816,435**

12.3 Recreation Facilities

Background

A sustainable community requires access to quality open space and recreation facilities. As a result of new development, natural areas also need to be maintained and enhanced to preserve the environmental quality and bio-diversity of the area. Open spaces provide increased residential amenity; a resource for flora and fauna; consolidation of diminishing natural areas as well as a place for sports, recreation, play and outdoor activities.

This plan and the *Background Reports* to the masterplan provide a detailed assessment of the size and demographic characteristics of the expected population of Middleton Grange Release Area. They highlight the need for open space and recreation facilities, which meet the needs of new residents while also recognising the existing significant environmental features of the release.

Nexus

As presented in the Background Reports, Middleton Grange has some strong natural features such as existing creek lines, remnant bushland and scenic views. It is proposed to use these environmental qualities to develop useable, high quality open space areas with specific recreational facilities to meet the needs of residents. The population characteristics outlined in this chapter have strongly influenced the type of facilities to be provided together with information on community demands in adjoining release areas (see Background Reports). Many of the open spaces are also part of the water cycle management system and will be jointly developed for both purposes.

All residential development will contribute for the following facilities.

Facilities

Based on this information, the following open space and recreation areas are required:

Small parks

Small parks increase residential amenity by providing a focus for local residents and encouraging a "sense of place". Embellishments such as children's playgrounds, seating, lighting, planting, fencing, footpaths and shade are key requirements in this type of park.

Large neighbourhood parks

Large neighbourhood parks are larger multipurpose open spaces providing for a range of activities and age groups. As Middleton Grange will house primarily families, these parks will provide space where all age groups can recreate together. Embellishments such as children's playgrounds, seating, BBQs, shade pavilion, plantings, pathways, bicycle parking, irrigation and public art are key requirements of this type of park. Given the large number of youth aged 10-19 years expected to be living in this release, neighbourhood parks will also provide recreational facilities appropriate for youth such as a skateboard ramp, hard courts or multipurpose cycle/rollerblade paths. Only large parks of suitable size can accommodate this diversity of activities.

Bushland parks

Bushland parks are open spaces with identified high environmental values such as existing large tree stands and creeks. Where the parks are primarily bushland/environmental protection, embellishment will include bush regeneration works, soil stabilisation, fencing, site furniture, environmentally sensitive pathways and interpretative shelters.

Sportsgrounds

Sportsgrounds are active recreation areas, which provide local residents with opportunities to participate in organised and unorganised sports such as soccer, cricket, football etc. This open space will be of high quality and multipurpose with the minimum configuration of a sportsground being one oval comprising of two playing fields. Embellishments will include major site works, automatic irrigation, turfing and top soil, amenities block, cricket wicket/nets, goal posts, car parking, spectator seating, shade pavilion, basic lighting planting and playground facilities for children/youth.

There are a total of 14.7 ha of recreation and open space excluding those areas set-aside specifically for water cycle management and environmental protection. This gives a rate of 1.63ha of open space per 1,000 residents based on an anticipated population of approximately 9,000. This is less than the Department of Planning standard of 2.3 Ha per 1,000 residents and other comparable new release areas (see *Background Reports*).

The approach used, however, focuses on ensuring high quality open space, recreation facilities and bushland with careful attention to developing sites, which have appropriate levels of embellishment

to meet community needs. Residents will also have the benefits of the adjoining proposed Western Sydney Regional Parklands and land primarily set aside for water cycle management.

Scope of facilities

A review of the range of local recreation facilities was undertaken in 2008. This was undertaken in conjunction with the preparation of *Liverpool DCP 2008*. This plan included amongst other items a review of the masterplan for this area.

Apportionment

No apportionment is allowed for as there were no excess local recreation facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule

Contributing Development

2,580 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local recreation facilities)

The area from which contributions would be received is shown on Figure 12.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 1 - 4 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local recreation facilities is shown in Table 12.2.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by *Rider Hunt*.

Table 12.2

No.	Item	Park Area	Park Type	Land Unit Cost	Works Unit Cost	Total Land Cost	Total Works Cost
		sqm		$ / sqm	$	$	$
OS01	Stante Reserve (Southern Oval)	23,355	Sportsfield		$80.64		$1,883,457
	Serbian club	4,496		$155		$696,880	
	257/2475	9,434		$218		$2,056,612	
	1/778319	9,425		$203		$1,913,370	
OS02	Stante Reserve (Northern Oval)	31,670	Sportsfield		$80.64		$2,553,935
	B/381267	4,195		$221		$925,212	
	35/1044841	3,278		$95		$311,410	
	36/1044841	367		$95		$34,827	
	189/2475	12,140		$270		$3,277,800	
	37/1044841	11,690		$201		$2,349,690	
OS04	Southern Woodland Area	10,450	Env. Protection	$190	$17.51	$1,985,500	$182,943
OS06	Park on 16th Ave	2,870	Small Park	$110	$31.28	$315,700	$89,782
OS07	Park west of 2nd Ave, south of 16th Ave.	5,641	Small Park	$155	$31.28	$874,355	$176,468
OS09	Park on Collector Street 3	1,820	Small Park	$155	$31.28	$282,100	$56,935
OS11	Park west of 2nd Ave, south of McIver Ave	5,799	Small Park	$155	$31.28	$898,845	$181,410
OS12	Park in northern area - eastern side	3,431	Small Park	$155	$31.28	$531,805	$107,332
OS13	Park in northern area - western side	7,312	Large Park	$155	$31.28	$1,133,360	$228,742
Sub Total							
	Plus 5% Contingency						$273,050
Totals		**147,373**				**$17,587,466**	**$5,734,054**

12.4 Transport Facilities

Background

The cost of provision of streets, access and transport facilities in conjunction with a subdivision will be borne by individual developers. However, various traffic facilities and frontages to public land uses such as parks will be funded through developer contributions. As all residents use these cost should not fall on developers of individual land uses but rather should be shared across the whole precinct.

Nexus

The existing street network in Middleton Grange consists of a grid of one north-south road and three east-west roads, and connections to Fifteenth Avenue and Cowpasture Road. These are adequate for the existing population and land uses, but overall is not in good condition. The street network is not appropriate for, nor has the capacity to service, a new incoming resident population and a public transport system.

The masterplan for Middleton Grange provides a new street layout with the objective of creating a highly accessible suburb. The network is designed to enhance the internal accessibility of the area and provide external access to arterial roads and the M7. In particular it facilitates bus circulation and the use of public transport.

The design utilises existing roads in the new layout, which will need to be upgraded. In addition it provides for new collector streets, frontages to public open space, intersections with Cowpasture Road and Fifteenth Ave and various road treatments. Pedestrian safety and cyclist amenity is accommodated. Existing streets will be upgraded during the development of Middleton Grange and new facilities and infrastructure built.

While timing and staging will be dependent on available funding as a result of this plan and the location of new development, it is the intention of Council and accordingly this Contributions Plan, that access is provided to new residents as they take up residence. Staging will also accord with the provision of other infrastructure that would be built in conjunction with streets.

All residents, commercial/retail businesses, private schools, churches and other developments, will use and benefit from the new access and transport facilities.

Facilities

Collector streets

In previous release areas within the Hoxton Park Stage 2 Release Area, the local access street was adopted as the benchmark to assess developer contributions. Council has adopted the philosophy that within each neighbourhood, all streets of higher standard than local access streets (i.e. collector streets) are necessary to provide access for everyone in that neighbourhood. Accordingly there is a contribution toward the difference in cost between a local access street and a collector street. This applies to additional width, pavement depth and land value and is normally funded by the developer of land having frontage to the collector street.

Within the Council's road hierarchy are the following:

- Access streets and rear service lanes – which cater for up to 300 vehicles per day (vpd) and are not more than 100m long.
- Local access streets – which cater for up to 1,000vpd with provision for up to 2,000vpd with wider pavements.
- Neighbourhood collector streets – which cater for up to 6,000vpd and usually provide a link between the internal collector street system of a residential precinct and the major road system.
- Sub-arterial roads – which cater for up to 15,000vpd and are the principal traffic carriers within an urban neighbourhood.

In Middleton Grange additional collector streets have been added to the existing street structure to enhance accessibility of the precinct and handle the predicted traffic demand created by the new land release. The new streets are diagonal to the existing rectilinear street layout and focus on the neighbourhood centre while linking the southern and northern sections. A bridge will be built over the environment protection zone and central creek and connect the two parts of the precinct.

Streets adjacent to public reserves or public schools

Streets which front public facilities such as public schools and open space are not directly the responsibility of any one developer and are, therefore, levied for under this Plan. For any street, which a developer has one frontage to and the other side of the road is fronted by a public facility such as public schools and open space, the developer is required to provide the following:

- 9m street reserve or half street reserve, which ever is greater.
- The cost of constructing half of a street with a minimum 5.5m street pavement width, or half the designated street width, whichever is greater.

The remainder of the full width street dedication and construction is funded by developer contributions.

Upgrading existing public roads

Where an existing road is identified within this chapter requiring an upgrade, Council has made an assessment of the remaining life of the pavement and deducted this from the cost of construction of a new pavement. If future residential lots have access directly to the road, the Contributions Plan funds the central pavement only. A specific allowance has been included for the pavement upgrade to Second Avenue.

Traffic lights

New traffic lights have been included at the junction of Fifteenth and Kingsford Smith Avenues and at Flynn and Kingsford Smith Avenues.

Roundabouts

Roundabouts serve the whole street system within each neighbourhood and consequently serve each property. The cost is determined by the difference in cost between an intersection with a roundabout and a normal intersection.

Other traffic facilities

The other access and traffic facilities are detailed and summarised in the following tables. These include the provision of bridges/culverts over the water cycle management channels, additional landscaping to the collector roads, share ways, bus shelters and associated works. The costs included in this chapter have been determined by the difference in cost of a local access street and the extra cost of the additional access or traffic facilities required by *Liverpool DCP 2008*.

Scope of facilities

A review of the range of local transport facilities was undertaken in 2008. This was undertaken in conjunction with the preparation of *Liverpool DCP 2008*. This plan included amongst other items a review of the masterplan for this area. The changes arise in part due to the impact of the M7, the addition of land north of Hoxton Park Rd, changes to the land use adjacent to the Carnes Hill Centre on the proposed open space, street and drainage networks.

Apportionment

No apportionment is allowed for as there were no existing local transport facilities in existence at the commencement of the development of the area.

Table 12.3

Item	Land component	Works component
Collector street frontage to school	(18 - 9) = 9.0m	(7.5 - 5.5) = 2.0m
Local Street frontage to school	(14.5 - 9) = 5.5m	(6.5 - 5.5) = 1.0m
Local street fronting open space or drainage res	(14.5 - 9) = 5.5m	(6.5 - 5.5) = 1.0m
Collector Street fronting Open Space or Drainage Res	(18 - 9) = 9.0m	(7.5 - 5.5) = 2.0m
Collector Street through Open Space or Drainage Res	18m	7.5m
Local Street fronting Cabramatta Creek / Drain	(10.5 - 9) = 1.5m	(6.5 - 5.5) = 1.0m

Contributing Development, Works and Land Acquisition Schedule

Contributing Development

2,580 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local transport facilities)

The area from which contributions would be received is shown on Figure 12.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 1 - 4 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local transport facilities is shown in Table 12.4.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by Council.

Table 12.4 Works and Land Acquisition Schedule

No.	Item	Length / No of items	Pavement width	Land width	Land Unit Cost	Works Unit Cost	Total Land Cost	Total Works Cost
		m	m	m	$ / sqm	$ / m	$	$
R1	Collector Centre Street Park frontage (one side) (Qantas Boulevard)	466	9.7	17.2	$155	$1,315	$1,242,356	$612,611
R2	Local Street Type 2 (drainage frontage both sides) (Hall Cct between WM 1 & WM2)	122	9.4	17.4	$149	$981	included in drainage	$119,678
C1	Bridge – Creek Crossing between water management facilities on Hall Ct							$204,000
R3	Local Street Type 1 Drainage frontage (both sides) (Bravo Ave between Qantas & Globe)	47	7.2	15.2	$149	$801	included in drainage	$37,627
R4	Local Street Type 1 Community frontage (one side) (Bravo Ave between Globe & Beard)	67	1.7	5.7	$155	$245	$59,195	$16,382
C2	Bridge – Neighbourhood Centre Bravo Av							$205,000
R5	Collector Centre Street including over culvert Drainage frontage (one side)	22	9.7	17.2	$130	$1,315	$49,192	$28,922

No.	Item	Length / No of items m	Pavement width m	Land width m	Land Unit Cost $ / sqm	Works Unit Cost $ / m	Total Land Cost $	Total Works Cost $
	(Middleton Dr between Qantas & Globe)							
R6	Collector Centre Street over Culvert Drainage frontage (both sides) (Middleton Dr near Globe)	18	15.2	26.7	$149	$1,986	included in drainage	$35,754
C3	Bridge – Middleton Dr	18						$205,000
R7	Local Street Type 2 over culvert eastern side (both sides) (Hall Circuit at Swoffer Ave)	18	9.4	17.4	$149	$981	included in drainage	$17,657
R8	Local Street Type 2 including over culvert western side (one side) (Hall Circuit near Swoffer St)	14	3.9	7.9	$130	$425	$14,378	$5,948
C4	Culvert – Eastern end of WM4	32						$205,000
R9	Collector Centre Street over culvert northern side (both sides) (Flynn Boulevard at Swoffer St)	29	15.2	Pre-existing street		$1,986		$57,603
R10	Collector Centre Street drainage frontage including culvert on southern side (one side) (Flynn Blvd nr Swoffer)	46	8	Pre-existing street		$1,034		$47,581
C5	Culvert – Southern end of WM5	29						$205,000
R11	Collector Centre Street frontage to drainage over Culvert (both sides) (Kingsford Smith @ Irvine)	77	15.2	Pre-existing street		$1,986		$152,947
C6	Second Av Creek Crossing south of Sixteenth Av			Pre-existing street				$208,000
R12	Water management median street (drainage frontage) (Afflick and Irvine Gdns)	23	5.5	10	$155	$820	$35,650	$18,858
R13	Local Street Type 1 over culvert western side (one side) (Afflick and Percival Ave)	25	1.7	5.7	$155	$245	$22,088	$6,113
R14	Local Street Type 1 drainage frontage including over culvert (both sides) (Afflick and Percival)	17	7.2	15.2	$155	$801	included in drainage	$13,610
C7	Culvert – Western end of OS07	42						$265,000
R15	Parkland edge street over culvert (both sides) (Garrett St)	19	5.5	10	$155	$612	included in drainage	$11,620

No.	Item	Length / No of items m	Pavement width m	Land width m	Land Unit Cost $ / sqm	Works Unit Cost $ / m	Total Land Cost $	Total Works Cost $
C8	Culvert – Garret St western end of Southern Creek	18						$205,000
R16	Local Street Type 1 Parkland frontage (one side) (McGuinness Ave adjacent to park)	67	1.7	5.7	$155	$245	$59,195	$16,382
R17	Local Street Type 1 (one side) (Hall Circuit adjacent to park)	67	1.7	Pre-existing street		$245		$16,382
R18	Oval edge street frontage to parkland (one side) (Hall Circuit adjacent to OS 1)	151	8.5	12.5	$221	$981	$416,290	$148,095
R19	Water Management Stante Cl (both sides)	146	14	Pre-existing street		$1,547		$225,913
R20	Oval edge street frontage to parkland (one side) (Hall CCT nr Stante Cl)	133	8.5	Pre-existing street		$981		$130,441
R21	Oval edge street frontage to parkland (one side) (Bird Walton)	345	8.5	12.5	$221	$981	$951,126	$338,362
R22	Local Street Type 1 drainage frontage (one side) (Bird Walton)	510	1.7	Pre-existing street		$245		$124,698
R23	Bridge and approaches across central creek	197		22.6		$1,611	$0	$317,419
C9	Culvert Middleton Dr							$205,000
B1	Bridge – Environmental Corridor							$2,200,000
R24	Local Street Type 1 parkland frontage (one side) (McIver Ave)	80	1.7	Pre-existing street		$245		$19,561
C10	Culvert - McIver Av							$200,000
R25	Local Street Type 1 parkland frontage (one side) (Kingsford Smith)	51	1.7	Pre-existing street		$245		$12,470
R26	Local Street Type 1 over culvert (both sides) (Kingsford Smith)	17	7.2	Pre-existing street		$801		$13,610
C11	Culvert - Second Av							$208,000
R27	Local Street Type 1 over culvert (both sides) (Hugh Terrace nr Windsock)	30	7.2	15.2	$155	$801	$70,680	$24,018
R28	Local Street Type 1 drainage frontage including culvert (western side) (Hugh Terrace Nr Windsock)	17	1.7	5.7	$155	$245	$15,020	$4,157
C12	Culvert							$265,000

No.	Item	Length / No of items m	Pavement width m	Land width m	Land Unit Cost $ / sqm	Works Unit Cost $ / m	Total Land Cost $	Total Works Cost $
R29	Local Street Type 1 parkland frontage (Kelsey Ave @ Hugh)	47	7.2	15.2	$155	$801	$110,732	$37,627
R30	Northern Collector Street (one side only)	120	8.1	12.6	$155	$940	$234,360	$112,746
R31	Local Street Type 1 (one side) (Love Road adjacent to park)	30	1.7	5.7	$155	$245	$26,505	$7,335
R32	Local Street Type 1 (one side) (Monoplane Ave adjacent to park)	87	1.7	5.7	$155	$245	$76,865	$21,272
R33	McIver St (both sides)							
R34	Intersection Upgrade - 15th & Kingsford Smith Aves.							$400,000
R35	Roundabout							$120,000
R36	Link under M7			Under M7				$400,000
	Traffic Calming Measure and Pedestrian Crossing Points							$200,000
	Bus Shelters	10				$14,270		$112,500
T1	Traffic Lights - 15th & Kingsford Smith Ave's							$150,000
T2	Traffic Lights – Flynn & Kingsford Smith Ave's							$300,000
Sub Total								$9,215,898
Plus 5% Contingency								$460,795
Total							**$3,383,630**	**$9,676,693**

12.5 Water Cycle Management

Background

Community standards require that stormwater be conveyed through urban areas in a manner that emphasises the cost-effective achievement of safety and amenity. This requirement leads to a development standard where drainage is managed on a catchment wide basis in a system of pipes, channels, culverts and basins. The responsibility to contribute, or nexus, is a combination of the characteristics of land development that:

- Increases stormwater runoff volumes and flow rates so that a system of pipes and channels and/or stormwater detention basins is required to offset these impacts downstream; and
- Increases population levels in the vicinity of potentially hazardous, uncontrolled rural standard drainage systems so that improvements, particularly large pipes and channel systems, are required to minimise and clearly demark the area of hazard potential.

The development of new release areas generally leads to a significant change in the stormwater runoff characteristics of drainage catchments. This change partially results from an increase in the ratio of runoff volumes to rainfall volumes due to a reduction in previous areas to absorb rainfall into the ground. It is also influenced by the reduction in catchment response times, where the impact of piping and channelising more efficiently conveys concentrated runoff to the catchment outlets. It may also be influenced by a reduction in flood plain storage of runoff volumes due to developments that incorporate landfill.

Nexus

An overall Water Cycle Management strategy has been established for the Middleton Grange area and is detailed in the Background Reports. This strategy supports the following objectives:

- Management of drainage and the flood plain contribute positively to the area
- Water quality and pollution management is to be of a high standard
- Quality of the natural environment is to be maintained and enhanced

The water cycle management strategy utilises detention basins, wetlands, natural channels, swales, gross pollution traps and other facilities to ensure that the outflow from the precinct after its development is no worse than in the pre-development situation. At the same time it returns the creeks and waterways to a more natural state. The creeks and associated riparian zone have been enhanced to provide flood mitigation and water quality improvement as well as public opens space amenity. This plan has allocated the costs for management of the water cycle and for open space areas across both sets of facilities as equitably as possible. All land uses are beneficiaries of the system and the enhanced amenity of the area.

Developers will be responsible for the costs of transporting stormwater from their land to the trunk drainage system. However, the cost of the trunk drainage system will be shared over the whole precinct. As background, it is seen by Council that every property that has stormwater drainage passing through it in a pre-development state has an obligation to provide proportionally for the runoff. In addition, all upstream properties will have an obligation to contribute to the cost of downstream drainage in proportion to the increase in runoff produced by their development.

In order to achieve an economical local drainage system it is required to drain stormwater runoff through the southern most water channel. This channel in some cases traverses privately owned land.

The area of land acquired, as drainage reserves shall be dedicated to the Council for that purpose and the Council will be responsible for the maintenance and functioning of the trunk drainage system.

Facilities

The Water Cycle Management infrastructure includes the following:

- Detention basins
- Water treatment zones and wetlands
- Aquatic and riparian vegetation rehabilitation
- Drainage channels
- Swales
- Pools and riffles
- Drainage culverts
- Gross pollutant traps.

Contribution credits for works in kind will not be accepted for temporary work required to fulfil developments on individual sites. All stormwater works are to be in accordance with Council requirements.

Scope of facilities

A review of the range of local drainage facilities was undertaken in 2008. This was undertaken in conjunction with the preparation of *Liverpool DCP 2008*. This plan included amongst other items a review of the masterplan for this area.

Apportionment

No apportionment is allowed for as there were no existing local transport facilities in existence at the commencement of the development of the area.

Contributing Development, Works and Land Acquisition Schedule

Contributing Development

2,580 dwellings/lots (Number of dwellings or equivalent that are expected to contribute to local drainage facilities)

The area from which contributions would be received is shown on Figure 12.1.

Map of Works and Land Acquisition

Refer to Infrastructure Map No 1 - 4 for the location of each item.

Works and Land Acquisition Schedule

The range of Works and Land Acquisition for local drainage facilities is shown in Table 12.5.

The cost of facilities not yet built was reviewed in 2008 following a review of unit costs by Council.

Table 12.4 Works and Land Acquisition Schedule

No.	Item	Area	Land Unit Cost	Total Land Cost	Total Works Cost
		sqm	$ / sqm	$	$
WM1	Entry Parklands				$898,384
	100/813874	12,140	$174	$2,112,360	
	10/1043937	14,180	$207	$2,935,260	
	Pt 260/2475	2,350	$206	$484,100	
WM2	Wetlands				$445,893
	Pt 102/1128111	6,826	$149	$1,014,763	
	Pt 260/2475	4,674	$206	$962,844	
WM3	Water Cycle area in Village Centre	2,790	$149	$414,765	$127,812
WM4	Water cycle area on southern creek west of village centre				$237,731
	Pt 102/1128111	2,335	$149	$361,925	
		4,969	$130	$770,195	
WM5	Water cycle area between Monkton and Bonython Aves	3,185	$155	$493,675	$147,843
WM6	Water cycle area on Irving Gardens east of Pentland	1,800	$155	$279,000	$98,478
WM7	Water cycle area west of Kingsford Smith	895	$155	$138,725	$93,910
WM8	Water cycle area west of Percival Ave	1,725	$155	$267,375	$127,218
WM9	Water cycle area between Hugh and Kingsford Smith				$133,085
	Pt 172/2475	1,250	$155	$193,750	
	Pt 173/2475	901	$85	$76,568	
WM10	Water cycle area between Kingsford and McIver	3,540	$107	$378,780	$190,046
WM11	Water cycle area on either side of bridge	9,203	Corridor		$607,539
WM12	Water cycle area north of playing fields, east of Bird Walton	16,707			$667,621
	B/381267	4,195	$221	$925,212	
	2/1115645	10,200	$95	$969,000	
	3/11115645	2,159	$95	$205,105	
WM13	Water cycle area adjacent to Hemsworth Ave	3,209	$155	$497,395	$319,058
WM14	Water cycle area adjacent to Hemsworth and Bridge	6,472	Corridor		$496,618
WM15	Water cycle area adjacent to Bonney Flight Cct	2,005	Corridor		$106,918
WM16	Water cycle area adjacent to Robey Ave	881	$155	$136,555	$122,051
EC1			Corridor		$494,826
EC2			Corridor		$637,313

WM17	Water cycle area adjacent to Dragonfly Cct	7,687	$155	$1,191,485	$392,915
WM18	Water cycle area adjacent to Ivor Cct	4,226	$130	$549,380	$373,958
WM19	Water cycle area adjacent to Truscott Ave	2,366	$155	$366,730	$476,335
Sub Total					**$7,195,551**
Plus 5% Contingency					$359,778
Totals				**$15,724,947**	**$7,555,328**

12.6 Administration, Professional Services and Implementation

Nexus

Implementation of this plan will require ongoing administration. A contribution is required for the costs associated with administration, professional services and implementation such as:

- Preparing this Plan;
- Ongoing monitoring, review and administration of the Plan.
- Independent reviews for the purposes of adjusting contribution rates.
- Executing legal documents for works-in-kind agreements.
- Land valuations and acquisition.
- Ongoing land valuations, to review this contribution plan, at least annually and more frequently depending on movements in the property market.
- Specialist technical studies.
- Research and investigation to amend or modify parts of this Plan.
- The up front implementation of the Plan.

Administration

The administration of contributions funds carries significant associated costs. Professional officers within Council are required to prepare, review and implement the Plan throughout its life. They are assisted by a team which provides support in coordinating the process, preparing status reports, reviewing relevant data, and liaising with other Council staff, external consultants and other external authorities.

In accordance with the requirements of the Department of Planning, the administration costs contributed under this Plan consist only of the expenses for personnel directly involved in the preparation and administration of this Plan. It is considered appropriate that a pool of funds be available to meet these costs.

Professional services

There are a number of costs associated with professional services for implementing the Middleton Grange release – such as studies in relation to Aboriginal archaeology and contamination of land identified for public open space. In addition, there are also costs for independent land valuations, legal assistance and management of the land acquisition process. In relation to land acquisition, Council will be required to acquire land for roads, public open space, community facilities and water cycle management and incur the associated conveyancing costs.

It is recognised that the costs associated with land acquisition could be added to the cost of individual facilities. However, because it is difficult to predict the cost of professional fees attributable to any one facility, it is considered more appropriate that a pool of funds be available to meet these costs as they arise.

Implementation

It is an objective of the Middleton Grange release that certain infrastructure and facilities will be in

place when residents first move into the area, requiring that key roads and water management infrastructure be provided early in the development process. As a result in the early years of the development expenditure will exceed income from contributions.

Because of the fragmented ownership situation in Middleton Grange, it will be necessary for Council to borrow funds to front fund land acquisition and construction of these road and water management facilities, and then to recoup the cost through contributions.

The plan also makes provision for costs associated with front funding the purchase of land. In acquiring parts of certain parcels there are likely to be additional costs for existing dwellings, disturbance and severance that would not be incurred if the land were to be provided as works in kind in lieu payment of contributions. It will also be necessary for Council to recover this cost in the contribution rate.

Costing

The estimated costs associated with administering and implementing this contributions plan and for professional service fees are shown in the following tables.

Given that **administration costs and professional service fees** for the Plan are likely to be the same for all residential lots, all will be levied equally regardless of sizes. However, in relation to **implementation** – where costs are linked to the value and size of land to be acquired – the contribution will be levied differentially. All residential lots will be levied equally, but non-residential uses, including housing for aged and disabled people, will be levied on the basis of an equivalent 450sqm lot. Therefore, for example, a development of 4,500sqm will contribute 10 times the standard contribution rate.

Table 12.5 Administration

Item	Cost
Preparation, review and monitoring of MG component of Contributions Plan	$160,000
Project management and administration	$270,000
Total	**$430,000**

Table 12.6 Professional services

Item	Cost
Contamination study	$35,000
Aboriginal archaeology	$50,000
Land valuations and reviews	$136,000
Project management of land acquisition	$87,500
Total	**$308,500**

Table 12.7 Implementation costs

Item	Cost
Up front land acquisition costs	$1,644,000
Valuation fees	$140,000
Legal fees	$56,000
Transfer costs	$56,000
Court costs	$350,000
Advertising/issues of acquisition notices	$70,000
Studies for flooding, environment	$70,000
Relocation and disturbance	$280,000
Stamp duty	$440,000
Total	**$3,106,000**

12.7 Contribution Formulae

Community and Recreation Facilities

Conventional Lot Residential Subdivision, Small Lot Subdivision, Semi-detached dwellings, Multi dwelling housing and Residential Flat Buildings

Contribution by cash

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{O\,R}{3.7}$$

where C = Cost of capital works or land identified for the catchment area

N = Number of equivalent lots / dwellings in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

Contribution by land dedication

$$\text{Area of land to be dedicated (per dwelling / lot)} = \frac{A}{N} \times \frac{O\,R}{3.7}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots / dwellings in the catchment area

O R = Estimated occupancy rate for lot size or dwelling type

Transport Facilities

Conventional Lot Residential Subdivision, Small Lot Subdivision, Semi-detached dwellings, Multi dwelling housing and Residential Flat Buildings

Contribution by cash

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{V}{6.7}$$

where C = Cost of capital works and land identified for the catchment area

N = Number of equivalent lots in the catchment area

V = Vehicle trips per day for lot size or dwelling type

Contribution by land dedication

$$\text{Area of land to be dedicated (per dwelling / lot / non residential development)} = \frac{A}{N} \times \frac{V}{6.7}$$

where A = Total area to be acquired in the catchment area

N = Number of equivalent lots in the catchment area

V = Vehicle trips per day for lot size or dwelling type (refer to Table 12.8)

Table 12.8 Vehicle Trips per day per dwelling

Dwelling Type or Lot Size	Vehicle Trips per day
Residential Subdivision Lots 450 sqm or larger	6.7
Residential Subdivision Lots smaller than 450 sqm	6.0
Semi-detached dwellings, Multi dwelling housing & Residential Flat Buildings (where permitted)	
3 or more bedrooms	6.0
2 bedrooms	4.0
1 bedroom	3.3
Aged and Disabled Persons Housing (total development)	Total vehicle trips per day

Drainage Facilities

Contributions for drainage are calculated as follows:

$$\text{Contribution rate (per sqm)} = \frac{C \times \text{Proportion of total Runoff of the respective dwelling density group}}{\text{Area in sqm of the respective dwelling density group}}$$

or where land is required to be dedicated in lieu of payment of a contributions for land acquisition

$$\text{Area of land to be dedicated (sqm)} = \frac{A \times \text{Proportion of total Runoff of the respective dwelling density group}}{\text{Area in sqm of the respective dwelling density group}}$$

Where:

C = Cost of works or land identified in the contributions plan.

A = Total area of land identified to be acquired in the contributions plan.

Area in sqm of the respective dwelling density group includes the full width of proposed streets within a proposed subdivision. This includes the full width of streets adjacent to open space or drainage land.

Dwelling density group means the minimum dwelling density as specified by *Liverpool LEP 2008*.

Table 12.9 gives the relative impacts of alternative types of development on runoff generation.

Table 12.9 Development Details

Dwellings/ha	Total	Dwelling Yield	Run-off Coeffs	% of Runoff
15 Dwellings / ha	106.51	1,598	0.65	63.78%
23 Dwellings / ha	24.50	563	0.95	21.44%
30 Dwellings / ha	16.89	507	0.95	14.78%
Totals	**147.89**	**2,668**		**100.00%**

Administration

The cost per lot per year has been averaged across all of the sub catchment and is calculated as follows:

$$CR = \frac{A}{N}$$

Where:

CR = the contribution rate for administration per lot.

A = the total cost of administration.

N = the total estimated number of additional lots at the full extent of development in Middleton Grange.

The administration cost for the District and City Wide component is estimated as $87 per lot.

Professional services

The cost per lot per year has been averaged across all of the catchment area and is calculated as follows:

$$CR = \frac{PS}{N}$$

Where:

CR = the contribution rate for professional services per lot.

PS = the total cost of professional services.

N = the total estimated number of additional lots.

The Contribution Rate for non-residential lots/uses will be based on the following formula:

$$\text{CR (non-residential)} = \text{CR for residential lot} \times \frac{\text{area of non-residential development}}{450}$$

Implementation

Residential Development

$$CR = \frac{I}{N}$$

Where:

CR = the contribution rate for implementation per residential lot.

I = the total cost of implementation.

N = the total estimated number of additional lots.

The Contribution Rate for non-residential lots/uses will be based on the following formula:

$$\text{CR (non-residential)} = \text{CR for residential lot} \times \frac{\text{area of non-residential development}}{450}$$

12.8 Staging of Facilities

While timing and staging will be dependent on available funding as a result of this plan and the location of new development, it is the intention of Council and accordingly this Contributions Plan, that necessary infrastructure is in place as soon as possible. Staging will also accord with the provision of other infrastructure that would be built in conjunction with the water management facilities, such as parks and roads.

13. Elizabeth Hills/Cecil Hills

13.1 Background

That portion of Elizabeth Hills that was part of the former Hoxton Park Aerodrome is already zoned for residential development. The other portion west of Cecil Hills has not yet been zoned for residential development. It is anticipated that facilities in Elizabeth Hills not contained in this contributions plan will be provided by way of a Voluntary Planning Agreement.

Elizabeth Hills and Cecil Hills form part of the Hoxton Park Stage 2 Release Areas.

13.2 Local Community Facilities in Elizabeth Hills

Background

There will be additional development at Elizabeth Hills. As this area will not be of sufficient size to require a new Multi-Purpose Community Centre, it is proposed to augment the existing community centre at Cecil Hills. The rate per dwelling is the same as for dwellings in Hoxton Park, Carnes Hill and Prestons Release Areas.

Contributing Development and Catchment Area

900 dwellings/lots (Number of dwellings or equivalent that is expected to contribute to local community facilities).

The area from which contributions would be received is shown on Figure 13.1.

Figure 13.1

13.3 Local Community and Recreation Facilities in Cecil Hills

The Cecil Hills Release Area is generally complete. Local community and recreation facilities have been provided. It is considered that any further development or more intense redevelopment should contribute at the same rate as the Established Areas catchment area. Any such development will also contribute to the relevant District Facilities in the Hoxton Park Stage 2 Release Areas.

Catchment Areas

There is a single catchment in Cecil Hills. The area from which contributions would be received is shown on Figure 13.2.

Figure 13.2

Administration Centre 1 Hoxton Park Road, Liverpool NSW 2170

Customer Service Centre Ground floor, Liverpool City Library, 170 George Street, Liverpool NSW 2170

Postal Address Locked Bag 7064, Liverpool BC NSW 1871

Customer Contact Centre 1300 36 2170

Fax 02 9821 9333

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LIVERPOOL CITY COUNCIL

LIVERPOOL CONTRIBUTIONS PLAN 2018 - LIVERPOOL CITY CENTRE

Adopted: 12 December 2018

Amended: TBC

Content Manager 018975.2019

THE GREAT SOUTH WEST

Liverpool Contributions Plan 2018 - Liverpool City Centre

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1. Introduction

Section 7.12 of the *Environmental Planning and Assessment Act, 1979* gives Council the power to impose a levy on developers for public services and public amenities based on a percentage of the cost of the development. Council cannot impose, as a condition of the same development consent, a condition under this section as well as a condition under section 94.

Money required to be paid by a condition imposed under S7.12 is to be applied towards the provision, extension or augmentation of public amenities or public services (or towards recouping the cost of their provision, extension or augmentation). The application of the money is subject to any relevant provisions of the contributions plan. A condition imposed under S7.12 is not invalid by reason only that there is no connection between the development the subject of the development consent and the object of expenditure of any money required to be paid by the condition.

Where the consent authority is a council or an accredited certifier, such a contribution may be imposed on a development only if it is of a kind allowed by and determined in accordance with a contributions plan, such as this Plan.

This Plan has been prepared:

- in accordance with the *EP&A Act* and *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation); and
- having regard to the latest Practice Notes issued by the NSW Department of Planning and Environment.

2. Administration

2.1 Name of Plan

This plan is called *Liverpool Contributions Plan 2018 – Liverpool City Centre*.

This Contributions Plan has been prepared in accordance with the provisions of Section 7.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979) and the *Environmental Planning and Assessment (EP&A) Regulation 2000*.

2.2 Applies to

This Contributions Plan applies to development on land shown in Figure 1.

Figure 1 Land to which this plan applies

2.3 Definitions used in this Plan

Except where indicated in this clause, the definitions of terms used in this Plan are the definitions included in the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2000* are adopted by this Plan.

In this clause, 'existing' means at the date on which this Plan came into effect.

In this Plan, the following words and phrases have the following meanings:

Bank Guarantee means an irrevocable and unconditional undertaking without any expiry or end date in favour of the Council to pay an amount or amounts of money to the Council on demand issued by an Australian bank, non-bank financial institution, or insurance company subject to prudential supervision by the Australian Prudential Regulatory Authority and has a credit rating of 'A' or above (as assessed by Standard and Poors) or 'A2' or above (as assessed by Moody's Investors Service) or 'A' or above (as assessed by Fitch Ratings)

Council means Liverpool City Council.

CPI means the Consumer Price Index (All Groups - Sydney) published by the Australia Statistician.

EP&A Act means the Environmental Planning and Assessment Act 1979.

EP&A Regulation means the Environmental Planning and Assessment Regulation 2000.

Infrastructure Map means a map, separate to this document, entitled Liverpool City Centre Contributions Infrastructure Map showing the location of proposed and possible infrastructure referred to in this plan.

LGA means Local Government Area

Planning Agreement means a Planning Agreement referred to in S7.4 of the EP&A Act.

Residential accommodation has the same meaning as in the Standard Instrument.

Works In Kind means the undertaking of a work or provision of a facility by an applicant which is already nominated in the works schedule of a contributions plan as a means of either fully or partly satisfying a condition of consent requiring development contributions to be made.

Works Schedule means the schedule of the specific public amenities and public services for which contributions may be required as set out in Parts 5 and 6 of this Plan.

2.4 Purpose of Plan

The purpose of the Contributions Plan is to:

(a) Provide an administrative framework under which specific public facilities strategies may be implemented and coordinated;

(b) Ensure that adequate public facilities are provided for as part of any new development;

(c) Authorise the Council to impose conditions under S7.12 *of the EP&A Act 1979* when granting consent to development on land to which this plan applies;

(d) Provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions on an equitable basis;

(e) Ensure that the existing community is not burdened by the provision of public amenities and public services required as a result of future development; and

(f) Enable the Council to be both publicly and financially accountable in its assessment and administration of the contributions plan.

2.5 Adoption of Contributions Plan

Council adopted the plan on 12 December 2018. The plan originally came into force on 9 January 2019. The value of works and land is at the June 2018 Quarter. The CPI for this quarter was 114.0.

This plan applies to development lodged after 12 December 2018 and determined after the date on which the plan came into effect.

Amendments to Contributions Plan

Liverpool Contributions Plan 2018 – Liverpool City Centre has been amended as follows:

No	Date of adoption	Date of Amendment	Description of Amendment
1	TBC	TBC	Clarify relationship with complying development certificates.

Previous Contributions Plans

Liverpool Contributions Plan 2018 – Liverpool City Centre replaces *Liverpool Contributions Plan 2007 (Liverpool City Centre)*.

2.6 Relationship to other Plans

The land to which this contributions plan applies is also subject to the following plans:

- *Liverpool Local Environmental Plan 2008;*
- *Liverpool Development Control 2008; and*
- *Various Planning Agreements.*

2.7 Types of development to be levied

Except as provided for by this clause, this Plan applies to:

- Residential accommodation, insofar as the Plan authorises the imposition of a requirement for a development contribution for the types of public amenities and public services described in this Plan; and
- All development, other than residential accommodation insofar as the Plan authorises the imposition of a requirement for a development contribution for the types of public amenities and public services described in this Plan,

whether approved by a development consent or complying development certificate.

This plan does not apply to development:

- for the purposes of public infrastructure provided by or on behalf of State Government or the Council;
- for the purposes of public amenities or public services under this Plan or another contributions plan prepared under section 7.13 of the EP&A Act;

- for works to be carried out by Sydney Water, Endeavour Energy, Telstra or equivalent water, sewer, energy or telecommunications provider; or
- that in the opinion of Council does not increase the demand for the categories of public amenities or public services addressed by this Plan.

There may be Planning Agreements made under the EP&A Act that will apply to land in Liverpool City Centre. In some instances the Planning Agreement may require the provision of infrastructure instead of payment of contributions under this Contributions Plan. This would normally be in the case of a major development, which would provide infrastructure on site, which would be consistent with the scope of contributions payable under this Contributions Plan.

The Minister for Planning and Environment may from time to time exempt certain forms of development from being subject to contributions.

2.8 Payment of Contributions

Levying of Contributions

Council will require, as a condition of development consent (on a development application or complying development certificate), the payment of a monetary contribution and/or the dedication of land for the provision of public facilities specified in this Contributions Plan, from development, which it considers will contribute to the need for those facilities.

This plan authorises Council to grant consent to development to which this plan applies subject to a condition requiring the applicant to pay to the Council a levy in accordance with Table 1:

Table 1

Estimated cost of development	Value of Levy
Less than $1,000,000	Nil
$1,000,000 or more	2% of the cost of the development on land within the: R4 High Density Residential zone or IN2 Light Industrial zone
$1,000,000 or more	3% of the cost of the development on land within the: B1 Neighbourhood Centre zone or B3 Commercial Core zone or B4 Mixed Use zone or B6 Enterprise Corridor zone

The proposed cost of carrying out the development will be determined in accordance with clause 25J of the *EP&A Regulation*. The procedures set out in Appendix 1 to this plan must be followed to enable Council to determine the amount of the levy to be paid.

The value of the works must be provided by the applicant at the time of the request and must be independently certified by a Quantity Surveyor who is registered with the Australian Institute of Quantity Surveyors or a person who can demonstrate equivalent qualifications.

Without limitation to the above, Council may review the valuation of works and may seek the services of an independent person to verify the costs. In these cases, all costs associated with obtaining such advice will be at the expense of the applicant and no construction certificate will be issued until such time that the levy has been paid.

Method of Payment

A monetary contribution is the most common method of payment of a levy. However, Council may consider the provision of works in kind, but only as detailed in the schedule of facilities in this Contributions Plan. If applicable, and only if acceptable to Council, such a transfer or works in kind may be an offset to the monetary contribution otherwise applicable to the development under this plan.

The value of the offset will be as agreed with Council in accordance with the value of the works identified in the Contributions Plan. Applicants will be required to provide details of the works to be undertaken, financial guarantees, bank guarantees and administration.

Where works and / or land identified in the contributions plan are proposed to be provided in conjunction with the development, Council will reimburse the developer for the cost of the works in accordance with Council's Developer Contributions Works in Kind Policy.

Timing of payment of the levy

Monetary contributions are required to be paid to Council~~: prior to the issuing of the Construction Certificate, whether by Council or a Private Certifier.~~

a) for development approved as a development application, prior to the issuing of the Construction Certificate; or
b) for development approved as a complying development certificate, prior to the commencement of works,

whether approved by Council or a Private Certifier.

~~Construction certificates~~ Certification and the obligation of accredited certifiers

In accordance with Cl 136L of the EP&A Regulation 2000, a certifying authority must not issue a complying development certificate for work unless it has included a condition requiring payment of contributions prior to commencement of work.

In accordance with Cl 146 of the *EP&A Regulation 2000*, a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of levies has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that levies have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with Cl 142(2) of the of the *EP&A Regulation 2000*. Failure to follow this procedure may render such a certificate invalid. The only exceptions to the requirement are where a works in kind, material public benefit, dedication of land or deferred payment arrangement has been agreed by the Council.

In such cases, Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

Deferred Payments

Council will allow payment of contributions to be deferred in the following cases only:

- Where the applicant has the intention and ability to provide a material public benefit in part or to full satisfaction of a condition imposed by development consent; or
- In other circumstances, to be outlined in writing by the applicant and determined formally by Council on the merits of the case.

Deferred payments as outlined above are acceptable only where an unconditional bank guarantee is provided for the amount deferred. Bank guarantees will be accepted on the

following conditions:

- The bank guarantee must carry specific wording, for example, a description of the development, address, development application number and staging where applicable;
- The bank guarantee will be for the contribution amount plus the estimated amount of compound interest foregone by Council for the anticipated period of deferral (Refer to the formula below);
- Council may call up the bank guarantee at any time without reference to the applicant, however, the guarantee will generally be called up only when cash payment has not been received, and land is not dedicated or material public benefit not provided by the end of the period of deferral;
- The period of deferral must be for a limited time only as agreed where land is to be dedicated or a material public benefit is to be provided. In merit cases, the period of deferral will be as approved by Council. The period of deferral may be extended subject to providing a renewed bank guarantee, which includes anticipated future interest;
- The period of deferral will generally end at the release of the occupation certificate; and
- Council will discharge the bank guarantee when payment is made in full by cash payment, land transfer or by completion of works in kind.

The following formula to be applied to all bank guarantees for contributions is:

Guarantee Amount = P + P (C I x Y), where:

P = Contribution due.

CI = Compound interest rate comprised of Council's estimate over the period plus 3 percent (allowance for fluctuations).

Y = Period of deferral (years).

Indexation of Monetary Contribution

As the date of the consent may vary to the actual time of payment of the contribution, Clause 25(4) of the *EP&A Regulation* allows Council to adjust the contribution to reflect increased costs between the date of the consent and the time of payment. Contributions required as a condition of consent under the provisions of this plan will be indexed quarterly in accordance with movements in the Consumer Price Index (All Groups Index) for Sydney issued by the Australian Bureau of Statistics.

The following formula for indexing contributions is to be used:

Contribution at time of payment

$$C_2 = \frac{C_1 \times CPI_2}{CPI_1}$$

where:

C_1 = Monetary contribution imposed on the development consent.

C_2 = Monetary contribution at the time that the contribution is to be paid.

CPI_1 = Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics as at the time of granting the relevant development consent.

CPI_2 = Latest "Consumer Price Index: All Groups Index Number" for Sydney available

from the Australian Bureau of Statistics at time that the contribution is to be paid.

Future reviews will not affect any consent granted in accordance with this contributions plan.

This is distinct from Section 2.8, which deals with future reviews of the contributions plan. Future reviews will not affect any consent granted in accordance with this contributions plan.

Goods and Services Tax

No Goods and Services Tax (GST) is applicable to the payment of contributions made under Section 7.12 of the *EP&A Act 1979*.

2.9 Review of Plan and Contributions

Council will review the contributions plan on a regular basis. The review process will canvass the following, where data is available:

- Development activity in terms of latest information on net additional dwellings and populations;
- Likely total development activity to be experienced in the future;
- Progress in the delivery of public facilities and amenities identified in the schedules of facilities;
- Modification of facility concepts, changes in anticipated facility costs, facility timing and land values;
- Annual contributions received and expenditure information;
- Any other factors likely to affect the delivery of works identified in this contributions plan; and
- Changes resulting from amendments to *Liverpool DCP 2008* or *Liverpool LEP 2008*.

Any significant reviews of this contributions plan must be undertaken in accordance with the *EP&A Act 1979* and *EP&A Regulation* and placed on public exhibition for a period of 28 days. The nature of the proposed changes and reasons for these changes would be clearly outlined as part of the exhibition.

Contributions will be adjusted, taking account of more recent information and, where relevant, the following:

- Consumer Price Index;
- Annual changes in land values;
- Actual costs of completed works;
- Reviewed costs yet to be completed works and land acquisition;
- Adjustment in projected project management and contingency costs associated with works; and
- Management and legal costs associated with land acquisition.

This section is distinct from Indexation of Monetary Contribution, which deals with future adjustment of contributions granted in accordance with the contributions plan. Future reviews under Section 2.8 will not affect any consent granted under this contributions plan.

2.10 Administration of contribution funds

Council will administer money obtained from the contributions and make decisions on the funding and provision of the projects in accordance with the EP&A Act and EP&A Regulation.

The funds collected under this plan may be pooled for projects and applied progressively for those purposes, the priorities of which will be determined by the various Council Strategies for purposes and by the timing and scale of development in the City Centre.

Council's ability to forward fund services and amenities identified in this Plan is very limited. Consequently their provision is largely contingent upon the availability of contributions funds.

To provide a strategy for the orderly delivery of the public services and amenities, this Contributions Plan authorises monetary contributions paid for different purposes in accordance with the conditions of various development consents authorised by this Plan and any other contributions plan approved by the Council to be pooled and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary contributions under this Contributions Plan are the priorities for works as set out in the Works Schedule.

In any case of the Council deciding whether to pool and progressively apply contributions funds, the Council will have to first be satisfied that such action will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.

3. Expected Development outcomes

3.1 Development history

Development has taken place in Liverpool since 1810. The original area of Liverpool is largely located within the Liverpool City Centre. The railway line was constructed in 1856 and increasingly separated the town from the Georges River. The framework of the street pattern was established in the 1800's. Prior to the 1950's the current city centre consisted of small commercial centre around the southern portion of Macquarie Street and around Scott Street near Liverpool Railway Station.

Since the 1950's suburban development from Sydney has encroached on the Liverpool area. Initially dwelling houses were erected on the undeveloped lands on the periphery of the city centre area and the surrounding areas. The commercial area expanded as the surrounding residential development created the need for commercial development.

By the 1960's a significant commercial area was developing in the city centre area as new suburbs developed in the Liverpool LGA and the adjoining local government areas.

By the 1970's significant commercial development in the form of enclosed shopping centres began to take place as well as some residential redevelopment in the form of 3 storey residential flat buildings. Road traffic was also increasing and the city centre began to experience through traffic creating congestion. Expanded roadworks on Newbridge Road and the Hume Highway were undertaken to cope with this and direct it around the city centre core area. The city centre was also experiencing increased commuter traffic in the form of cars and buses centred on the railway station.

Since this time the amount of development in the city centre has intensified in response to the increased development in South Western Sydney. This has involved more intense retail and commercial development with the corresponding transport demand. There is however limited scope for amplification of the road network immediately around the city centre. There has also been and increasing demand for higher density residential development around the city centre and along the riverfront of the Georges River. This also brings demands for public infrastructure.

3.2 Current development trends

Nowadays the intensity of city centre development is resulting in major office buildings and major apartment buildings. Liverpool City Centre was identified in 2007 by the NSW Department of Planning as a Regional City through the Sydney Metropolitan Strategy – A City of Cities. The Greater Sydney Region Plan 2018 identifies Liverpool as a Metropolitan Cluster Centre, along with Penrith and Campbelltown Macarthur in the Western District.

The city centre consists of a commercial and retail core around Macquarie Street and surrounding streets. To the north east is an education and medical precinct centred on Liverpool Hospital. There is also increasing tertiary education premises in the commercial and retail core area. Residential apartments have been developing around the northern, western and southern periphery of the city centre. The river front still remains separated from the city centre by the railway line. The industrial land east of the Georges River and north of Newbridge Road remains further separated from the city centre.

3.3 Expected development outcomes

It is estimated that the following development will take place in Liverpool City Centre in the period up to 2036:

- 7,000 dwellings;
- 195,000 sqm of office premises; and
- 60,000 sqm of retail premises.

It is estimated that the levy on development in Liverpool City Centre will yield about $75M by 2036.

4. City Centre Planning Context

4.1 Planning Context

The increased population and in particular increased residential density in Liverpool City Centre will create a demand for increased amenity in the centre, an expansion of improved open space, an increased demand for community facilities, improved accessibility and high quality streetscape.

Greater Sydney Region Plan 2018

The Greater Sydney Region Plan identifies Liverpool City Centre as a cluster centre, maintaining its role a major centre on the metropolitan scale in Sydney. The Plan affirms the economic significance of the metropolitan centres which continue to be a major focus of government investment. Delivering a 30-minute city in the Western Parkland City will focus on improving access to all four centres of the metropolitan cluster.

Western City District Plan 2018

Liverpool City Centre is one of the areas in the Western City District that has been identified as one of the places where the Greater Sydney Commission will chair the collaboration process to initiatives being led by the NSW Department of Planning and Environment. It will include the Liverpool City Centre, the health and education precinct and nearby residential and industrial land areas. It considers the Warwick Farm Precinct; the Moorebank Intermodal Terminal, which is under-construction; and the draft Georges River Masterplan.

The Collaboration Area aims to:

- Increase housing diversity and provide affordable housing;
- Improve and coordinate transport and other infrastructure to support jobs growth;
- Develop smart jobs around the health and education precinct, particularly in the areas of advanced manufacturing and logistics, automation and translational research;
- Improve the night-time economy, mixed-use and transport connections;
- Improve urban liveability and Liverpool's sense of place;
- Improve environmental outcomes around the Georges River;
- Develop greater Sydney green grid projects;
- Capitalise on Western Sydney Airport and the Western Sydney City Deal;
- Revitalise the Liverpool City Centre;
- Examine flooding issues and water management;
- Consider the opportunities presented by the Liverpool Water Recycling Facility; and
- Undertake urban renewal at Warwick Farm and retain a social housing mix.

In addition to the Collaboration Area process outlined above, the District Plan seeks to carry out the following:

a) Protect and develop the commercial core;
b) Improve and coordinate transport and other infrastructure to support jobs growth;
c) Develop smart jobs around the health and education precinct;
d) Build on the centre's administrative and civic role;
e) Improve public domain including tree-lined, comfortable open spaces and outdoor dining
f) Improve connectivity and links to the Georges River and prioritise pedestrian, cycle and public transport facilities;
g) Encourage a vibrant mix of uses, new lifestyle and entertainment uses to activate streets and grow the night-time economy; and

h) Capitalise on the Western Sydney Airport and Western Sydney City Deal initiatives.

Community Strategic Plan 2017 – 2027 "Our Home, Liverpool 2027"

Our Home Liverpool 2027 is Liverpool's new Community Strategic Plan. It outlines a 10 year plan to transform Liverpool into an inclusive place to learn and grow and to become the destination of choice for business, investment, living and recreation.

The plan identifies four strategic directions which have been developed following extensive community consultation. Each direction includes a number of community goals and Council strategies which will achieve the community's vision for Liverpool. *Our Home Liverpool 2027* was adopted by Council at its meeting on 26th April 2017 and commenced on 1st July 2017.

The following provides information on the challenges that face Liverpool and the four strategic directions including the relevance to the contributions plan.

Challenges for Council

The Community Strategic Plan 2017 – 2027 makes reference to challenges that Liverpool, being a growing area will face. These are as follows with reference to relevance to the contributions plan:

Community pride and heritage

Liverpool has a rich heritage with a major cultural and arts focus. There are a number of significant heritage buildings and places which are protected at the local and state levels, including Rosebank Cottage, Pioneers' Memorial Park, the Casula Powerhouse Arts Centre, the TAFE college building which is formerly Liverpool Hospital (1820-1958), and St Luke's Church (1810-present). These historical and cultural attributes all contribute to Liverpool's identity.

Maintenance of historic buildings often involves significant building works which are at a higher cost than normal works. At times grants are available to assist with funding such works but these are limited and are subject to State and Federal budget constraints. A challenge for Council is balancing the need to protect its community identity and heritage with alternate demands on its income.

Relevance to the contributions plan

This will inform the provision of any public infrastructure in the vicinity of any items of heritage in the city centre.

Social connection

Liverpool is one of the most culturally diverse cities in NSW with almost one in three people born overseas and almost half the population speaking a language other than English at home. It also has a significant Aboriginal community. Liverpool needs to continue efforts to create a harmonious society where differences are appreciated and celebrated. There is also a challenge for the Council to ensure its services reach a broad range of citizens in an equitable way while still accommodating those most in need, such as people with disabilities.

Finding social connection within a community has become increasingly complex with the numerous demands of everyday life. We are a time poor society with commitments to work, family, friends, health, fitness and many other activities that demand our attention. In addition, we are increasingly relying on technology and social media to communicate, which changes the frequency and nature of our social interactions and brings new challenges.

Relevance to the contributions plan

This will inform the provision of community and recreation facilities that will be needed by the additional population and workforce that is anticipated from new redevelopment in the city centre.

Economic development

Liverpool continues to experience growth in commercial and industrial development. Its status as a strategic commercial centre of South West Sydney, and its good transport links to other areas of Sydney, place it in prime position to attract a range of industries. This is heightened with the development of the Western Sydney Priority Growth Area and the new Western Sydney airport at Badgerys Creek.

The revitalisation of the city centre is a key Council priority. Council has implemented several strategies which are aimed at revitalising the city centre, developing key economic, cultural, recreational and entertainment precincts and creating a place which draws people from across the South West Sydney region.

Relevance to the contributions plan

The provision of infrastructure helps facilitate new development around the city centre, particularly retail and commercial development. This infrastructure includes traffic management works, bus priority, bikeways and car parking and also community and recreation facilities to service the needs of the workforce.

Environmental sustainability

Liverpool has a wide variety of plants, animals and ecosystems, including a significant number of threatened species. Approximately one third of Liverpool is covered in vegetation including more than 500 open space reserves. Liverpool is also home to a significant portion of the Georges River. Council has increased bushland restoration to ensure native areas are maintained.

Expanding urban development in Liverpool can place considerable pressure on the natural environment including the waterways and air quality. Liverpool's environment is exposed to a range of pollutants from industrial, commercial and household waste and increased traffic. Council has introduced systems for sustainable water and energy consumption in new developments, however the challenge continues with existing dwellings.

The growth in Liverpool, while increasing opportunities for the community, also places pressure on the environment and will be a challenge over the coming years for Council to balance.

Relevance to the contributions plan

In the context of an already built up area, new infrastructure to that would service new development can contribute to environmental sustainability with streetscape and open space works that increase the tree cover and works to improve the quality of stormwater discharge to the Georges River.

Transport accessibility

Liverpool's growing population places demands on our existing infrastructure and has caused a high traffic volume that is prominent throughout Sydney. Additionally, the construction of the Moorebank Intermodal and Western Sydney Airport will further create pressure on our transport networks.

Liverpool has good access to Sydney's major motorways, including the M5 and M7. However, congestion during peak periods is a major challenge. Many residents own and use cars as opposed to public transport.

Relevance to the contributions plan

The development of the city centre to a greater intensity will provide challenges for accessibility.

There will be a need to accommodate increased travel demand to and from the city centre for shoppers and workers. A balance will need to be achieved between the increased demand for car access and the finite amount of road space in the city centre. The provision of additional car parking located on the periphery of the city centre in most cases, with convenient pedestrian linkages to the city centres is the most cost effective way of accommodating the demand for car access. The provision of bus priority measures in the city centre would help facilitate the attractiveness of bus travel in the city centre.

Provision of works outside the city centre funded by other means would also work in conjunction with the works mentioned above to facilitate improved access to the city centre.

Increased residential development in and around the city centre will increase the local traffic movement and substantially increase the number of pedestrians or cyclists. There is a need to manage these increases to maintain and improve pedestrian accessibility to make it easier to cross local streets that may be experiencing increased car movements. This may include footpath widening or median strips either mid-block or at intersections.

Directions for Council

The Community Strategic Plan is a ten-year plan that defines the vision and priorities of the community. It is the overarching plan that sets the direction not only for Council but for all stakeholders, including government, business, the not-for-profit sector and residents. The directions from the CSP provide a guide for stakeholders to work together and to capitalise on the opportunities which will keep Liverpool moving forward.

The CSP has been created through extensive community consultation and review of the previous CSP. The consultation for this plan involved the active engagement of more than 1,500 members of the community, and an estimated 150,000 other members who were contacted for their opinions. Engagement activities included stalls at community events, community forum activities, rates mail-outs, a phone survey and numerous outreach activities through social media. Through this community consultation Council identified the community's key priority areas and captured these priorities in four directions, based on the quadruple bottom line (social, economic, environmental, and civic leadership).

The directions and the relevance to the contributions plan are as follows:

Direction 1 Creating Connection

The community want:

- An area where connection is created between all people in the community
- More community activities and events;
- Facilities to be well maintained and multipurpose;
- Access provided to all (youth, seniors, people with disability) and
- Our history to be respected.
- Council will:

Elements of Direction	Relevance to the contributions plan
Celebrate diversity, promote inclusion and recognise heritage	Not directly applicable
Deliver a range of community events and activities	These elements will inform the design of the facilities that will be provided by contributions
Implement access and equity for all members of the community	These elements will inform the design of the facilities that will be provided by contributions
Provide community facilities which are accessible to all	This element has informed the inclusion of community facilities in the contributions plan This element will inform the design of the facilities that will be provided by contributions
Create a dynamic, inclusive environment, including programs to support healthy living	These elements has informed the inclusion of community and recreation facilities and bikeways in the contributions plan These elements will inform the design of the facilities that will be provided by contributions

Direction 2 Strengthening and Protecting Our Environment

This direction is about planning high-quality, sustainable urban environments to create a great place to live, work and play.

The community want:

- Clean public places;
- Creation of more green spaces;
- Increased use of renewable energy;
- Well-managed development;
- Creation of well-planned, attractive and people-friendly urban environments; and
- Improvement to access and safety in public areas.

Council will:

Elements of Direction	Relevance to the contributions plan
Manage the community's disposal of rubbish	Not applicable
Protect and enhance bushland, rivers and the visual landscape	These elements have informed the inclusion of stormwater quality measures help protect the river and natural environment

Elements of Direction	Relevance to the contributions plan
Encourage sustainability, energy efficiency and the use of renewable energy	These elements have informed the inclusion of various facilities in the contributions plan These elements will inform the design of the facilities that will be provided by contributions
Exercise planning controls to create high-quality, inclusive, urban environments	These elements have informed the inclusion of various facilities in the contributions plan These elements will inform the design of the facilities that will be provided by contributions
Develop and advocate for plans that support safe and friendly communities	These elements have informed the inclusion of various facilities in the contributions plan These elements will inform the design of the facilities that will be provided by contributions

Direction 3 Generating Opportunity

This direction underlines the need for Council to support economic growth, including employment and investment options.

The community want:

- To attract more jobs and businesses to the area;
- To upgrade shopfronts;
- Improved traffic management;
- Small business to be supported

Council will:

Elements of Direction	Relevance to the contributions plan
Meet the challenges of Liverpool's growing population	This element informs the inclusion of various facilities in the contributions plan needed to accommodate the demand for infrastructure created by Liverpool's growing population
Attract businesses for economic growth and employment opportunities	This element informs the inclusion of various facilities in the contributions plan needed to create an attractive environment to attract businesses
Create an attractive environment for investment	This element informs the inclusion of various facilities in the contributions plan needed to create an attractive environment to attract businesses
Advocate for, and develop, transport networks to create an accessible city	This element informs the inclusion of traffic facilities and bikeways to facilitate accessibility within Liverpool

Direction 4 Leading through Collaboration

This direction highlights the importance of a Council proactively leading the community, while continually engaging the community to ensure an aligned vision.

The community want:

- More collaboration;
- Stakeholders who listen and actively seek out their opinions;
- To be led to achieve the best outcomes; and
- Well managed use of their resources.

Council will:

Elements of Direction	Relevance to the contributions plan
Seek efficient and innovative methods to manage our resources	This element will inform the design and implementation of the facilities that will be provided by contributions
Increase community engagement	This element will inform the implementation of many facilities funded by contributions by involve engagement with the community prior to construction
Encourage community participation in decision-making	The contributions plan was adopted following public consultation in accordance with the EP&A Act
Strive for best practice in all Council processes	This element will inform seeking to implement best practice design of all infrastructure funded by this contributions plan

Council vision for Liverpool City Centre

Council held a workshop on 29 November 2014 to discuss its vision for Liverpool City Centre. Councillors outlined their vision for the Liverpool City Centre as follows:

- The capital of the Great South West;
- A city defined by interesting architecture which is diverse and distinctive;
- A place where people want to work, live and enjoy;
- An 18 hour city characterised by activity and intensity both day and night;
- A true river city; and
- A well connected, workable, walkable city.

The workshop agreed this would be delivered by:

- Amendments to Liverpool LEP 2008 and Liverpool DCP 2008;
- Traffic and transport improvements (to be drawn from comprehensive traffic and parking studies);
- Provision of high quality architecture and urban design; and
- Providing a high degree of urban amenity (streetscape, parks etc.).

It was also agreed that there was a need to develop a strategy to become Sydney's third capital and an action plan to deliver necessary infrastructure.
An 'urban' place that:

- Is well connected workable walkable City;
- Has a human fine grain scale;
- Has a mix of uses;
- Is active day and night;
- Connected to the river;

- Links the green spaces; and
- Re-connects streets + lanes.

Targeting 15,000 new jobs and 5,000 new dwellings for the city centre by 2031

- Creating a living, mixed-use city;
- Ensuring Human Scale Active Street Edges;
- Protecting and conserving historic elements;
- Strengthening the connection between the city and the health and education precinct;
- Reinforce the importance of the Macquarie Street Mall;
- Improving the quality of the public domain;
- Consolidation of the city centre;
- Enhancing pedestrian networks;
- Opportunities for mixed-use developments in the city centre; and
- Consolidation of a retail and commercial core excluding residential.

Funding of Infrastructure in Liverpool City Centre

The development of the Infrastructure will contribute to Council's vision. The Infrastructure will be funded from the following sources:

- Council funds;
- Community Development Fund (Formerly known as the Town Improvement Fund)(a levy on land owners);
- Developer contributions under 7.12 of the *EP&A Act*; and
- Works conditioned on development under 4.17 of the *EP&A Act*.

This contributions plan provides funding to some of the infrastructure.

5. Scope of Infrastructure

The scope of infrastructure to be funded by contributions is as follows:

5.1 Recreation Facilities

Background

It is considered that acquisition of land for open space funded by contributions under 7.12 of the EP&A Act would not generate the most benefit for the city centre. The strategy is to make the most of the opportunities presented by existing open space.

There are a number of parks located in the residential areas surrounding the commercial core of the Liverpool City Centre, which can be embellished to serve additional residents. In addition, the Georges River foreshore presents opportunities not available in these parks for improving the recreation experience of users and residents of the city centre.

Recreation Facilities

Georges River foreshore western side embellishment

This area presents an opportunity for people in and around the city centre to:

- Experience a more natural environment;
- Experience the waterfront environment;
- Provide an attractive link to the larger Georges River Corridor recreation area; and
- Provide an attractive pedestrian and bikeway link between Parramatta and the Georges River corridor.

This will involve provision of a pedestrian and bicycle crossing of the railway (either over or under) and a pedestrian and bicycle crossing of the Georges River, embellishment of the parkland and the construction of a boardwalk, wide enough to accommodate a shared pedestrian / cycle path south to Mill Park and a wharf downstream of the weir. This will provide a missing link in the Georges River Corridor along the western side of the river. The pedestrian crossing of the railway and the Georges River may be carried out in conjunction with any major development adjacent to Liverpool Railway Station.

These works will open access from the City Centre to a substantial amount of potentially attractive open space.

Pioneer Park embellishment

This will serve the substantial residential redevelopment in the northern part of the City Centre.

Apex Reserve embellishment

This will serve the substantial residential redevelopment in the northern west part of the City Centre.

Discovery Park embellishment

This will serve the substantial residential redevelopment in the southern part of the City Centre.

Georges River Pedestrian Crossing

This will assist with access to areas to the east of the Georges River and potential recreation facilities on the eastern side of the river.

Cost of facilities

The cost of these facilities is shown in Section 6.

Location of facilities

The location of these facilities is shown in Liverpool City Centre Contributions Infrastructure Map.

5.2 Community Facilities

Background

Residential redevelopment in the City Centre will increase the demand for community facilities. Council has undertaken a review of its Community Facilities to provide a long term vision for these. This document known as Community Facilities - A Blueprint for a Modern Network of Community Facilities will inform the priorities for expenditure of contributions received.

Community facilities are typically Council-owned buildings which provide accessible and affordable space for a range of activities that benefit the community. Community facilities are a valuable community asset because they:

- Are places where a range of information, services, programs and activities are delivered to the community, which can change over time;
- Provide an avenue for development of social capital, community involvement and community ownership – in short, agents of social inclusion;
- Are a location of cultural, leisure, educational, recreational and entertainment activities which are accessible to all;
- Are a cultural identity or focus for a community which may become a community icon, a community landmark, or historically significant; and
- Ensure equity of access for those of all ages, incomes, abilities and backgrounds.

Cost of facilities

The cost of these facilities is shown in Section 6.

Location of facilities

The location of any new or upgraded community facilities has not been finalised. Any facilities are likely to be is shown in general areas shown in Liverpool City Centre Contributions Infrastructure Map.

5.3 Access

Background

The growth and development of the Liverpool City Centre will generate additional traffic and travel demands that need to be accommodated on the local transport systems. The purpose of these transport management measures is to provide for public transport needs and ensure the local road network can accommodate the vehicle traffic.

<u>Access and bus priority</u>

A Transport Management & Accessibility Plan (TMAP) examines the existing and new developments and the transport facilities and services that new development is likely to require. A TMAP was undertaken for Liverpool City Centre area, which identified actions needed to ensure that transport and accessibility are optimised in the Liverpool City Centre.

The TMAP examined land use and transport issues in terms of both the local and wider area and made recommendations about car parking, bus access, road network, cycling and pedestrians.

The demand for good bicycle access will increase with the expected employment and residential population growth in Liverpool City Centre. Good bicycle accessibility will assist with the increased use of bicycles as a means of transport. It will help make the best use of the existing street network and parkland to improve accessibility to Liverpool City Centre.

The expected employment growth in Liverpool City Centre will place increased stress on the existing street system. Congested access to the city centre may hinder its development. There is a need to minimise the impact of traffic congestion on bus access to the City Centre. This will assist in increasing the share of public transport usage well as making the City Centre more accessible. Bus priority measures such as bus priority at traffic signals, exclusive bus lanes and separate bus roads will assist the movement of people in to and out of Liverpool City Centre.

Car parking

Car parking will be provided by commercial developments in Liverpool City Centre both on site and via public car parking. The levy will assist in funding the provision of public car parking. Public car parking has already been provided west of the Hume Highway at grade and the opportunity exists for multi-storey car parking in the future.

Cost of facilities

The cost of these facilities is shown in Section 6.

Location of facilities

The location of Access facilities is shown in Liverpool City Centre Contributions Infrastructure Map.

The proposed location of bikeway facilities is general consistent with the Council's Bike plan. The major car parking facility is likely to be at Collimore Park plus a smaller amount at other possible locations near the city centre core. Bus priority measure are likely to be centred on the Moore Street Corridor.

5.4 Streetscape

Background

Street trees play an essential role in modifying climate and improving amenity. Liverpool experiences temperature extremes significantly higher in summer and lower in winter than Sydney's coastal commercial centres. The appropriate selection and planting of street trees, in particular, can alleviate these temperature extremes. The development and implementation of the tree planting strategy contribute to the quality of life and streetscape amenity in several other important ways. Street trees:

- Provide shade and solar access in summer and winter;
- Signal that Liverpool is the major commercial centre for South-West Sydney;
- Distinctive street trees and landscaping aid in understanding city layout;

- Provide colour, movement and seasonal variation through the selection of evergreen and deciduous trees;
- Increase residential and commercial property values and generate increased business activity through the creation of a sustainable asset – street trees;
- Ensure a 'Green City' for future populations; and
- Foster a sense of pride in the city centre – contributing to the city's 'liveability'.

Footpaths can be a unifying element in the streetscape where buildings, signs, objects, people and movement provide constant variation and change. They are to give a clear expression of pedestrian priority and this message must be obvious to pedestrians and drivers. Continuity of footpath dimensions, levels, materials and edges is therefore important.

Peripheral Streetscape works

This will involve works to improve the amenity of the residential streets that surround the City Centre core. It will involve the following:

- Pedestrian refuges and footpath widening at intersections and elsewhere to increase the ease of walking in a busy urban environment;
- Raised thresholds to achieve traffic calming;
- Tree planting where there are gaps in existing streetscape that won't be provided by new residential development; and
- Tree planting at footpath widening to improve the tree cover particularly using short footpath widening midblock where there is limited opportunity to provide tree planting on the footpath such as where there is a shared path.

City Centre Core Footpath widening

This will involve works to improve the amenity of the City Centre core. It would augment work already being carried out on Streetscape works in the City Centre core. It will involve the following:

- Pedestrian refuges and footpath widening at intersections to increase the ease of walking in a busy urban environment;
- Raised thresholds to achieve traffic calming; and
- Tree planting at footpath widening to improve the tree cover particularly using short footpath widening midblock where there is limited opportunity to provide tree planting on the footpath such as where there is a shared path.

Cost of facilities

The cost of these facilities is shown in Section 6.

Location of facilities

The location of Access facilities is shown in Liverpool City Centre Contributions Infrastructure Map.

The proposed location of bikeway facilities is general consistent with the Council's Bike plan. The major car parking facility is likely to be at Collimore Park plus a smaller amount at other possible locations near the city centre core. Bus priority measure are likely to be centred on the Moore Street Corridor.

6. Infrastructure to be funded by contributions

It is estimated that up to $75 M in levies may be collected from redevelopment in Liverpool City Centre. The funds received are to be allocated in accordance with Table 2.

Table 2

Contribution items	$
Georges River foreshore western side (embellishment, pedestrian railway crossing, boardwalk to Mill Park)	$14,000,000
Pioneer Park	$2,000,000
Apex Reserve	$1,000,000
Georges River Pedestrian Crossing	$2,500,000
Discovery Park	$2,500,000
Community facility upgrade	$6,000,000
Car parking	$20,000,000
Access, bike facilities and bus priority	$15,000,000
Peripheral Streetscape works	$10,000,000
Footpath widening in City Centre	$2,000,000
Total	**$75,000,000**

The location of these items is shown on Figure 2.

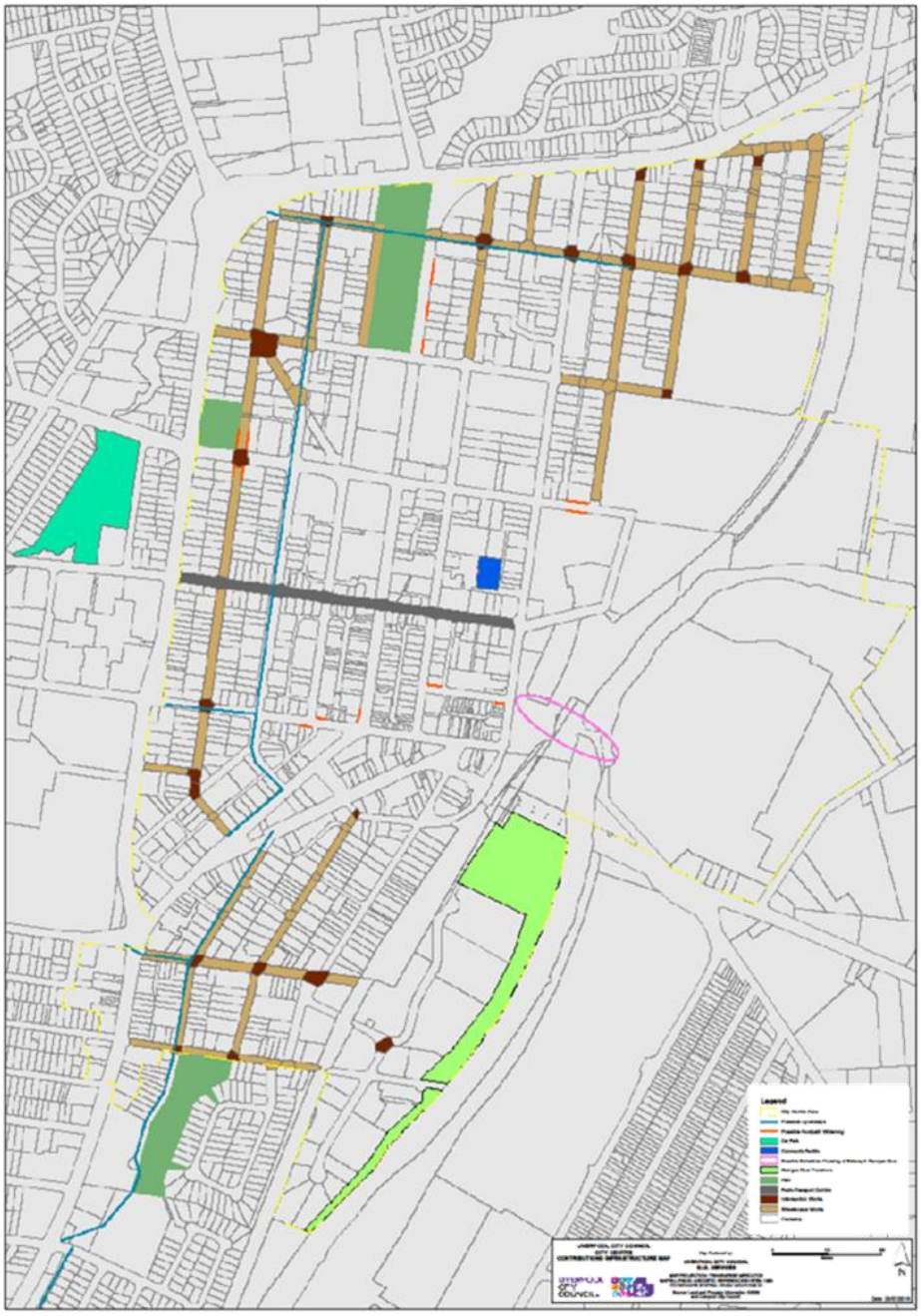

Figure 2 Location of Contributions Items

Appendix 1 Determination of cost of development

Determination of cost of development

Clause 25J of the Regulation sets out how the proposed cost of carrying out development is to be determined. That clause provides as follows:

25J Section 7.12 levy—determination of proposed cost of development

1) The proposed cost of carrying out development is to be determined by the consent authority, for the purpose of a section 7.12 levy, by adding up all the costs and expenses that have been or are to be incurred by the applicant in carrying out the development, including the following:
   a) if the development involves the erection of a building, or the carrying out of engineering or construction work—the costs of or incidental to erecting the building, or carrying out the work, including the costs (if any) of and incidental to demolition, excavation and site preparation, decontamination or remediation;
   b) if the development involves a change of use of land—the costs of or incidental to doing anything necessary to enable the use of the land to be changed; and
   c) if the development involves the subdivision of land—the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights.
2) For the purpose of determining the proposed cost of carrying out development, a consent authority may have regard to an estimate of the proposed cost of carrying out the development prepared by a person, or a person of a class, approved by the consent authority to provide such estimates.
3) The following costs and expenses are not to be included in any estimate or determination of the proposed cost of carrying out development:
   a) the cost of the land on which the development is to be carried out,
   b) the costs of any repairs to any building or works on the land that are to be retained in connection with the development,
   c) the costs associated with marketing or financing the development (including interest on any loans),
   d) the costs associated with legal work carried out or to be carried out in connection with the development,
   e) project management costs associated with the development,
   f) the cost of building insurance in respect of the development,
   g) the costs of fittings and furnishings, including any refitting or refurbishing, associated with the development (except where the development involves an enlargement, expansion or intensification of a current use of land),
   h) the costs of commercial stock inventory,
   i) any taxes, levies or charges (other than GST) paid or payable in connection with the development by or under any law,
   j) the costs of enabling access by disabled persons in respect of the development,
   k) the costs of energy and water efficiency measures associated with the development,
   l) the cost of any development that is provided as affordable housing,
   m) the costs of any development that is the adaptive reuse of a heritage item.

LIVERPOOL CITY COUNCIL

ORDINARY MEETING 26 FEBRUARY 2020
CITY ECONOMY AND GROWTH REPORT

EGROW 01	**Developer Contributions - instalment payments for secondary dwellings**

Strategic Direction	Strengthening and Protecting our Environment Exercise planning controls to create high-quality, inclusive urban environments
File Ref	324661.2019
Report By	Shaun Beckley - Manager, Infrastructure Planning
Approved By	Tim Moore - Director, City Economy and Growth / Deputy CEO

EXECUTIVE SUMMARY

At its meeting on 11 December 2019, Council resolved to develop:

> *"a policy that allows 7.11 payments on secondary dwellings to be paid in instalments with instalment 1, 50% on the issue of a Construction Certificate and instalment 2 being 50% prior to any Occupation Certificate (OC) being issued (interim and final).*

The purpose of this report is to facilitate changes to enact this resolution and clarify the relationship between complying development certificates and contributions.

Secondary Dwellings

Secondary dwellings are a form of low cost housing that can be added to a property with an existing dwelling. They provide opportunity to house existing residents of the property, downsize for friends and relatives or provide commercial opportunity for the property owner. The resolution of Council seeks to provide flexibility to existing residents providing additional accommodation for family members.

The addition of a secondary dwelling in the rear yard of an existing dwelling typically occurs within the established areas of existing suburbs, covered *Liverpool Contributions Plan 2018 – Existing Areas* (CP2018).

CP2018 provides the framework for payment, including the stage in the development process where contributions need to be paid. The current framework does not provide the flexibility to accept instalment payments. CP2018 therefore needs to be updated to include a provision that allows instalment payments as outlined in the previous resolution of Council.

The change to CP2018, though minor in nature, requires a formal amendment to deliver the benefits anticipated by Council's resolution. As such, this report recommends the necessary changes to enable instalment payments.

Complying Development Certificates

Secondary dwellings can be approved as a development application by Council or a complying development certificate by Council or a private certifier. Some minor amendments are required to the administration section of the CP2018 to ensure that the relationship between CDC and contributions is clear and certifiers understand their obligations.

It is noted that Council cannot allow for payment by instalment for development approved by a CDC, as provisions regarding payment of contributions are set by the *Environmental Planning and Assessment Regulation 2000*.

If supported by Council, the amendment to CP 2018 will be placed on public exhibition in accordance with the provisions of the *Environmental Planning and Assessment Act 1979* and the Regulations.

If any submissions are received opposing the changes, a report will be submitted to Council following exhibition. If no such submissions are received, the CEO could finalise the update to CP 2018.

RECOMMENDATION

That Council:

1. Resolve to exhibit draft *Liverpool Contributions Plan 2018 – Established Areas (Amendment 1)* on public exhibition in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* and regulations; and

2. Delegate to the CEO authority to finalise *Liverpool Contributions Plan 2018 – Established Areas (Amendment 1)* if no submissions opposing the changes are received.

REPORT

Secondary dwellings, often referred to as granny flats, provide an important housing option within our existing communities. They represent the ability of residents to down size within their existing communities, provide additional accommodation for existing residents of the property or as a commercial rental opportunity.

A contribution plan (CP) provides a mechanism for Council to obtain funding to provide infrastructure to meet the increase in demand associated with new development. This infrastructure often takes the form of existing park upgrades and storm water upgrades.

Council currently levies contributions on secondary dwellings under two CPs:

- Liverpool Contributions Plan 2018 – Established Areas
- Liverpool Contributions Plan 2014 – Austral and Leppington North Precincts

The following question with notice was considered by Council at its meeting of 11 December 2019:

> *What legal or other impediments are there to allowing the payment of contributions in instalments for those who can exhibit limited financial means?*

Council subsequently resolved:

> *That Council develops a policy that allows 7.11 payments on secondary dwellings to be paid in instalments with instalment 1, the option of paying 50% being on the issue of a Complying Development Certificate (CDC) and instalment 2 being 50% prior to any Occupation Certificate (OC) being issued (interim and final).*

The provision of a secondary dwelling as an addition to an existing dwelling most commonly occurs within established suburbs covered by CP2018. At present, CP 2018 does not provide the ability to pay contributions in instalments.

The *Environmental Planning and Assessment Act, 1979,* and the Regulations, do not prevent Council from specifying payment of contributions in instalments for DAs. As such, Council do not need to develop a further policy (as resolved by Council), rather update the CPs to allow instalment payments.

An overview of the key changes proposed to CP 2018 are detailed below. A marked-up version of CP2018 is included as an attachment to this report.

No.	Proposed Change	Comment
1	Insert new text: **Adoption of Plan** Amendment 1 applies to any application determined after the date on which the amendment came into effect.	Details when these specific provisions will commence.
2	Replace existing text: **Timing of payment of the contributions** Monetary contributions are required to be paid to Council: a) for development approved as a development application, prior to the issuing of the Construction Certificate; or b) for development approved as a complying development certificate, prior to the commencement of works, whether by Council or a Private Certifier.	Clarifies when the payment of contributions is required, regardless of application type (DA, CC, CDC) and approval authority (Council, Private Certifier).

3	Insert new text: If a development application for a secondary dwelling is approved by Council , the payment of contributions may be made in the following instalments: a) 50% prior to the issue of approval of a Construction Certificate; and b) 50% prior to the issue of an Occupation Certificate	Enacts Council's resolution to allow instalment payments. This change impacts DA approvals issued by Council.
4	Replace heading and insert new text: **CDC, CC and the obligation of accredited certifiers** In accordance with Cl 136L of the *EP&A Regulation 2000*, a certifying authority must not issue a complying development certificate for work unless it has included a condition requiring payment of contributions prior to commencement of work.	Reinforces the requirement of private certifiers to include a condition of consent requiring payment of contributions prior to the commencement of works, in accordance with the provisions of the EP&A Regulations.

Note: The *Environmental Planning and Assessment Regulation 2000* mandates that for Complying Development Certificates, contribution payments are required prior to the commencement of work. Clause 136L of the Regulation is provided for your information:

> *(1) A complying development certificate issued subject to a condition required by section 4.28(9) of the Act must be issued subject to a condition that the contribution or levy must be paid before any work authorised by the certificate commences.*
> *(2) Subclause (1) applies despite any provision to the contrary in the council's contributions plan.*

As such, Council's desire to enable instalment payments cannot be extended to include secondary dwellings approved under a Complying Development Certificates.

The effect of these changes, as stipulated previously, is to enable instalment payments for contributions on secondary dwelling approvals. Apart from delivering on this outcome, it is anticipated that there will be no other impact associated with the changes.

If supported by Council, CP 2018 (incorporating Amendment 1) will be placed on public exhibition in accordance with the requirements of the EP&A Act and Regulations. If required, a report will be submitted to Council providing an overview of the exhibition period and any objections made.

If no objections are received during the public exhibition period, it is recommended that Council delegate to the CEO the ability to finalise the draft Plan. In this circumstance, Councillors will be informed through the CEO update.

CONSIDERATIONS

Economic	Facilitate economic development.
Environment	There are no environmental and sustainability considerations.
Social	Regulate for a mix of housing types that responds to different population groups such as young families and older people.
Civic Leadership	Deliver services that are customer focused. Operate a well developed governance system that demonstrates accountability, transparency and ethical conduct.
Legislative	Environmental Planning and Assessment Act 1979 Environmental Planning and Assessment Regulation 2000

ATTACHMENTS

1. Liverpool Contributions Plan 2018 Established Area (Amendment 1) draft for exhibition (Under separate cover)

Council

COUNCIL DECISION

Motion: **Moved: Clr Ayyad** **Seconded: Clr Hadchiti**

That this item be deferred to the March Council meeting until questions relating to the increases in section 7/11s, new fees and charges and the Compliance Levy can be answered.

Foreshadowed motion: **Moved: Clr Hagarty** **Seconded: Clr Kaliyanda**

That Council:

1. Resolve to exhibit draft *Liverpool Contributions Plan 2018 – Established Areas (Amendment 1)* on public exhibition in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* and regulations; and

2. Delegate to the CEO authority to finalise *Liverpool Contributions Plan 2018 – Established Areas (Amendment 1)* if no submissions opposing the changes are received.

On being put to the meeting the motion (moved by Clr Ayyad) was declared CARRIED and the Foreshadowed motion (moved by Clr Hagarty) lapsed.

LIVERPOOL CITY COUNCIL

LIVERPOOL CONTRIBUTIONS PLAN 2018 - ESTABLISHED AREAS

(incorporating Amendment no.1)

Adopted: XXXX

Content Manager 018841.2019

LIVERPOOL THE GREAT SOUTH WEST

Liverpool Contributions Plan 2018 – Established Areas

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1. Introduction

This Plan has been prepared to authorise the imposition of development contributions on:

- Residential development in the Established Areas of Liverpool under Section 7.11 of the *Environmental Planning and Assessment Act 1979; and*
- Non-residential development in the Established Areas of Liverpool under Section 7.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Section 7.11 of the *EP&A Act* allows a consent authority responsible for determining a development application to grant consent to the proposed development subject to a condition requiring the payment of a monetary contribution, or the dedication of land free of cost, or a combination of them, towards the provision of public amenities and public services to meet the development.

Where the consent authority is a council or an accredited certifier, such a contribution may be imposed on a development only if it is of a kind allowed by and determined in accordance with a contributions plan, such as this Plan.

Section 7.12 of the *EP&A Act* gives Council the power to impose a levy on developers for public services and public amenities based on a percentage of the cost of the development. Council cannot impose, as a condition of the same development consent, a condition under this section as well as a condition under Section 7.11.

Money required to be paid by a condition imposed under S7.12 is to be applied towards the provision, extension or augmentation of public amenities or public services (or towards recouping the cost of their provision, extension or augmentation). The application of the money is subject to any relevant provisions of the contributions plan. A condition imposed under S7.12 is not invalid by reason only that there is no connection between the development the subject of the development consent and the object of expenditure of any money required to be paid by the condition.

This Plan has been prepared:

- in accordance with the *EP&A Act* and *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation); and
- having regard to the latest Practice Notes issued by the NSW Department of Planning and Environment.

2. Schedule of Contribution Rates

As a condition of development consent, Council will require payment of money as a contribution to the cost of the provision of infrastructure required to enable the development in the Established Areas of Liverpool.

Council, when it adopted this contributions plan, resolved that proposed increases in contributions on development in the Established Areas over those formerly contained in the Liverpool Contributions Plan 2009 be phased in over a 2 year period.

Table 1 provides a summary of contribution rates for residential development from 9 January 2019 to 9 January 2020 at the June 2018 Quarter, subject to Indexation as specified in Section 3.8. Table 2 provides a summary of contribution rates for residential development from 10 January 2020 at the June 2018 Quarter, subject to Indexation as specified in Section 3.8.

Please note that development determined in the period from 9 January 2019 to 9 January 2020 will not pay the rates shown in Table 2 even if paid after 9 January 2020.

Table 1 Contribution rates for residential development from 9 January 2019 to 9 January 2020

Purpose	Lots	Lots	Residential accommodation (other than Boarding houses, group homes, hostels, seniors housing			Boarding houses, group homes, hostels, seniors housing
	> 450 sqm	< 450 sqm	3 Bedroom +	2 Bedroom	1 Bedroom	
Community Facilities						
District - Works	$709	$686	$686	$509	$399	$192
Recreation						
District Sporting Fields - works	$2,422	$2,346	$2,346	$1,741	$1,362	$655
District Passive Open Space - works	$1,255	$1,216	$1,216	$902	$706	$339
Local Passive Open Space - works	$3,412	$3,305	$3,305	$2,452	$1,919	$922
District						
Transport - works	$1,118	$1,008	$1,001	$672	$551	$334
District						
Drainage - works	$245	$201	$201	$201	$201	$66
Other						
Administration	$135	$131	$131	$97	$77	$38

Non-residential development will be levied under S7.12 of the Environmental Planning and Assessment Act 1979. In the period from 9 January 2019 to 9 January 2020, contributions will be levied at half of the maximum amount permitted under Cl 25K of the EP&A Regulation, subject to Indexation as specified in Section 3.8. In the period from 9 January 2020, contributions will be levied at the maximum amount permitted under Cl 25K of the EP&A Regulation, subject to Indexation as specified in Section 3.8.

Please note that development determined in the period from 9 January 2019 to 9 January 2020 will not pay the maximum amount permitted under Cl 25K of the EP&A Regulation even if paid after 9 January 2020.

Table 2 Contribution rates for residential development from 10 January 2020

Purpose	Lots	Lots	Residential accommodation (other than boarding houses, group homes, hostels, seniors housing			Boarding houses, group homes, hostels, seniors housing
	> 450 sqm	< 450 sqm	3 Bedroom +	2 Bedroom	1 Bedroom	
Community Facilities						
District - Works	$1,187	$1,150	$1,150	$853	$668	$371
Recreation						
District Sporting Fields - works	$3,992	$3,867	$3,867	$2,869	$2,246	$1,248
District Passive Open Space - works	$2,495	$2,417	$2,417	$1,793	$1,403	$780
Local Passive Open Space - works	$3,493	$3,384	$3,384	$2,511	$1,965	$1,092
District						
Transport - works	$2,223	$1,991	$1,991	$1,327	$1,095	$664
District						
Drainage - works	$488	$400	$400	$400	$400	$400
Other						
Administration	$208	$198	$198	$146	$117	$68

Non-residential development will be levied under S7.12 of the Environmental Planning and Assessment Act 1979. In the period from 10 January 2020, contributions will be levied at the full amount of the 1% contributions levy, subject to Indexation as specified in Section 3.8.

3. Administration

3.1 Name of Plan

This plan is called *Liverpool Contributions Plan 2018 – Established Areas*.

This Contributions Plan has been prepared in accordance with the provisions of Sections S7.11 and 7.12 of the *EP&A Act 1979* and the provisions of the *EP&A Regulation 2000*.

3.2 Applies to

This Contributions Plan applies to development lodged after 12 December 2018 on land shown on the Catchment Map, a separate document that can be viewed at a large scale and shows the precise boundaries of where this plan applies.

3.3 Definitions and abbreviations used in this Plan

Except where indicated in this clause, the definitions of terms used in this Plan are the definitions included in the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2000* are adopted by this Plan.

In this clause, 'existing' means at the date on which this Plan came into effect.

In this Plan, the following words and phrases have the following meanings:

Bank Guarantee means an irrevocable and unconditional undertaking without any expiry or end date in favour of the Council to pay an amount or amounts of money to the Council on demand issued by an Australian bank, non-bank financial institution, or insurance company subject to prudential supervision by the Australian Prudential Regulatory Authority and has a credit rating of 'A' or above (as assessed by Standard and Poors) or 'A2' or above (as assessed by Moody's Investors Service) or 'A' or above (as assessed by Fitch Ratings).

Catchment Map means a map showing the area to which this plan applies, the District and Local Catchments referred to in this plan.

Council means Liverpool City Council.

CPI means the Consumer Price Index (All Groups - Sydney) published by the Australia Statistician.

EP&A Act means the Environmental Planning and Assessment Act 1979.

EP&A Regulation means the Environmental Planning and Assessment Regulation 2000.

GPT means Gross Pollutant Trap.

Infrastructure Map means a map, separate to this document, entitled Established Areas Contributions Infrastructure Map showing the location of proposed and possible infrastructure referred to in this plan.

LGA means Local Government Area.

Planning Agreement means a Planning Agreement referred to in S7.4 of the EP&A Act.

Residential accommodation has the same meaning as in the Standard Instrument.

Works In Kind means the undertaking of a work or provision of a facility by an applicant which is already nominated in the works schedule of a contributions plan as a means of either fully or partly satisfying a condition of consent requiring development contributions to be made.

Works Schedule means the schedule of the specific public amenities and public services for which contributions may be required as set out in Parts 5 and 6 of this Plan.

3.4 Purpose of Plan

The purpose of the Contributions Plan is to:

(a) Provide an administrative framework under which specific public facilities strategies may be implemented and coordinated;

(b) Ensure that adequate public facilities are provided for as part of any new development;

(c) Authorise the Council to impose conditions under S7.11 and S7.12 *of the EP&A Act 1979* when granting consent to development on land to which this plan applies;

(d) Provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions on an equitable basis;

(e) Ensure that the existing community is not burdened by the provision of public amenities and public services required as a result of future development; and

(f) Enable the Council to be both publicly and financially accountable in its assessment and administration of the contributions plan.

3.5 Adoption of Contributions Plan

Council adopted the plan on 12 December 2018. The plan originally came into force on 9 January 2019. The value of works is at the June 2018 Quarter. The CPI for this quarter was 114.0.

This plan applies to development lodged after 12 December 2018 and determined after the date on which the plan came into effect.

Amendment 1 applies to any application determined after the date on which the amendment came into effect.

Amendments to Contributions Plan

Liverpool Contributions Plan 2018 – Established Areas has been amended as follows:

No	Adoption date	Amendment date	Description of Amendment
1	Xxxx	Xxxx	Enacted Council resolution of 11 December 2019 regarding instalment payment for secondary dwellings and clarified relationship between CDC and contributions.

Previous Contributions Plans

Liverpool Contributions Plan 2018 – Established Areas replaces Chapter 6 in *Liverpool Contributions Plan 2009*.

3.6 Relationship to other Plans

The land to which this contributions plan applies is also subject to the following plans:

- *Liverpool Local Environmental Plan 2008;*
- *Liverpool Development Control 2008;* and
- *Various Planning Agreements.*

3.7 Types of development to be levied

Except as provided for by this clause, this Plan applies to:

- Residential accommodation, insofar as the Plan authorises the imposition of a requirement for a development contribution for the types of public amenities and public services described in this Plan; and
- All development, other than residential accommodation insofar as the Plan authorises the imposition of a requirement for a development contribution for the types of public amenities and public services described in this Plan.

This plan does not apply to development:

- for the purposes of public infrastructure provided by or on behalf of State Government or the Council;
- for the purposes of public amenities or public services under this Plan or another contributions plan prepared under section 7.13 of the EP&A Act;
- for works to be carried out by Sydney Water, Endeavour Energy, Telstra or equivalent water, sewer, energy or telecommunications provider; or
- that in the opinion of Council does not increase the demand for the categories of public amenities or public services addressed by this Plan.

There may be Planning Agreements made under the EP&A Act that will apply to land in the Established Areas. In some instances the Planning Agreement may require the provision of infrastructure instead of payment of contributions under this Contributions Plan. This would normally be in the case of a major development, which would provide infrastructure on site, which would be consistent with the scope of contributions payable under this Contributions Plan.

The Minister for Planning and Environment may from time to time exempt certain forms of development from being subject to contributions.

3.8 Payment of Contributions

Levying of Contributions for residential accommodation under S7.11 of EP&A Act

Council will require, as a condition of development consent (on a development application or complying development certificate), the payment of a monetary contribution for the provision of public facilities specified in this Contributions Plan, from residential accommodation and subdivisions designed for residential accommodation, which it considers will contribute to the need for those facilities. The Contributions Plan applies to ~~development~~ applications determined after the plan comes into force.

Contributions for subdivisions will be calculated according to the number of dwellings proposed on the allotment.

Should the ultimate number of dwellings proposed on that allotment increase, post sub-division development consent, then contributions for additional dwellings must be paid to Council.

Levying of Contributions for non-residential accommodation development under S7.12 of EP&A Act

Council will require, as a condition of development consent, the payment of a monetary contribution for the provision of public facilities specified in this Contributions Plan, from development other than residential accommodation, which it considers will contribute to the need for those facilities.

This plan authorises Council to grant consent to development to which this plan applies subject to a condition requiring the applicant to pay to the Council a levy in accordance with Table 3:

Table 3

Estimated cost of development	Value of Levy
Up to $100,000	Nil
$100,001–$200,000	0.5% of the cost of the development
More than $200,000	1.0% of the cost of the development

The proposed cost of carrying out the development will be determined in accordance with clause 25J of the *EP&A Regulation*. The procedures set out in Appendix 1 to this plan must be followed to enable Council to determine the amount of the levy to be paid.

The value of the works must be provided by the applicant at the time of the request and must be independently certified by a Quantity Surveyor who is registered with the Australian Institute of Quantity Surveyors or a person who can demonstrate equivalent qualifications.

Without limitation to the above, Council may review the valuation of works and may seek the services of an independent person to verify the costs. In these cases, all costs associated with obtaining such advice will be at the expense of the applicant and no construction certificate will be issued until such time that the levy has been paid.

Method of Payment

A monetary contribution is the most common method of payment of a levy. However, Council may consider the provision of works in kind, but only as detailed in the schedule of facilities in this Contributions Plan. If applicable, and only if acceptable to Council, such a transfer or works in kind may be an offset to the monetary contribution otherwise applicable to the development under this plan.

The value of the offset will be as agreed with Council in accordance with the value of the works identified in the Contributions Plan. Applicants will be required to provide details of the works to be undertaken, financial guarantees, bank guarantees and administration.

Where works and / or land identified in the contributions plan are proposed to be provided in conjunction with the development, Council will reimburse the developer for the cost of the works in accordance with Council's Development Contributions Land Dedication and

Works in Kind Policy.

Timing of payment of the contributions

Monetary contributions are required to be paid to Council:

a) for development approved as a development application, ~~–~~prior to the issuing of the Construction Certificate; or
b) for development approved as a complying development certificate, prior to the commencement of works,

whether by Council or a Private Certifier.

If a secondary dwelling is approved by Council as a development application, the payment of contributions may be made in the following instalments:

a) 50% prior to the issue of approval of a CC; and
~~a)~~b) 50% prior to the issue of an occupation certificate

CDC, CC ~~Construction Certificates~~ and the obligation of accredited certifiers

In accordance with Cl 146 of the *EP&A Regulation 2000*, a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of levies has been satisfied.

In accordance with Cl 136L of the *EP&A Regulation 2000*, a certifying authority must not issue a complying development certificate for work unless it has included a condition requiring payment of contributions prior to commencement of work.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that levies have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with Cl142(2) of the of the *EP&A Regulation 2000*. Failure to follow this procedure may render such a certificate invalid. The only exceptions to the requirement are where a works in kind, material public benefit, dedication of land or deferred payment arrangement has been agreed by the Council.

In such cases, Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

Deferred Payments

Council will allow payment of contributions to be deferred in the following cases only:

- Where the applicant has the intention and ability to provide a material public benefit in part or to full satisfaction of a condition imposed by development consent; or
- In other circumstances, to be outlined in writing by the applicant and determined formally by Council on the merits of the case.

Deferred payments as outlined above are acceptable only where an unconditional bank guarantee is provided for the amount deferred. Bank guarantees will be accepted on the following conditions:

- The bank guarantee must carry specific wording, for example, a description of the development, address, development application number and staging where applicable;
- The bank guarantee will be for the contribution amount plus the estimated amount of compound interest foregone by Council for the anticipated period of deferral (Refer to the formula below).

- Council may call up the bank guarantee at any time without reference to the applicant, however, the guarantee will generally be called up only when cash payment has not been received, and land is not dedicated or material public benefit not provided by the end of the period of deferral;
- The period of deferral must be for a limited time only as agreed where land is to be dedicated or a material public benefit is to be provided. In merit cases, the period of deferral will be as approved by Council. The period of deferral may be extended subject to providing a renewed bank guarantee, which includes anticipated future interest; and
- Council will discharge the bank guarantee when payment is made in full by cash payment, land transfer or by completion of works in kind.

The following formula to be applied to all bank guarantees for contributions is:

Guarantee Amount = P + P (C I x Y), where:

P = Contribution due.

CI = Compound interest rate comprised of Council's estimate over the period plus 3 percent (allowance for fluctuations).

Y = Period of deferral (years).

Indexation of Monetary Contribution

As the date of the consent may vary to the actual time of payment of the contribution, Clause 32(3) of the *EP&A Regulation* allows Council to adjust the contribution to reflect increased costs between the date of the consent and the time of payment. Contributions required as a condition of consent under the provisions of this plan will be indexed quarterly in accordance with movements in the Consumer Price Index (All Groups Index) for Sydney issued by the Australian Bureau of Statistics.

The following formula for indexing contributions is to be used:

Contribution at time of development consent

$$C_2 = \frac{C_1 \times CPI_2}{CPI_1}$$

Contribution at time of payment

$$C_3 = \frac{C_2 \times CPI_3}{CPI_2}$$

where:

C_1 = Monetary contribution as shown in this contributions plan.

C_2 = Monetary contribution imposed on the development consent.

C_3 = Monetary contribution at the time that the contribution is to be paid.

CPI_1 = Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics at the time that the contributions plan was prepared - i.e. June 2018 Quarter

C P I$_2$ = Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics as at the time of granting the relevant development consent.

C P I$_3$ = Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics at time that the contribution is to be paid.

Future reviews will not affect any consent granted in accordance with this contributions plan.

This is distinct from Section 3.9, which deals with future reviews of the contributions plan. Future reviews will not affect any consent granted in accordance with this contributions plan.

Goods and Services Tax

No Goods and Services Tax (GST) is applicable to the payment of contributions made under Section 7.11 or Section 7.12 of the *EP&A Act*.

3.9 Review of Plan and Contributions

Council will review the contributions plan on a regular basis. The review process will canvass the following, where data is available:

- Development activity in terms of latest information on net additional dwellings and populations;
- Likely total development activity to be experienced in the future;
- Progress in the delivery of public facilities and amenities identified in the schedules of facilities
- Modification of facility concepts, changes in anticipated facility costs, facility timing and land values;
- Annual contributions received and expenditure information;
- Any other factors likely to affect the delivery of works identified in this contributions plan; and
- Changes resulting from amendments to *Liverpool DCP 2008* or *Liverpool LEP 2008*.

Any significant reviews of this contributions plan must be undertaken in accordance with the *EP&A Act* and *EP&A Regulation* and placed on public exhibition for a period of 28 days. The nature of the proposed changes and reasons for these changes would be clearly outlined as part of the exhibition.

Contributions will be adjusted, taking account of more recent information and, where relevant, the following:

- Consumer Price Index;
- Annual changes in land values;
- Actual costs of completed works;
- Reviewed costs yet to be completed works and land acquisition;

- Adjustment in projected project management and contingency costs associated with works; and
- Management and legal costs associated with land acquisition.

This section is distinct from Indexation of Monetary Contribution, which deals with future adjustment of contributions granted in accordance with the contributions plan. Future reviews under Section 3.8 will not affect any consent granted under this contributions plan.

3.10 Administration of contribution funds

Council will administer money obtained from the contributions and make decisions on the funding and provision of the projects in accordance with the *EP&A Act* and *EP&A Regulation.*

The funds collected under this plan may be pooled for projects and applied progressively for those purposes, the priorities of which will be determined by the various Council Strategies for purposes and by the timing and scale of development in the Established Areas.

Council's ability to forward fund services and amenities identified in this Plan is very limited. Consequently their provision is largely contingent upon the availability of contributions funds.

To provide a strategy for the orderly delivery of the public services and amenities, this Contributions Plan authorises monetary contributions paid for different purposes in accordance with the conditions of various development consents authorised by this Plan and any other contributions plan approved by the Council to be pooled and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary contributions under this Contributions Plan are the priorities for works as set out in the Works Schedule.

In any case of the Council deciding whether to pool and progressively apply contributions funds, the Council will have to first be satisfied that such action will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.

4. Expected Development Outcomes

4.1 Development history

Development has taken place in Liverpool has taken place since 1810. The original area of Liverpool is largely located within the Liverpool City Centre. This area is not covered by this contributions plan.

The "Established Areas" of Liverpool are the areas surrounding the Liverpool City Centre. The initial areas consist of older subdivisions on generally rectilinear streets with widths of about 20 m. There were also semi-rural subdivisions with a rectilinear pattern, which subsequently were subdivided into conventional residential subdivisions. There was also some industrial development near Liverpool City Centre and the Georges River as well as the military area at Moorebank. Commercial development was concentrated in Liverpool City Centre and some along the Hume Highway.

In the 1950's subdivision for residential development occurred to the west and south-west of the city centre. Some industrial development occurred in Warwick Farm and the Moorebank areas.

In the 1960's substantial development began around Miller and at Moorebank. There was also development at Casula and Lurnea. Industrial development continued at Warwick Farm and at Moorebank. Local retail areas began to be built in the new suburbs.

In the 1970's development occurred in Chipping Norton and Moorebank and to a lesser extent at Green Valley and Casula. There was also some urban redevelopment adjacent to Liverpool City Centre for town houses and 3 storey residential flat buildings. Industrial development also began in Prestons.

In the 1980 / 90's development commenced Green Valley / Hinchinbrook Release Area, Casula West Release Area and Casula East Release Area, Wattle Grove and Voyager Point. Infrastructure in these areas was largely funded by development contributions under the EP&A Act.

Since the 1950's the average area of residential lots has decreased from around 800 sqm to 450 sqm by the 1990's.

Since this time major urban release development has and continues to occur west of Liverpool.

4.2 Current development trends

In the Established Areas of Liverpool redevelopment is taking place in response to increases in the value of land across Sydney. This manifested as follows:

- High rise apartment buildings and mixed use developments involving large sites or an amalgamation of sites in and around Liverpool City Centre;
- Medium rise apartment buildings involving large sites or an amalgamation of sites in locations further from Liverpool City Centre, often on major roads;
- Scattered multi-dwelling developments involving large sites or an amalgamation of sites often in suburbs immediately adjoining Liverpool City Centre;
- Attached dwellings / semi-detached involving redevelopment of single sites of at least 500 sqm;

- Subdivision of single sites of at least 500 sqm;
- Redevelopment of existing industrial development for high rise apartments and mixed use developments;
- Redevelopment of existing industrial development for newer industrial buildings or bulky goods retail developments;
- Redevelopment of existing retail or commercial developments along major roads for newer retail developments; and
- Redevelopment of dwelling houses for child care centres.

Cumulatively the impact of this redevelopment is manifested in increased demand on local facilities as follows:

- Increasing traffic congestion at local intersections;
- Additional use of community and recreation facilities;
- Increased hard surfaces increasing runoff and heat reflection;
- Increased stormwater runoff and increased pressure on water quality of waterways.

4.3 Expected residential development outcomes

The Liverpool Housing, Population and Social Infrastructure Study was undertaken in 2016 by Judith Stubbs and Associates. It provided population projections for the various suburbs of Liverpool up to 2031. It provided 3 development scenarios within the population projections of the NSW Department of Planning and Environment for Liverpool to 2031. The three models are for the base case; for marginally increased consolidation and corresponding release area reduction; and for substantially increased consolidation and corresponding release area reduction.

Recent experience with development trends in Liverpool suggest that the substantially increased consolidation scenario is likely in the Established Areas of Liverpool. Table 2 provides figures an existing and estimated future population and dwelling numbers for the Established Areas.

An analysis of the figures for the substantially increased consolidation scenario suggest approximately an additional 11,084 people in the Established Areas of Liverpool by 2031. The Established Areas in 2016 had an average occupancy rate of 3.2 persons per dwelling. An average occupancy rate of 3.1 persons per dwelling in 2031 would result in an additional 5,024 dwellings across the Established Areas. Refer to Table 4 for the expected occupancy rates for the size of dwelling. Refer to Tables 5 and 6 for details on population and dwelling numbers.

Table 4 Occupancy rates

Lots	Lots	Other dwellings		
> 450 sqm	< 450 sqm	3 Bed +	2 Bed	1 Bed
3.2	3.1	3.1	2.3	1.8

Table 5 Population for each Established Area Suburb Group

Locality	2016	2021	2026	2031
Casula	15,938	16,199	16,458	16,715
Chipping Norton	9,476	9,597	9,781	9,901
Miller Area	21,088	21,664	22,115	22,561
Hammondville, Holsworthy & Wattle Grove	17,683	18,092	18,500	18,874
Green Valley & Hinchinbrook	24,833	24,771	24,776	24,713
Moorebank	9,963	10,710	11,419	12,124
Lurnea	9,471	10,017	10,590	11,159
Liverpool / Warwick Farm (other than city centre)	19,577	20,705	21,890	23,066
Voyager Point	1,837	1,837	1,837	1,837
Total	**129,865**	**133,592**	**137,365**	**140,949**

Table 6 Dwelling numbers for each suburb group

Locality	2016	2031
Casula	5,092	5,392
Chipping Norton	3,107	3,257
Miller Area	7,122	8,742
Hammondville, Holsworthy & Wattle Grove	5,639	6,089
Green Valley & Hinchinbrook	6,748	6,808
Moorebank	3,332	4,082
Lurnea	3,095	3,695
Liverpool / Warwick Farm (other than city centre)	6,137	7,231
Voyager Point	545	545
Total	**40,817**	**45,841**

4.4 Expected non-residential development outcomes

An analysis of recent development trends in the non-residential development in the Established Areas, excluding the Liverpool City Centre suggests that the annual value of development applications being received as being about $120 M. Most of this comes from industrial redevelopment plus some business redevelopment.

5. Established Areas Planning Context

Community Strategic Plan 2017 – 2027 "Our Home, Liverpool 2027"

Our Home Liverpool 2027 is Liverpool's Community Strategic Plan. It outlines a 10 year plan to transform Liverpool into an inclusive place to learn and grow and to become the destination of choice for business, investment, living and recreation.

The plan identifies four strategic directions which have been developed following extensive community consultation. Each direction includes a number of community goals and Council strategies which will achieve the community's vision for Liverpool. *Our Home Liverpool 2027* was adopted by Council at its meeting on 26th April 2017 and commenced on 1st July 2017.

The following provides information on the challenges that face Liverpool and the four strategic directions including the relevance to the contributions plan.

Challenges for Council

The Community Strategic Plan 2017 – 2027 makes reference to challenges that Liverpool, being a growing area will face. These are as follows with reference to relevance to the contributions plan:

Community pride and heritage

Liverpool has a rich heritage with a major cultural and arts focus. There are a number of significant heritage buildings and places which are protected at the local and state levels, including Rosebank Cottage, Pioneers' Memorial Park, the Casula Powerhouse Arts Centre, the TAFE college building which is formerly Liverpool Hospital (1820-1958), and St Luke's Church (1810-present). These historical and cultural attributes all contribute to Liverpool's identity.

Maintenance of historic buildings often involves significant building works which are at a higher cost than normal works. At times grants are available to assist with funding such works but these are limited and are subject to State and Federal budget constraints. A challenge for Council is balancing the need to protect its community identity and heritage with alternate demands on its income.

Relevance to the contributions plan

This will inform the provision of any public infrastructure in the vicinity of any items of heritage or items or landscapes that reflect the identity of Liverpool in the Established Areas.

Social connection

Liverpool is one of the most culturally diverse cities in NSW with almost one in three people born overseas and almost half the population speaking a language other than English at home. It also has a significant Aboriginal community. Liverpool needs to continue efforts to create a harmonious society where differences are appreciated and celebrated. There is also a challenge for the Council to ensure its services reach a broad range of citizens in an equitable way while still accommodating those most in need, such as people with disabilities.

Finding social connection within a community has become increasingly complex with the numerous demands of everyday life. We are a time poor society with commitments to work, family, friends, health, fitness and many other activities that demand our attention. In addition, we are increasingly relying on technology and social media to communicate, which changes the frequency and nature of our social interactions and brings new challenges.

Relevance to the contributions plan

This informs the provision of community and recreation facilities that will be needed by the additional population and workforce that is anticipated from new redevelopment in the Established Areas.

Economic development

Liverpool continues to experience growth in commercial and industrial development. Its status as a strategic commercial centre of South West Sydney, and its good transport links to other areas of Sydney, place it in prime position to attract a range of industries. This is heightened with the development of the Western Sydney Priority Growth Area and the new Western Sydney airport at Badgerys Creek.

The revitalisation of the city centre is a key Council priority. Council has implemented several strategies which are aimed at revitalising the city centre, developing key economic, cultural, recreational and entertainment precincts and creating a place which draws people from across the South West Sydney Region.

Relevance to the contributions plan

This informs the provision of infrastructure will help mitigate the impact of additional development in the Established Areas. This infrastructure will include traffic management facilities, bus stops, bikeways and also community and recreation facilities to service the needs of additional population and workforce.

Environmental sustainability

Liverpool has a wide variety of plants, animals and ecosystems, including a significant number of threatened species. Approximately one third of Liverpool is covered in vegetation including more than 500 open space reserves. Liverpool is also home to a significant portion of the Georges River. Council has increased bushland restoration to ensure native areas are maintained.

Expanding urban development in Liverpool can place considerable pressure on the natural environment including the waterways and air quality. Liverpool's environment is exposed to a range of pollutants from industrial, commercial and household waste and increased traffic. Council has introduced systems for sustainable water and energy consumption in new developments, however the challenge continues with existing dwellings.

The growth in Liverpool, while increasing opportunities for the community, also places pressure on the environment and will be a challenge over the coming years for Council to balance.

Relevance to the contributions plan

In the context of an already built up area, new infrastructure to that would service new development can contribute to environmental sustainability with streetscape and open space works that increase the tree cover and works to improve the quality of stormwater discharge to the Georges River.

Transport accessibility

Liverpool's growing population places demands on our existing infrastructure and has caused a high traffic volume that is prominent throughout Sydney. Additionally, the construction of the Moorebank Intermodal and Western Sydney Airport will further create pressure on our transport networks.

Liverpool has good access to Sydney's major motorways, including the M5 and M7. However, congestion during peak periods is a major challenge. Many residents own and use cars as opposed to public transport.

Relevance to the contributions plan

This informs the need to manage the impact of increasing traffic on streets in Liverpool other than the classified roads. The cumulative impact of numerous individual additional dwellings or redevelopment for non-residential developments in the Established Areas will lead to increasing traffic congestion and pedestrian / cyclist conflicts.

There is a need to manage these increases to maintain and improve pedestrian accessibility to make it easier to cross local streets that may be experiencing increased car movements. This may include footpath widening or median strips either mid-block or at intersections.

Directions for Council

The Community Strategic Plan is a ten-year plan that defines the vision and priorities of the community. It is the overarching plan that sets the direction not only for Council but for all stakeholders, including government, business, the not-for-profit sector and residents. The directions from the CSP provide a guide for stakeholders to work together and to capitalise on the opportunities which will keep Liverpool moving forward.

The CSP has been created through extensive community consultation and review of the previous CSP. The consultation for this plan involved the active engagement of more than 1,500 members of the community, and an estimated 150,000 other members who were contacted for their opinions. Engagement activities included stalls at community events, community forum activities, rates mail-outs, a phone survey and numerous outreach activities through social media. Through this community consultation Council identified the community's key priority areas and captured these priorities in four directions, based on the quadruple bottom line (social, economic, environmental, and civic leadership).

The directions and the relevance to the contributions plan are as follows:

Direction 1 Creating Connection

The community want:

- An area where connection is created between all people in the community
- More community activities and events;
- Facilities to be well maintained and multipurpose;
- Access provided to all (youth, seniors, people with disability) and
- Our history to be respected.

Council will:

Elements of Direction	Relevance to the contributions plan
Celebrate diversity, promote inclusion and recognise heritage	This element will inform the design of any the public infrastructure in the vicinity of any items of heritage or items or landscapes that reflect the identity of Liverpool in the Established Areas.
Deliver a range of community events and activities	These elements will inform the design of the facilities that will be provided by contributions.

Elements of Direction	Relevance to the contributions plan
Implement access and equity for all members of the community	These elements will inform the design of the facilities that will be provided by contributions.
Provide community facilities which are accessible to all	This element has informed the inclusion of community facilities in the contributions plan. This element will inform the design of the facilities that will be provided by contributions.
Create a dynamic, inclusive environment, including programs to support healthy living	These elements have informed the inclusion of community and recreation facilities and bikeways in the contributions plan. These elements will inform the design of the facilities that will be provided by contributions.

Direction 2 Strengthening and Protecting Our Environment

This direction is about planning high-quality, sustainable urban environments to create a great place to live, work and play.

The community want:

- Clean public places;
- Creation of more green spaces;
- Increased use of renewable energy;
- Well-managed development;
- Creation of well-planned, attractive and people-friendly urban environments; and
- Improvement to access and safety in public areas.

Council will:

Elements of Direction	Relevance to the contributions plan
Manage the community's disposal of rubbish	Not applicable.
Protect and enhance bushland, rivers and the visual landscape	These elements have informed the inclusion of stormwater quality measures help protect the Georges River and natural environment.
Encourage sustainability, energy efficiency and the use of renewable energy	These elements have informed the inclusion of various facilities in the contributions plan These elements will inform the design of the facilities that will be provided by contributions.
Exercise planning controls to create high-quality, inclusive, urban environments	These elements have informed the inclusion of various facilities in the contributions plan. These elements will inform the design of the facilities that will be provided by contributions.

Elements of Direction	Relevance to the contributions plan
Develop and advocate for plans that support safe and friendly communities	These elements have informed the inclusion of various facilities in the contributions plan. These elements will inform the design of the facilities that will be provided by contributions.

Direction 3 Generating Opportunity

This direction underlines the need for Council to support economic growth, including employment and investment options.

The community want:

- To attract more jobs and businesses to the area;
- To upgrade shopfronts;
- Improved traffic management;
- Small business to be supported

Council will:

Elements of Direction	Relevance to the contributions plan
Meet the challenges of Liverpool's growing population	This element informs the inclusion of various facilities in the contributions plan needed to accommodate the demand for infrastructure created by Liverpool's growing population.
Attract businesses for economic growth and employment opportunities	This element informs the inclusion of various facilities in the contributions plan needed to create an attractive environment to attract businesses.
Create an attractive environment for investment	This element informs the inclusion of various facilities in the contributions plan needed to create an attractive environment to attract businesses.
Advocate for, and develop, transport networks to create an accessible city	This element informs the inclusion of traffic facilities and bikeways to facilitate accessibility within Liverpool.

Direction 4 Leading through Collaboration

This direction highlights the importance of a Council proactively leading the community, while continually engaging the community to ensure an aligned vision.

The community want:

- More collaboration;
- Stakeholders who listen and actively seek out their opinions;
- To be led to achieve the best outcomes; and
- Well managed use of their resources.

Council will:

Elements of Direction	Relevance to the contributions plan
Seek efficient and innovative methods to manage our resources	This element will inform the design and implementation of the facilities that will be provided by contributions
Increase community engagement	This element will inform the implementation of many facilities funded by contributions by involve engagement with the community prior to construction
Encourage community participation in decision-making	The contributions plan was adopted following public consultation in accordance with the EP&A Act
Strive for best practice in all Council processes	This element will inform seeking to implement best practice design of all infrastructure funded by this contributions plan

This suggests that additional development in the Established Areas of Liverpool will generate the need for the following range of infrastructure:

Infrastructure item	Need generated by
Community facilities	Residential accommodation
Recreation facilities	Residential accommodation
Traffic management facilities	Residential accommodation and non-residential accommodation
Bikeway links	Residential accommodation and non-residential accommodation
Water quality management facilities	Residential accommodation and non-residential accommodation

6. Residential Development

6.1 Community Facilities

Background

Residential redevelopment in the established areas will increase the demand for community facilities. Community facilities are typically Council-owned buildings which provide accessible and affordable space for a range of activities that benefit the community. Community facilities are a valuable community asset because they:

- Are a physical space where a range of information, services, programs and activities are delivered to the community, which can change over time;
- Provide an avenue for development of social capital, community involvement and community ownership – in short, agents of social inclusion;
- Are a location of cultural, leisure, educational, recreational and entertainment activities which are accessible to all;
- Are a cultural identity or focus for a community which may become a community icon, a community landmark, or historically significant; and
- Ensure equity of access for those of all ages, incomes, abilities and backgrounds.

Council has adopted a Community Facilities Strategy in 2017. The aim of this Strategy is to transform Liverpool City Council's ageing stock of community facilities into a world-class network of modern facilities that are attractive, flexible, address community need, and become a hub for community interaction – a focal point for community life. Three assertions may be made at the outset:

- Best practice indicates that older style, single purpose facilities are limited in their ability to support strong, connected communities;
- Owning and maintaining a large number of single-purpose facilities is not financially sustainable in the long-term and results in an inefficient use of resources; and
- Strong current and future population growth will place additional pressure on these facilities, necessitating a long-term vision for Council's community facilities.

There are a number of key strategies within the strategy. The most relevant for the Established Areas are:

- Consolidate ageing assets to provide new, modern facilities that benefit the broader community; and
- Plan for a work hub/small business incubator as part of a community hub.

In the Established Areas the strategy is to consolidate community facilities in larger multi-purpose centres to maximise the best utilisation of the centres. District Community Centres have the capacity to accommodate a range of community activities across a number of neighbourhood areas. The multi-purpose design of these facilities ensures an efficient use of space. The design may include the provision of a large hall, kitchen, library, office space, and meeting rooms, which can be easily re-configured for meetings and activities subject to the requirements of the user.

The multi-purpose layout enables a range of functions to be provided simultaneously. This flexibility ensures that the facility has the capacity to easily respond to changing community

needs thus ensuring ongoing viability and utilisation. There is need for such space in established residential areas judging by regular requests from community organisations for permanent and sessional office accommodation with associated meeting spaces.

Additional residential development, although scattered across the Established Areas will contribute to the usage of these larger multi-purpose centres. Accordingly it is considered reasonable that new residential development contribute to the cost of establishing new or augmenting existing centres to create multi-purpose centres.

The Community Facilities Strategy suggests that a District Community Facility would service 20 - 50,000 people and would have a floor area of 1,500 – 2,500 sqm. A neighbourhood Community Facility would have a floor space 600 sqm servicing 8 – 10,000 people.

Libraries

There are already libraries servicing the established areas at Casula, Green Valley, Miller, Liverpool and Moorebank. However additional residential development in the Established Areas will increase the demand for lending of books from the library system.

Council levies residential development in its release areas for the provision of library items (items include books, audio-visual, multi-media and periodicals in conjunction with the construction of libraries. Council has been levying at the rate of approximately 1 book per person.

Redevelopment in the established areas will increase the demand for book lending in the library system. Books may take the form of hard copies or digital form. Accordingly new development in the established areas should contribute to the increase in the supply of books in the library system. It is a one-off capital cost. Council will bear the cost of replacement stock.

Cost of Facilities

The cost of a new community facility provides the basis of contributions for community facilities. The proposed Lurnea Community Facility has a proposed floor space of 1,100 sqm at a cost of about $7M. Based on the Community Facilities Strategy referred to above it is estimated that .05 sqm of floor space is required per person. This equates to a cost per person of $318. This is consistent with the estimated cost of provision of community facilities in the Austral Leppington North Precincts.

It is also estimated that the cost per library book or equivalent is $53 per person.

The formulae for contributions is in Section 5.7.

Apportionment

The contributions only fund the additional demand created by additional development, taking into account changes in occupancy rates.

Location Criteria for Expenditure

As community facilities are expected to be provided on a District Basis it is proposed to maintain two catchments for District Community Facilities within the Established Areas although contributions for each will be the same. Expenditure on particular community facilities has not yet been confirmed. Accordingly funds collected in a particular catchment will be expended on a community facility within the catchment.

The catchments are shown in Figure 2 and also on the Infrastructure Map, which is at a larger scale.

6.2 Recreation Facilities

Background

Residential redevelopment in the Established Areas will increase the demand for public open space and recreational opportunities. Although there are already open space and recreation facilities within the Established Areas of Liverpool, infill development will increase the demand on the existing facilities. Much of the open space in the Established Areas is along the river corridors and which is flood liable.

Council plans to augment existing recreation facilities. Contributions will be used to provide additional capacity in response to the increase in demand arising from redevelopment. Council's Recreation Strategy will inform the priorities for expenditure of contributions received. Contributions will not reduce any existing shortfalls in the current level of embellishment.

It is proposed that works in the Established Areas consist of comprehensive projects rather than minor upgrades in order to avoid works that are replacement or maintenance works. It is also proposed that the scope of works be limited to particular types so as to avoid replacement or maintenance works. These restrictions are considered necessary as the plan provides flexibility on the location and content in the works schedule for the reasons stated in hereunder.

A park embellishment will involve a generic list of facilities that are not considered to be replacement or maintenance works. The list of works proposed for each park will of course vary depending on the circumstances of the locality. Accordingly each park embellishment will not be required to include all of the facilities.

Cost of Recreation Facilities

Contributions for recreation facilities are based on the embellishment of existing open space at the rate of 2.83 ha per additional 1,000 people, a standard often recognised by the Land and Environment Court. This is also consistent with Council's Recreation, Open Space and Sports Strategy

The costs are consistent with those in the Austral Leppington North Release Area, which is one of the most recent release areas in Liverpool.

It is estimated that the cost per person for embellishing open space is $3,119.

The formulae for contributions are in Section 6.7.

Apportionment

The contributions only fund the additional demand created by additional development, taking into account changes in occupancy rates.

Location Criteria for Expenditure

The location criteria for augmenting recreation facilities are based on where development is estimated to take place. An estimate has been made as to the amount of development that will take place in various suburbs. This is considered the lowest order of detail that such forecasts can take place.

Unlike the release areas the location of redevelopment in the established areas is not as predictable. Accordingly the plan does not in many cases identify particular sites for recreation facilities. Instead it identifies the number of parks within each suburb based on likely development trends where recreation facilities could be upgraded. The particular

parks will be determined as development takes place. The rate at which the proposed number of parks is embellished will depend on the rate of development. If redevelopment is slower than forecast, the rate of embellishment of parks will also be slower. Likewise where redevelopment is faster than forecast, the rate of provision of parks will also be faster.

The location of an embellishment work may take place in the adjoining suburb depending on the circumstances. In some situations boundary between suburbs is not a barrier between the location of new dwellings and the location of facilities to serve the new dwellings. The intent of the boundaries is to ensure that contributions received from development are spent in a location to adequately serve the occupiers of that development.

While specific parks have not yet been identified over the period up to 2031 for embellishment works parks have been identified for both local and district facilities where expenditure may take place. These are identified on the Infrastructure Map.

District and Local Facilities

Higher level facilities such as active recreation and higher order passive facilities will be collected on a District basis in accordance with the areas shown in Figure 2. This will also allow meaningful amounts to be collected so as to fund useable embellishments.

Local level Passive Facilities will be collected by suburb or suburb groups in accordance with the areas shown in Figure 3. The catchments exclude the Liverpool City Centre, which is subject to Liverpool Contributions Plan 2018 - Liverpool City Centre.

The District and Local catchments are on the Infrastructure Map, which is at a larger scale.

The proportion of District and Local Facilities is based on the planning of the Austral and Leppington North Release Areas as follows:

- Local Passive Open Space embellishment 35%
- District Passive Open Space embellishment 25%
- District Sporting Fields embellishment 40%

District Active Recreation Facilities

Active recreation facilities include tennis, netball, basketball, pools and sports fields. It is considered that Active Recreation Facilities are at higher than a local or suburb basis and therefore are provided at a District Level. Their scope is limited to the following facilities.

- Amenities buildings
- Seating
- Mounding
- Flood lighting

The cost is based on those used for the Austral and Leppington North Release Areas and expressed in current figures.

District passive recreation facilities

- District Playgrounds

Local passive recreation facilities

The scope of Embellishment is limited to the following facilities.

- Additional and widened paths
- Bicycle paths
- BBQ facilities
- Playgrounds
- Seating, benches and shelters
- Lighting
- Fencing
- Planting to screen, beautify, control circulation paths, and provide shade;
- Earthworks: creating more useable areas by levelling/mounding and associated retaining walls or embankments

6.3 Traffic Management Facilities

Background

Residential redevelopment in the Established Areas will increase traffic on both the local street network and on classified roads. Amplification of classified roads is the responsibility of the NSW Government.

The width of the existing street network in the Established Areas is largely fixed being the result of subdivision for urban development. The increased traffic experienced on the local streets will be felt in the following ways:

- Increased pedestrian conflicts caused by decreasing gaps in traffic flow for pedestrians to cross and by increased pedestrian numbers caused by residential redevelopment;
- Increased queuing at intersections due to increased traffic movements;
- Increased turning movements at intersections and entrances to major developments due to increased traffic movements;
- Increased speeds;
- Increased demand for bikeway and footpath links caused by residential redevelopment; and
- Increased demand for bus shelters caused by residential redevelopment.

Bikeways and footpaths

There is an increasing need for bikeway and footpath links in residential, commercial and industrial areas. Council plans to augment the existing bikeway network to provide the missing links to enhance the use of these links. Council's Bike Plan and Footpath Strategy will inform the priorities for expenditure of contributions received.

Bus shelters

There is an increasing demand for bus shelters in residential, commercial and industrial areas. Council plans to augment the number of existing bus shelters. Council's Bus Shelter Strategy will inform the priorities for expenditure of contributions received.

Traffic Management Facilities

There is an increasing demand for facilities to manage traffic safety. Council plans to provide traffic management facilities such as:

- Roundabouts;
- Medians;
- Refuge islands;
- Traffic signals; and
- Minor intersection works.

Council's Traffic Facility Delivery Priority Program will inform the priorities for expenditure of contributions received.

Cost of Traffic Facilities

The cost of future traffic facilities in the Established Areas is as shown in Table 7:

Table 7 Cost of Traffic Facilities

Item	Location	Suburb	Description	Cost
Governor Macquarie Drive upgrade	Hume Highway to Newbridge Road	Warwick Farm / Chipping Norton	Widening from 2 to 4 lanes	$4,688,814
Pedestrian Refuge	Webster Road	Prestons	Refuge	$150,000
Kerb Return / traffic signals	Helles Av / Moorebank Av	Moorebank		$300,000
Raised threshold	Charlton Av (Ascot-Wolverton Av)	Chipping Norton	Raised threshold	$60,000
Intersection upgrade	Governor Macquarie Drive / Ernest Ave	Chipping Norton	Roundabout	$250,000
Intersection upgrade	Williamson Cres / Lawrence Hargrave Rd	Warwick Farm	Roundabout	$250,000
Bikeway extensions	Established Areas		Shared path	$2,000,000
				$7,698,814

The figure for Governor Macquarie Drive Upgrade is an adjusted amount based an amount of $55M divided by the total eventual population at 2036 of the Established Areas and Liverpool City Centre.

The formulae for contributions is in Section 6.7.

Apportionment

It is considered that the above formula provides appropriate apportionment of costs, whereby contributions are only funding the share of works in proportion to the additional development.

Location Criteria for Expenditure

It is considered that traffic facilities can be best expended on a District Basis rather than a suburb basis as this will allow sufficient funds to be collected to fund useable amounts. The catchments are shown in Figure 2 and also on the Infrastructure Map, which is at a larger scale.

6.4 Stormwater Quality Management Facilities

Background

Council is responsible for the management of stormwater quantity and quality to ensure developments within the Liverpool LGA are sustainable, water quality is improved and the ecological health of our waterways and wetlands are preserved. In the Established Areas the priority will be to improve stormwater quality discharges to the Georges River catchment.

This Water Quality Management Strategy is a key element of Council's water management planning process and provides a framework for undertaking water quality improvement projects in a coordinated manner. The Water Quality Management Strategy will inform the priorities for expenditure of contributions received.

Residential redevelopment in the Established Areas will increase the stormwater runoff and impact on stormwater quality.

Cost of Stormwater Quality Management Facilities

An assessment of the number of proposed Gross Pollutant Traps (GPT) that would manage stormwater discharge from residential development in the Established Areas was identified. A cost per GPT was identified, which provided an estimated total cost. A contribution per dwelling is determined when this total figure is divided by the estimated number of dwellings in 2031 in the Established Areas.

The estimated cost of the GPTs in the Established Areas is $$22,384,384 (109 x 204,100). This would equate to $488 per dwelling based on the total number of dwellings in 2031).

The formulae for contributions is in Section 6.7.

Apportionment

The above formula spreads the total cost of the GPTs over all the existing and future dwellings up to 2031. In this way the future dwellings will only contribute their portion of the cost of the stormwater quality management.

Location Criteria for Expenditure

The required location for GPTs are determined largely by the natural layout of the creek and river system in the Established Areas rather than suburb boundaries.

Accordingly contributions will be expended on a District Basis. This will also allow meaningful amounts to be collected so as to fund stormwater quality management facilities. The catchments are shown in Figure 2 and also on the Infrastructure Map, which is at a larger scale.

6.5 Catchment Area Maps

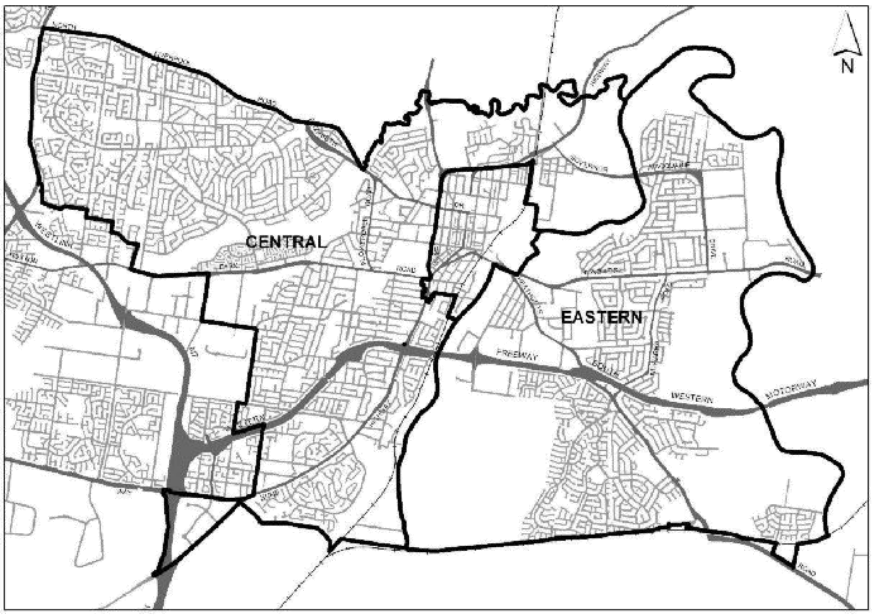

Figure 2 District Catchments (refer to the Infrastructure Map for detail on boundaries)

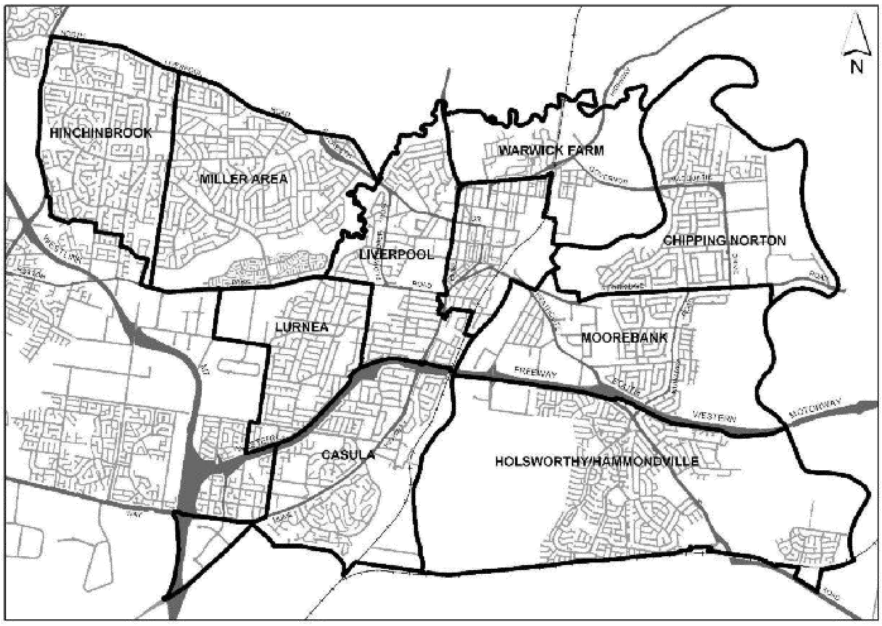

Figure 3 Local Catchments (refer to the Infrastructure Map for detail on boundaries)

6.6 Administration Costs

There are significant costs associated with administering funds of this magnitude. Both the plan preparation / review and implementation aspects of contributions are administered staff within Council. A core team of employees are engaged to provide support in co-ordinating such a process, as well as prepare status reports, review and relevant data, liaise with Council staff and external agencies.

In accordance with the directive of the NSW Department of Planning and Environment, the administration costs are comprised of those expenses relative only to those personnel directly responsible for the formulation and / or administration of a Contributions Plan. The cost per lot per year has been averaged across all of the Contribution Plan areas.

6.7 Contribution Formulae

The following formulae are used to calculate contributions in the Established Areas.

Community and Recreation Facilities

Residential accommodation and subdivision for residential accommodation (other than boarding houses, group homes, hostels, seniors housing)

$$\text{Contribution per dwelling / lot} = \frac{C \times OR}{3.1}$$

where C = Cost of capital works per person

O R = Occupancy rate for lot size or dwelling type (refer to Table 4)

Boarding houses, group homes, hostels, seniors housing

$$\text{Contribution} = C \times R$$

where C = Cost of capital works per person

R = Number of residents in development

Transport facilities

Residential accommodation and subdivision for residential accommodation

$$\text{Contribution Rate (per dwelling / lot)} = \frac{C}{N} \times \frac{V}{6.7}$$

where C = Cost of capital works identified for the Established Areas

N = Estimated number of additional dwellings in the Established Areas in 2031 (refer to Table 4)

V = Vehicle trips per day for lot size or dwelling type etc. (refer to Table 8)

Table 8 Vehicle Trips per day per dwelling

Dwelling Type or Lot Size etc.	Vehicle Trips per day
Residential Subdivision Lots 450 sqm or larger	6.7
Residential Subdivision Lots smaller than 450 sqm	6.0
Residential accommodation (other than boarding houses, group homes, hostels, seniors housing)	
3 or more bedrooms	6.0
2 bedrooms	4.0
1 bedroom	3.3
Boarding houses, group homes, hostels, seniors housing (total development)	Total vehicle trips per day

Stormwater Quality Management Facilities

Subdivision for lots 450 sqm and over

$$\text{Contribution Rate (Per sqm of lots)} = \frac{C}{N}$$

where C = Cost of capital works identified for the catchment area

N = Total estimated number of dwellings in the Established Areas in 2031

All other residential accommodation

$$\text{Contribution (total development)} = \frac{\text{Conventional Lot Contribution} \times 0.8 \times \text{Site Area}}{0.65 \times 450}$$

Where 0.8 = Runoff coefficient for Residential accommodation.

The relative impacts of different types of land development on any drainage system can be estimated by comparing the peak discharge rates of runoff that the different types of development would produce. The rational formula estimates the peak discharge rates by use of a runoff coefficient that is directly related to the proportion of a site that is impervious to rainfall infiltration.

Administration

The cost of administering contributions plans over the coming years has been estimated at 1.5% of the value of contributions.

6.8 Staging of Facilities

Council will construct facilities as the population threshold for their augmentation is reached unless a developer provides these. These will be provided, as funds become available.

7. Non-residential Development

7.1 Traffic Management Facilities

Background

Non-residential redevelopment in the Established Areas will increase traffic on both the local street network and on classified roads. Amplification of classified roads is the responsibility of the NSW Government.

The width of the existing street network in the Established Areas is largely fixed being the result of subdivision for urban development. The increased traffic experienced on the local streets will be felt in the following ways:

- Increased pedestrian conflicts caused by decreasing gaps in traffic flow for pedestrians to cross and by increased pedestrian numbers caused by residential redevelopment;
- Increased queuing at intersections due to increased traffic movements;
- Increased turning movements at intersections and entrances to major developments due to increased traffic movements;
- Increased speeds;
- Increased demand for bikeway and footpath links caused by residential redevelopment; and
- Increased demand for bus shelters caused by residential redevelopment.

Bikeways and footpaths

There is an increasing need for bikeway and footpath links in residential, commercial and industrial areas. Council plans to augment the existing bikeway network to provide the missing links to enhance the use of these links. Council's Bike Plan and Footpath Strategy will inform the priorities for expenditure of contributions received.

Bus shelters

There is an increasing demand for bus shelters in residential, commercial and industrial areas. Council plans to augment the number of existing bus shelters. Council's Bus Shelter Strategy will inform the priorities for expenditure of contributions received.

Traffic Management Facilities

There is an increasing demand for facilities to manage traffic safety. Council plans to provide traffic management facilities such as:

- Sub-arterial Roads;
- Roundabouts;
- Medians;
- Refuge islands;
- Traffic signals; and
- Minor intersection works.

Council's Traffic Facility Delivery Priority Program will inform the priorities for expenditure of contributions received.

Location of Expenditure

The catchments within which contributions will be kept for expenditure are shown in Figure 2 and also on the Infrastructure Map, which is at a larger scale.

7.2 Stormwater Quality Management Facilities

Background

Council is responsible for the management of stormwater quantity and quality to ensure developments within the Liverpool LGA are sustainable, water quality is improved and the ecological health of our waterways and wetlands are preserved. In the Established Areas the priority will be to improve stormwater quality discharges to the Georges River catchment.

This Water Quality Management Strategy is a key element of Council's water management planning process and provides a framework for undertaking water quality improvement projects in a coordinated manner. The Water Quality Management Strategy will inform the priorities for expenditure of contributions received.

Non-residential redevelopment in the Established Areas are likely to increase the amount of run-off in the existing stormwater systems and thereby increase the demand for stormwater quality management.

Location Criteria for Expenditure

The required location for GPTs are determined largely by the natural layout of the creek and river system in the Established Areas rather than suburb boundaries. Accordingly contributions will be expended on a District Basis in accordance with the areas shown in Figure 4. This will also allow meaningful amounts to be collected so as to fund useable embellishments.

The catchments within which contributions will be kept for expenditure are shown in Figure 2 and also on the Infrastructure Map, which is at a larger scale.

7.3 Expenditure of 1% levy

The 1% levy on Non-residential Development is to be expended on the following categories in the following proportions in Table 7:

Table 7 Proportion of expenditure

Item	%
Drainage	40%
Bikeways	7.5%
Bus shelters	2.5%
Traffic management	50%

7.4 Contribution Formulae

This plan authorises Council to grant consent to development to which this plan applies subject to a condition requiring the applicant to pay to the Council a levy in accordance with Table 10.

Table 10 Contribution Levy

Estimated cost of development	Value of Levy
Up to $100,000	Nil
$100,001–$200,000	0.5% of the cost of the development
More than $200,000	1.0% of the cost of the development

The proposed cost of carrying out the development will be determined in accordance with clause 25J of the *EP&A Regulation*. The procedures set out in Appendix 1 to this plan must be followed to enable Council to determine the amount of the levy to be paid.

The value of the works must be provided by the applicant at the time of the request and must be independently certified by a Quantity Surveyor who is registered with the Australian Institute of Quantity Surveyors or a person who can demonstrate equivalent qualifications.

Without limitation to the above, Council may review the valuation of works and may seek the services of an independent person to verify the costs. In these cases, all costs associated with obtaining such advice will be at the expense of the applicant and no construction certificate will be issued until such time that the levy has been paid.

7.5 Staging of Facilities

Council will construct facilities as the development threshold for their augmentation is reached unless a developer provides these. These will be provided, as funds become available.

Appendix 1 Determination of cost of development

Clause 25J of the *EP&A Regulation* sets out how the proposed cost of carrying out development is to be determined. That clause provides as follows:

25J Section 7.12 levy—determination of proposed cost of development

1) The proposed cost of carrying out development is to be determined by the consent authority, for the purpose of a section 7.12 levy, by adding up all the costs and expenses that have been or are to be incurred by the applicant in carrying out the development, including the following:
   a) if the development involves the erection of a building, or the carrying out of engineering or construction work—the costs of or incidental to erecting the building, or carrying out the work, including the costs (if any) of and incidental to demolition, excavation and site preparation, decontamination or remediation;
   b) if the development involves a change of use of land—the costs of or incidental to doing anything necessary to enable the use of the land to be changed; and
   c) if the development involves the subdivision of land—the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights.
2) For the purpose of determining the proposed cost of carrying out development, a consent authority may have regard to an estimate of the proposed cost of carrying out the development prepared by a person, or a person of a class, approved by the consent authority to provide such estimates.
3) The following costs and expenses are not to be included in any estimate or determination of the proposed cost of carrying out development:
   a) the cost of the land on which the development is to be carried out,
   b) the costs of any repairs to any building or works on the land that are to be retained in connection with the development,
   c) the costs associated with marketing or financing the development (including interest on any loans),
   d) the costs associated with legal work carried out or to be carried out in connection with the development,
   e) project management costs associated with the development,
   f) the cost of building insurance in respect of the development,
   g) the costs of fittings and furnishings, including any refitting or refurbishing, associated with the development (except where the development involves an enlargement, expansion or intensification of a current use of land),
   h) the costs of commercial stock inventory,
   i) any taxes, levies or charges (other than GST) paid or payable in connection with the development by or under any law,
   j) the costs of enabling access by disabled persons in respect of the development,
   k) the costs of energy and water efficiency measures associated with the development,
   l) the cost of any development that is provided as affordable housing,
   m) the costs of any development that is the adaptive reuse of a heritage item.

References

Community Facilities - A Blueprint for a Modern Network of Community Facilities

Bike Plan

Footpath Strategy

Traffic Facility Delivery Priority Program

Water Quality Management Strategy

Bus Shelter Strategy

Council's Traffic Facility Delivery Priority Program

Recreation, Open Space and Sports Strategy

Liverpool Development Control Plan 2008
Part 1

General Controls for all development

Day Month 2020

Part 1 must be read for all development

Check if other Parts are also needed for the particular development

LIVERPOOL CITY COUNCIL

LIVERPOOL THE GREAT SOUTH WEST

Liverpool Development Control Plan 2008
Part 1 General Controls for all Development

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1. Preliminary

Applies to

This plan applies to all land in Liverpool Local Government Area (LGA). The plan is known as *Liverpool Development Control Plan 2008*.

Structure of Liverpool Development Control Plan 2008

Part 1 General Controls for all Development

Part 2 Locality Specific Controls
- Part 2.1 Green Valley (Subdivision of land)
- Part 2.2 Hoxton Park, Carnes Hill and Prestons (Subdivision of land)
- Part 2.3 Georges Fair Moorebank (Subdivision of land and residential development)
- Part 2.4 Moorebank Defence Lands (Subdivision of land and industrial development)
- Part 2.5 Middleton Grange (Subdivision of land and residential development)
- Part 2.6 Holsworthy Station Area (Subdivision of land and residential development)
- Part 2.7 Greenway Views (Subdivision of land and residential development)
- Part 2.8 Voyager Point (Subdivision of land and residential development)
- Part 2.9 Former Hoxton Park Airport (Subdivision of land)
- Part 2.10 Moorebank East (Subdivision of land and residential development)
- Part 2.11 Edmondson Park (Subdivision of land and residential development)
- Part 2.12 Repealed
- Part 2.13 Pleasure Point (Subdivision of land)
- Part 2.14 Elizabeth Hills (Subdivision of land and residential development)
- Part 2.15 New Brighton Golf Course (Subdivision of land, residential and golf course development)

Part 3 Development in Residential Zones
- Part 3.1 Dwelling houses in the R5 Zone
- Part 3.2 Dwelling houses on lots greater than 400sqm in the R2, R3 & R4 zones
- Part 3.3 Dwelling houses on Hatchet Shaped Lots
- Part 3.4 Semi-Detached and Attached Dwellings in the R2 and R3 zones
- Part 3.5 Dwelling houses on lots less than 400sqm
- Part 3.6 Multi Dwelling Housing in the R3 & R4 zones
- Part 3.7 Residential Flat Buildings in the R4 zones
- Part 3.8 Non Residential Development in Residential Zones
- Part 3.9 Boarding House Development

Part 4 Liverpool City Centre

Part 5 Development in Rural and E3 Zones

Part 6 Development in Business Zones

Part 7 Development in Industrial Zones

Adoption of Plan

This plan was made under Section 74C of the Environmental Planning and Assessment Act 1979 and Part 3 of the Environmental Planning and Assessment Regulation 2000.

The plan was adopted by Council on 28 July 2008. The plan came into force on 29 August 2008.

This plan was subsequently amended as follows:

Amendment No.	Trim Container	Date of amendment	Part(s) Amended
1	2008/1477	8 July 2009	Part 1.1, 1.2, 2.2, 2.5, 2.10, 2.11, 2.13, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 4, 5, 6 & 7
2	2008/0171	9 June 2010	Part 1.1 & 2.14
3	2009/1725	15 September 2010	Part 1.1, 1.2, 2.2, 2.3, 2.5, 2.7, 2.8, 2.9, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 4, 5, 6 & 7
4	2010/0769	15 September 2010	Part 1.1 & 6
5	2010/1253	8 December 2010	Part 1.1 & 5
6	2011/6089	11 April 2012	Part 1.1, 1.2, 2.2, 2.3, 2.5, 2.8, 2.9, 2.10, 2.11, 2.14, 3.2, 3.3, 3.4, 3.5 & 6
7	RZ-9/2011	19 April 2013	Insertion of Part 2.15
Reformatted as part of Amendment No 10			
10	2012/3187	19 February 2014	Merging of Parts 1.1 and 1.2, 2.3, 2.11, 3.3, 3.6 and 7.
9	2012/1606	4 April 2014	Part 3.1 and Part 5
16	2013/2409	18 June 2014	Part 5 and Part 7
13	2014/0925	2 July 2014	Part 1
12	2013/3913	25 July 2014	Part 1, Part 4 and Part 6
15	2014/1149	3 September 2014	Parts 2.2, 2.3, 2.5, 2.14, 3.1 and 7
14	2014/0929	12 November 2014	Part 2.11
17	2014/1508	1 April 2015	Part 5
20	2014/3813	26 May 2015	Part 1
21	2015/1066	8 July 2015	Part 1
18	2014/3695	19 August 2015	Part 2.11
19	2015/1050	9 September 2015	Part 1
22	RZ-4/2015	20 April 2016	Part 2.11
23	2016/1961	2 November 2016	Part 1
26	2014/1947	22 February 2017	Part 8
24	2016/3822	8 March 2017	Part 1.27
27	2017/0584	23 August 2017	Part 1.15
29	2016/1769	18 April 2018	Part 2.11
30	2006/0610	21 November 2018	Part 1.20
31	2018/3364	6 March 2019	Insertion of Part 3.9
32	2018/4071	20 March 2019	Part 1
33	2018/4049	17 April 2019	Part 1, 4 and 7
34	2019/0942	11 October 2019	Part 1
25	2016/2714	TBD 2020	Part 1 and 4

Background

Council's Corporate Plan provides an overview of its Strategy for the Liverpool LGA. It also provides a framework for the objectives of this plan. The Corporate Plan is divided into the following strategic areas:

- The regional city for south west Sydney
- Neighbourhoods and villages
- the land between two rivers, where city and country meet
- Communities and governments working together
- A place for people
- Sustainability
- Improved organisational management and development

Liverpool Local Environmental Plan 2008

The *Liverpool Local Environmental Plan (LEP) 2008* provides the broad land use controls for Liverpool LGA. It covers most of the Liverpool LGA. In some cases land will be covered by other planning controls such as a *State Environmental Planning Policy* or a *Regional Environmental Plan*. It is advisable to check the zoning of land prior to the use of the DCP.

Some planning controls are contained in the *Liverpool LEP 2008* rather than in the DCP. These are not part of the DCP for the purpose of the *Environmental Planning and Assessment Act 1979*.

State and Regional Planning Provisions

In some cases a *State Environmental Planning Policy* or *Regional Environmental Plan* may also apply to land. It is advisable to check the impact of this prior to use of the DCP.

Contributions

Council requires contributions from development to fund infrastructure needed to support that development. Part 2 of the DCP includes a number of new areas where land is converted from rural to urban. The maps that accompany each chapter in Part 2 show public infrastructure needed to support development in the area. Much of this public infrastructure is to be funded from contributions from development.

The extent and anticipated staging of development in an area, the scope and cost of infrastructure required to service it, and the cost to development for the infrastructure is embodied in the contributions plans, which is a companion document to the DCP and LEP.

For details on current contribution rates, please refer to Council's web page at, www.liverpool.nsw.gov.au.

Standards in the Liverpool Development Control Plan 2008

Any variation to the standards in the DCP that will apply to a development will need to be justified before Council can consider any variation.

1.1 The Vision of Liverpool Development Control Plan 2008

Background

Liverpool Directions provides the background for Council's Management Plan, *Liverpool Local Environmental Plan 2008* and forms the framework for the vision for *Liverpool Development Control Plan 2008*.

The NSW Government's Sub Regional Plan for South West Sydney provides the context for Council's guiding document *Liverpool Directions*.

Change

Liverpool will experience significant growth as a result of Sydney's growth. This will involve creation of new suburbs as well as redevelopment in existing suburbs.

Some areas in Liverpool will experience substantial change over a short period. These include the new residential suburbs that were previously rural areas. Areas around Liverpool City Centre and some other centres will also experience substantial change with redevelopment. Other areas will also experience more gradual redevelopment, which will nevertheless bring change.

Liverpool Development Control Plan 2008, in conjunction with *Liverpool Local Environmental Plan 2008* aims to manage this change so that any change, which is inevitable, will make Liverpool a better place.

The Vision

Liverpool – A highly connected and vibrant City, with a strong City Centre supported by a hierarchy of neighbourhood and local centres. Identified as one of five Regional Cities for Sydney, Liverpool will experience rapid population and employment growth.

Liverpool Development Control Plan 2008 will guide this growth to ensure high quality and sympathetic urban development outcomes are achieved, significant environmental land is protected, appropriate open space is provided and the rural character outside the Growth Centres will be maintained and enhanced.

The Future

1. There will be new suburbs in Liverpool. These will have leading urban design outcomes for both individual developments and public areas that will be created.
2. Some existing localities, particularly Liverpool City Centre, will experience significant change through substantial redevelopment, although largely within the existing street pattern. There will be increased development that will result in a different but improved urban design outcome for the locality, which enhances the local amenity. It will also create opportunities for improved public spaces.
3. Other suburbs will experience more gradual redevelopment. New development will have an urban outcome that will be compatible with existing development.
4. Liverpool City Centre will be the Regional Centre for employment, health, education, recreation and cultural life.
5. High quality medium and high density infill development will occur in a targeted manner along public transport routes near shops, which will provide greater choice for all people as to what type of housing that they want, and enable greater access to public transportation.
6. There will be a concentration of activities such as shops, community, health, high density housing around local centres in new and existing suburbs. Local centres will be enhanced with shop-top housing, which are apartments above these shops.
7. Local centres in new and existing suburbs will have active and attractive street frontages, including out of hours.
8. Centres in new suburbs will be designed to be public transport user friendly. Centres in existing suburbs will become more public transport user friendly as they redevelop.
9. New suburbs will have attractive landscaped streetscapes while existing areas will have improved streetscapes as development takes place.
10. New suburbs and redevelopment in existing suburbs will be compatible with adjoining creeks, parkland and major transport corridors.
11. There will less development that is subject to risks such as flooding, salinity etc.

12. Development in new and existing suburbs will assist in making creeks and rivers attractive and clean.
13. Development in new and existing suburbs will preserve attractive natural areas.
14. Development in new and existing suburbs will contribute to a clean and sustainable environment.
15. Development in new suburbs will provide attractive and easily accessible open space.
16. There will continue to be open space linked along creek networks.
17. New development near the Georges River will allow access to the foreshore.
18. Development in new suburbs will have attractive and efficient transport corridors. Redevelopment in existing suburbs will improve the attractiveness and efficiency of existing transport corridors.
19. Development in new and existing suburbs will allow for good safe access to cycle and pedestrian ways.
20. There will be a sense of community.
21. Conflict between land uses will be minimised.
22. New industrial areas will be attractive. Redevelopment in existing industrial areas will improve the amenity of these areas.
23. Industrial/Employment areas will provide employment and provide sufficient space for local and start-up industry with some ancillary land uses to service the local workforce.
24. New industrial areas will be easily serviced and accessible. Redevelopment in existing industrial areas will improve the serviceability and accessibility of these areas.
25. Rural areas will keep a high level of rural amenity, with new development sympathetic and appropriate to the locality.

1.2 The Objectives of Liverpool Development Control Plan 2008

The objectives of this DCP are:

a) To provide more detailed provisions for regulating the carrying out of development.
b) To protect and improve the natural environment in the City of Liverpool.
c) To protect and improve the amenity of the City of Liverpool.
d) To protect personal safety and to minimise the risk of damage to areas subject to environmental hazards, particularly flooding.
e) To promote a high standard of urban and environmental design.
f) To conserve, protect and enhance the environmental heritage of the City of Liverpool.
g) To encourage a diversity of housing to meet the needs of the residents of the City of Liverpool.
h) To facilitate development that is environmentally sustainable.

There are also additional specific objectives for each section of each part of the DCP.

2. Tree Preservation

Applies to

This section applies to applications to remove trees with or without a development application for a development and involves:

a) Any perennial plant that has a:
   - Height greater than 3.5m and/or
   - Canopy spread of greater than 4m and/or
   - Primary trunk diameter greater than 400mm when measured 1m above the existing ground level of the tree.

b) Any tree that forms part of a heritage item or is situated within a heritage conservation area.

This section does not apply to:

a) Any species, populations or communities listed under the provisions of the *Threatened Species Conservation Act (TSC) 1995;* or their habitats.

b) Any plant that is on the Noxious Weeds Register for Liverpool City Council or listed in Appendix 3. (These plants must be removed, and destroyed in a way to ensure that they do not spread. It can be an offence to leave a noxious weed on a site.)

Background

Trees provide a natural amenity and appeal to urban environments. They are an integral part of built and natural landscapes and perform a key role in recycling oxygen, energy and important soil nutrients within ecological systems. They provide many benefits by reducing climatic extremes, improving air quality and providing habitat, which supports much of life on earth. Insects, birds, frogs and mammals and including familiar wildlife such as parrots and possums are attracted to the areas where we live.

Consequently, tree preservation is an important consideration for urban dwellers and Council. This DCP and Council's Tree Preservation Policy will help ensure these values are preserved for the future. The DCP overrides any inconsistency between these two documents.

Any proposal to prune or remove a tree located on private property requires development consent from Council. Legal action may be taken against any person in either the Local Court or Land and Environment Court who fails to obtain consent prior to pruning or removing a tree.

Objectives

a) To ensure the protection of trees that are contributing to the ecological and aesthetic values of the Liverpool LGA.

b) To protect the integrity of heritage items through preservation of all trees occurring within the heritage place, precinct or land.

c) To ensure trees are maintained in an appropriate manner as not to cause harm or damage to the tree or community.

d) To ensure that construction works and the ultimate design treatments protect the identified trees.

e) To ensure that trees that provide high ecological or amenity benefits are protected wherever possible.

Controls

1. Any approvals to remove or prune trees issued with a development consent shall lapse when the development consent lapses or becomes invalid or void.

2. An application to remove a tree may be refused by Council if the tree:
   - Form(s) a prominent part of the streetscape.
   - Stands alone and is thus of more significant than if it were part of a group of trees.
   - Is of historic or cultural significance or is/are registered on any Council register of significant trees.
   - Is prominent due to its height, size, position or age.
   - Is a locally indigenous, rare or endangered species.
   - Provides a significant visual screen.
   - Is part of an important habitat for wildlife.
   - Is part of remnant or riparian vegetation.
   - Can be effectively treated by applying appropriate remedial treatment such as pruning of branches, pruning of roots and removal of deadwood or by other appropriate action as recommended by an arborist.
   - Is listed under the provisions of the *Threatened Species Conservation Act 1995*. (Listed as a threatened species, is habitat to a threatened species or is part of a threatened ecological community).

   Note: Council may refuse an application to remove a tree(s) but may give conditional consent for the appropriate remedial "branch or root pruning" for that tree(s).
3. An application to remove a tree may be consented to by Council if the tree:
   - Has sustained severe damage, e.g. from wind, lightning, flood or impact from a vehicle, and cannot respond to remedial treatment.
   - Causes or is likely to cause structural damage to property including any building or pipeline, only if the damage cannot be contained by appropriate pruning of the tree's roots and installation of a root barrier.
   - Is causing an allergic reaction in any local resident, and the reaction has been certified in writing by a medical allergy specialist.
   - Causes considerable overshadowing to dwellings (restricts potential sunlight penetration to habitable rooms to under three hours per day).
   - Obstructs the line-of-sight for motorists and presents dangerous traffic conditions.
   - Is essential to mitigate a fire hazard.
   - Is dead, dying, or has become dangerous.
4. Applications for trees that have Aboriginal markings and/or constitute an item of Aboriginal significance shall be referred to the *NSW Department of Environment and Climate Change (DECC)*. Intensive management options such, as fencing or buffer provisions will be considered to ensure adequate preservation.
5. Any pruning shall be undertaken in accordance with *AS 4373/2007* – Pruning of amenity Trees.
6. All existing indigenous trees shall be retained or replaced. Where approval is given to remove trees, appropriate replacement planting will be required.
7. Significant trees that are identified as having habitat value shall not be relocated or removed.

3. Landscaping and Incorporation of Existing Trees

Applies to

This section applies to land, which will need to provide landscaping or retain existing trees as part of a development.

Background

Vegetation is an integral part of the environment, with the type and quantity of vegetation provided being one of the key influences in determining the quality and character of Liverpool's urban and rural environments. Many urban and even rural environments have been largely cleared of trees and shrubs. The provision of landscaping is a step to reintroduce vegetation into these environments in a way that complements the built environment.

Landscaping provides visual interest and amenity, provides recreation areas, and assists in managing the climate of the built environment. The use of existing vegetation assists with the provision of landscaping. In particular native trees in urban and rural environments have many valuable functions:

- Soften the visual impact of large-scale developments and increased densities.
- Assist in managing the climate of the built environment.
- Supports native plants and animals by providing habitat.
- Add to aesthetic and environmental values.
- Serve as a natural screen to the sun, wind and noise.

Good design recognises that landscape and buildings operate together as an integrated system, resulting in greater aesthetic quality and amenity for the occupants, neighbours and the public domain. Landscape design builds on the existing site's natural and cultural features to contribute to a development's positive relationship to its context and site.

Objectives

a) Promote landscape planning and design as part of a fully integrated approach to site development.

b) Assist in improving the climate of the local environment.

c) Retain as many existing trees as possible.

d) To provide habitat for locally indigenous plants and animals and contribute to biodiversity.

e) To encourage landscaping that is appropriate to the natural, cultural, built and heritage characteristics of its locality.

f) Improve the amenity of developments and adjoining areas by ensuring proposals adequately complement the proposed building forms and surrounding streetscape.

g) Ensure that the proposed landscape designs provide functional attributes such as privacy, shade and wind protection, while discouraging the opportunity for crime and vandalism.

3.1 Retention of existing on site trees

Controls

1. Existing trees and native vegetation are to be retained, protected and incorporated into the development proposal. This is particularly important for vegetation which forms part of a ridgeline tree canopy and in foreshore and riparian areas (with the exception of weed species).
2. Prior to the commencement of the design of a development existing trees should be identified. The design of a development should consider options to retain existing trees.
3. Existing indigenous trees within any building setback should be retained where possible, as an integral component of the site's landscaping, and to protect local habitats.
4. It is important that all plans accompanying the development application including engineering and hydraulics plans are consistent with the landscape plan. This is particularly important where trees are to be retained. For example storm water lines and excavation should not be within the drip line of trees to be retained.

Note: Where trees are located outside the normal building envelope for a development, Council will give particular attention to the retention of those trees.

The following shows some ideas for retention of existing on site trees.

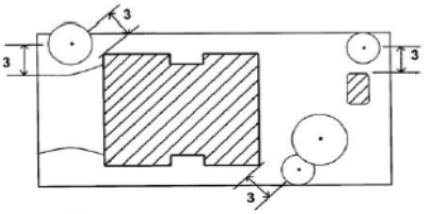

Figure 1 Retention of trees

3.2 Retention of existing street trees

Controls

1. Prior to the commencement of the design of a development existing street trees should be identified. The design of a development should consider options to retain existing street trees.
2. The design and location of access driveways should wherever possible be located to avoid removal of any existing street trees.

3.3 Protection of existing trees during construction

Controls

1. Trees nominated for protection must be enclosed within a 1.8m high protection fence that is installed to conform to a Tree Protection Zone (TPZ) that is consistent with current Arboriculture industry standards.
2. A report which outlines the condition, dimensions and species of existing trees contained within a development site is to be included as part of any development application documents and is to be accompanied by a Tree Retention Management Plan which shows the dimension of any proposed TPZs and outlines any other protection/enhancement methods that are appropriate to encourage the viable retention of trees.
3. All reports pertaining to trees on development sites are to be prepared by a suitably qualified person.

3.4 Landscape Specifications

Controls

1. Landscape planting should be principally comprised of native species to provide an integrated streetscape appearance. Species selected in environmentally sensitive areas should be indigenous to the locality. 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. Environmental and noxious weeds in Liverpool shall not be used in the landscape design
2. The landscaping shall contain an appropriate mix of canopy trees, shrubs and groundcovers. Avoid medium height shrubs (0.6 – 1.8m) especially along paths and close to windows and doors.
3. Landscaping in the vicinity of a driveway entrance must not obstruct visibility for the safe ingress and egress of vehicles and pedestrians.
4. Trees, which are planted around high use facilities such as car parking areas, children's, play areas and walkways should have clean trunks to a height of 1.8m.
5. All topsoil used shall be sourced from a recognized commercial topsoil supplier. Site topsoil will only be considered suitable where the material has a high organic content. The consultant shall inspect and approve all top soiling prior to commencement of planting and application of mulch. An imported light and free draining topsoil mix is to be used in all planters.
6. The following minimum topsoil and mulch depths are to apply:
   - Garden beds 300mm
   - Turfed areas 100mm
   - Planters on structure 750mm
   - Mulch over garden beds 75mm
7. Trees shall be planted well clear of underground services or overhead wires. Trees shall be planted in general accordance with the following minimum distances from buildings:
   - Small trees less than 6m mature height 2m
   - Medium trees 6 – 15m mature height 3m
   - Large trees more than 15m mature height 4m

   Refer to Appendix 2 for the Preferred Species.

8. To maintain tree health, all trees in lawn areas are to have a 75mm deep x 1m diameter layer of mulch around its base. The mulch layer is to be reduced in depth directly around the base of the stem to form a shallow watering dish. The tree is to be staked well clear of the root ball and tied using Hessian ties as required.
9. All approved landscaping must be maintained at all times to the satisfaction of Council.
10. All trees are to be planted at not less than 45 litre pot size.
11. Use low water/low maintenance plant selection by selecting drought tolerant species.
12. Applicants need to demonstrate that plant selection is suitable for the particular soil type of the site and comply with any site constraints such as Bushfire Prone Land.
13. Where possible, all landscaping designs should incorporate permeable paving options. Permeable paving includes the use of porous paving units, ornamental gravel and paving on a compacted sand bed. Permeable paving ensures that air and water is made available to tree roots while providing a safe and stable pedestrian surface and around trees. Benefits include:
14. Ensuring that air and water are available to tree roots to ensure healthy and secure growth.
15. Assisting in the protection of established trees where the root system extends beyond the drip line.
16. Reducing the amount of surface water runoff entering the stormwater system.
17. Maintaining the existing natural drainage patterns.
18. All landscaping should consider soil salinity. Sites identified as having moderate to high levels of salinity shall incorporate the following measures in the landscape plan:
19. Selection of salt tolerant plant species (generally natives).
20. Use mulch in all gardens beds.
21. Minimise large areas of lawn, as this requires large quantities of irrigation.
22. Use "water-wise" garden and landscape design.
23. Plant large native trees and shrubs.

4. Bushland and Fauna Habitat Preservation

Applies to

This section applies to:

a) All land, which contains or is adjacent to bushland.

b) All land that contains known or potential habitat for threatened species, populations or communities.

c) Any Land zoned:

- W1 – Natural Waterways
- SP1 – Drainage
- Land shown on the Environmental Significant Land Maps of the *Liverpool LEP 2008*.
- E2 – Environmental Conservation
- E3 – Environmental Management
- Any land under the definition of a waterbody in the *Liverpool LEP 2008*.

d) Development that has potential to directly or indirectly destroy or adversely affect bushland.

Background

Bushland provides a variety of positive values to an urban area, including education, conservation, scientific and aesthetic values. It consists of native groundcovers, shrubs and trees that combine to produce a community that provides habitat for fauna. In many areas only a small number of native species remain and their health and existence are increasingly threatened by urban development.

As well the positive contributions at a local level to the urban and rural environments, bushland preservation contributes to total catchment health and preservation of biodiversity.

Objectives

a) To protect and manage natural assets in association with the development of land.

b) To conserve the natural heritage of Liverpool.

c) To maintain and improve the amenity and scenic qualities of Liverpool.

d) To maintain and enhance the biodiversity and natural ecology of Liverpool.

Controls

1. Bushland, particularly that identified as a threatened community or habitat for a threatened species shall be substantially retained and incorporated within a development. Clearing of bushland in association with any development shall be limited to the extent necessary to facilitate the safe and orderly use of the land.
2. Where impacts on threatened biodiversity are unavoidable, offsetting utilising the NSW Government BioBanking Scheme will be required where practicable.
3. Where bushfire management measures are required that involve clearance or alteration to bushland, details of proposed measures shall be submitted. Clearing for the purposes of bushfire management involving a substantial loss of bushland shall not be permitted.
4. Prior to the commencement of the design of a development, existing bushland and fauna habitat should be identified. The design of the development should consider retention of this bushland and fauna habitat.

5. Development shall not adversely impact on the long term viability of bushland. Existing connectivity and contiguity of bushland stands and fauna corridors shall be retained.
6. Where a proposal is likely to adversely impact on bushland, a Vegetation Management Plan (VMP) for the conservation of the bushland shall be submitted. The VMP shall be undertaken in accordance with pertinent NSW Office of Water Guidelines.
7. Any imported soils and/or mulches used shall be purchased from an appropriate supplier and be free of contaminants, seeds, propagules of weeds and undesirable species. Mulch shall not be used on flood liable land and/or areas where it is likely to be washed away.
8. Any proposed re-vegetation shall:
   - Augment remaining bushland.
   - Consist predominately of species which occur naturally on the site or are of local provenance.
   - Reflect the structure of natural bushland.
   - Be undertaken in accordance with a vegetation management plan which forms part of the consent.
9. Any proposed re-vegetation, seed collection and weed removal to be undertaken as part of the implementation of the approved vegetation management plan shall be undertaken by an appropriately qualified and licensed bushland restoration contractor.
10. Council may require measures to restrict access to bushland areas where it considers necessary, to ensure the conservation of bushland.
11. A flora and fauna assessment is required where a site is identified as containing native vegetation or habitat for threatened flora or fauna. The flora and fauna assessment shall consider all impacts associated with the development on the habitat, including the impacts of APZ's and water management practices. Flora and Fauna Assessments should be prepared in accordance with pertinent NSW Office of Environment and Heritage survey and assessment guidelines. The assessment must be prepared by a suitably qualified person.

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5. Bush Fire Risk

Applies to

This section applies to:

1. Land identified as being Bushfire Prone Land or designated as Bushfire Prone Lands Buffer Zones on Liverpool City Council Bushfire Prone Land Maps.
2. All land that requires bushfire hazard reduction (burning).

Background

The desire to live close to nature means that many homes are built in areas that are at risk of bush fire. The *NSW Rural Fire Service* advises that 80% of homes destroyed by bushfire are built within 100m of bushland.

Council maintains many areas of bushland and reserves systems. As development continues to expand throughout the southwest there is an increasing number of developments encroaching or in close proximity to areas of bushland and are subsequently placed at bushfire risk.

Adequate planning and construction provisions need to be implemented and maintained to ensure the protection of developments in bushfire prone areas. Bushfire hazard maps have been developed by Bush Fire Risk Management Committees to assist in identifying areas of low, moderate and high bushfire hazard, based upon the surrounding vegetation and topography of the area.

It should be noted that despite planning and construction provisions to protect developments from bushfire risk, these would not guarantee the lifetime safety of the development though it will assist in minimising the severity of the risk.

Objectives

a) To reduce the possible loss of life or property in the event of a bushfire and provide a safer environment.

b) To ensure that development in bushfire prone areas is accessible by emergency services at all times.

c) To ensure that development in bushfire prone areas is designed to enhance the survivability of the building and is prepared for its defence in the event of a bushfire.

d) Implement an ongoing maintenance regime to manage surrounding vegetation and asset protection zones to reduce possible bushfire fronts and protect the development.

e) To ensure that Asset Protection Zones (APZ) do not have a significant impact upon biodiversity.

Controls

1. Construction of single dwellings on or adjacent to bushfire prone land is to be carried out in accordance NSW Rural Fire Service's Single Dwelling Application Kit.
2. All development shall comply with provisions of the Rural Fires and Assessment Act 2002 and *Planning for Bushfire Protection 2006*.
3. Asset Protection Zones shall be provided within the boundary of the land on which a development is proposed but may include public streets located between the land and bushland.
4. Development controls which shall be addressed to ensure bushfire risk is reduced include the following.

- Clearing for the purposes of bushfire management shall not be permitted where loss of bushland is deemed to be unacceptable by Council in terms of quantitative and qualitative aspects.
- Where development requires bushfire management measures involving clearance or other alteration to bushland, details of proposed measures shall be submitted with a development application.
- Asset Protection Zones are to be placed primarily within the Residential zones. APZs shall not be located on land in the E1, E2 or E3 zones, particularly where altering these lands to create an APZ may conflict with the LEP objectives. Key aspects of an APZs are illustrated below.

5. The key components of APZs are illustrated below in Figure 2.

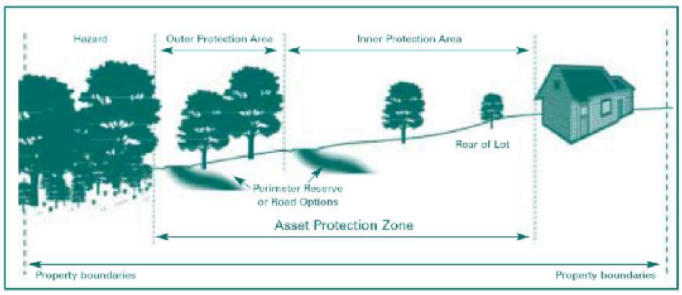

Figure 2 Key Components of an APZ (*NSW Rural Fire Service 2002)*

6. The APZs are to be placed as restrictions on the burdened allotments. No habitable or storage structures are permitted within those zones. Developments permitted in these zones include cycleways, footpaths, children's playgrounds and gas barbeques.
7. APZs shall be combined with active recreational uses where possible.
8. APZs may be landscaped with native grassland species that occur naturally on the site or on surrounding lands.
9. Minimal quantities of combustible materials shall be stored within inner protection zone.
10. New subdivisions in bushfire interface areas shall include a perimeter road.
11. A perimeter fire trail instead of a perimeter road may be acceptable where:
    - The perimeter fire trail is located on an east facing slope.
    - A small subdivision is being added to an existing urban area, where the pattern of development does not allow for a perimeter road.
    - Adequate arrangements are provided for ongoing maintenance of the perimeter trail.
12. Development shall be located to minimise the risk of loss of life and property from bushfire.
13. Development applications relating to land identified on the Bushfire Prone Land Map shall be accompanied by a bushfire hazard assessment report prepared by a suitably qualified professional.
14. Any development in a bushfire interface area shall not reduce the effectiveness of any existing APZ.

15. The APZ shall be located and designed to allow ongoing maintenance to be readily carried out by the responsible landowners or occupiers.
16. Hazard reduction (burning or mechanical) proposals shall be in accordance with the *Liverpool Bush Fire Risk Management Plan* and the Bush Fire Environmental Assessment Code. Landowners wishing to undertake hazard reduction shall contact the *NSW Rural Fire Service* (NSWRFS) for any requirements. Applications to undertake hazard reduction will be assessed by the NSWRFS.
17. Guidelines for hazard reduction include:
    - As far as possible, the frequency, time of year and intensity of any hazard reduction burning in native vegetation is to approximate the natural regime.
    - Periodic weed monitoring and control shall be undertaken after bushfires and hazard reduction burning, and appropriate action taken as necessary.
    - All Asset Protection Zones shall be provided within the boundary of the subject land. National Parks, Crown Reserves, water catchments, easements, Council managed reserves and riparian corridors shall not be considered as part of Asset Protection Zones.

6. Water Cycle Management

Applies to

This section applies to all developments, which involve additional buildings or hard surface areas.

It does not involve on site disposal of sewage. Refer to Section 15 – On Site Sewage Disposal.

Background

Stormwater has the potential to cause loss of life, serious property damage, erosion and sedimentation. The management of stormwater is however part of a larger management of the water cycle. This management not only includes managing stormwater events, the quality of rainwater runoff, erosion and sedimentation but also the use of rainwater to supplement reticulated water supplies. The management of the water cycle has its impacts on the design of developments.

Objectives

a) To ensure that there is no adverse impact from stormwater runoff on downstream properties as a result of development in the catchment for all storm events up to and including a 100-year ARI event.

b) To collect and use rainwater from roof tops to reduce town water consumption.

c) To ensure adequate drainage is provided for developments.

d) To protect properties from localised flooding.

e) To prevent contaminated run-off from entering watercourses.

f) To minimise erosion and reduce the volume of waste water entering waterways.

g) To minimise sedimentation and pollution in waterways and drainage systems.

h) To maintain and enhance the quality of natural water bodies such as creeks, rivers and groundwater.

i) To reduce cost of providing and maintaining water infrastructure.

~~h)~~

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6.1 Gravity Drainage to Council's drainage system

Applies to

This sub-section applies to development, which drains to a drainage system constructed by or on behalf of Council. This includes drainage to the pipe system, constructed drains, detention basins and constructed swales.

Controls

Stormwater runoff shall be connected to Council's drainage system by gravity means. Mechanical means (i.e. pump) for disposal of stormwater runoff will not be permitted except for basement car parks. Charged systems will not be permitted.

Pumped stormwater including seepage water from basement carpark shall be disposed by providing appropriate infiltration system within the site or shall be connected to the nearest stormwater pit. Pumped water is not permitted to connect to kerb of the street.

Easements to drain stormwater

1. The acquisition of drainage easements over downstream properties will be required where direct access is not possible to Council's drainage system (i.e. street kerb and gutter, piped system or open channels and watercourses).
2. All costs associated with the value of land and easement creation are to be borne by the developer.
3. Written consent for the piping and acquisition of an easement is to be obtained from adjoining owners and provided to Council at the time of lodging the Development Application. Inability to provide a gravity stormwater drainage system and easement to drain water in favour of the development site will prevent the granting of Development Consent. Creation of easement(s) shall be completed prior to the issue of the Construction Certificate.
4. Where negotiations between a developer and a downstream property owner have failed to obtain an easement, an easement may be granted via the Land and Environment Court.
5. Exception to acquiring an easement may be given for sites that do not drain to the street, only where extensions to an existing residential building or replacement of an existing house or dual occupancy is proposed, and genuine attempts at acquiring a downstream easement have failed. Written documentation of these attempts, including reasonable financial consideration, must be included for any application for exemption. If an exception is granted an alternative drainage system may be considered by Council.

Stormwater Drainage Concept Plan (SDCP)

For developments that require construction of stormwater drainage, a SDCP shall be submitted with the Development Application demonstrating the feasibility of the proposed drainage system within the site and connection to Council's system. Early consultation between engineers and architects is required to reduce possible conflicts in the final plan.

Visual impact

All drainage structures and storage areas are to be designed to be visually unobtrusive and sympathetic with the environment. This requirement is necessary to help ensure that future occupants do not adjust or remove facilities for aesthetic reasons without understanding the functional impact of such actions.

Surface flow Paths

1. Surface flow paths, including the provision of an emergency overflow to cater for blockage of the system or flows in excess of the 100-year ARI storm flow must be provided.
2. The flow route must be capable of carrying the flows generated by a 100-year ARI storm with a freeboard of 300mm to the adjacent habitable floor levels of the development site and adjoining properties.
3. Development must not cause any adverse impact on adjoining or any other properties. This includes maintaining surface flow paths and not increasing water levels in these flow paths. Diverting flows from one catchment to another will not be permitted.

Runoff from adjacent properties

Surface runoff from upstream properties shall not be allowed to enter OSD systems. On Site Detention systems must not be located in overland flow paths, which convey catchment flows through the site.

Floor and Ground Levels

All habitable floor levels are to be a minimum of 300mm and garage/non habitable floor levels to be a minimum of 150mm above the maximum design storage water surface level and flow path levels.

On-Site Stormwater Detention

1. On-Site Detention (OSD) systems provide temporary storage of stormwater runoff from developments and restrict discharge from the site at a rate which council's existing drainage system is capable of accommodating.
2. OSD may only be used where:
   - The existing or proposed stormwater pipe system that is unable to cater for the increase in discharge due to development.
   - The development will involve an increase in impervious area on the site.
   - It is intended to connect stormwater directly to the street kerb and gutter only and the discharge exceeds 20 litres per second for the 10-year ARI.
3. OSD will not be required where:
   - The increased discharge for all storms up to and including a 100-year ARI can be accommodated by the existing stormwater pipe system.
   - A building addition or internal alteration is within the footprint (plan area) of the existing building.
   - The additional impervious surfaces (e.g. roof, driveway, paving) total is less than 30sqm in plan area. (NOTE: the designer is advised to confirm with council engineer first to ensure the cumulative total of previous and future additions still remain less than 30sqm, otherwise OSD will apply).
   - The sub-division of an existing development does not change the buildings or the impervious areas of the site.
   - Sites substantially inundated by flooding.
   - The development contributes funds to a major basin strategy that mitigates the impact of the increased impervious area and there are no other local drainage issues requiring OSD.
4. Calculations shall account for the total development site area.

Refer to Council's *On Site Stormwater Detention Policy and Design Specification*.

6.2 Gravity drainage to a creek system

Applies to

This sub-section applies to development, which drains to a natural creek or river. It does not apply to development, which drains to a constructed swale or other similar drainage work.

Controls

All buildings shall be setback a minimum of 40m from the top of the bank of a creek or river, subject limitations imposed by flooding or Foreshore Building Lines.

Nutrient loading/effluent

Depending on the proposed use there may be a need to provide a permanent water quality basin to minimise any contaminated runoff.

Erosion protection of creek banks

All outlet structures discharging to a creek system shall provide scour protection and energy dissipaters.

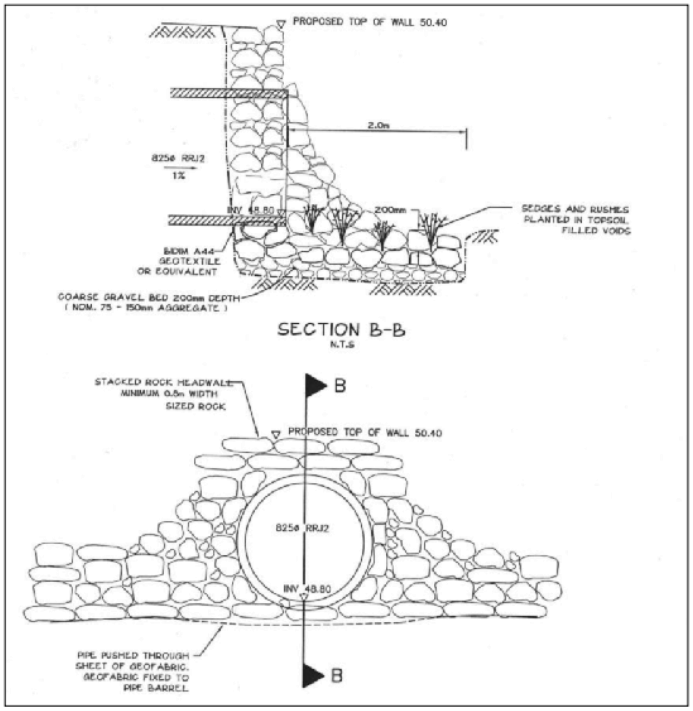

Figure 3 Discharging to a creek system

For more information on water cycle management please refer to *Council's Stormwater Design Specification*.

6.3 Gross Pollutant Traps

Applies to

This sub-section applies to:

a) Development on land within a Business or Industrial zone.

b) Development on private land that includes the construction of car parks or other significant impervious areas where there is a potential for the generation of gross pollutants.

c) Locations where gross pollutant traps are required elsewhere in this DCP

Background

Stormwater runoff has the potential to mobilise significant quantities of gross pollutants or sediment from a development and deposit this pollution in local waterways. This pollution can significantly impact on waterways in terms of aesthetics, damaging plants, destroying the environment / habitats and introducing chemical water quality pollutants.

Objectives

a) To prevent the transportation of gross pollutants and sediment from a site by stormwater runoff during the operational stages of a development.

b) To install gross pollutant traps or utilise equivalent water sensitive urban design treatment train prior to discharge of stormwater from a site.

c) To require developments to capture or prevent the generation of gross pollutants and sediment on site and at their own cost.

d) Ensure that any gross pollutant traps on Council land are installed in accordance with a master plan or water cycle management plan to the satisfaction of Council.

Controls

1. A minimum of one gross pollutant trap shall be required between the last downstream stormwater pit or pollution source and prior to discharge from the site.
2. Gross pollutant traps shall not be located within the banks of watercourses or within riparian zones.
3. Where a valve is required to isolate a site during a pollution spill, consideration shall be given to the location of the valve in relation to gross pollutant traps.
4. The design of the gross pollutant trap shall comply with Council's drainage design specifications.
5. Details of the proposed gross pollutant trapping system, performance and compliance with Council's drainage design specifications shall be included in the Stormwater Drainage Concept Plan.

Note: The impact of the device and cleaning activities on adjacent areas shall be considered.

6.4 Stormwater Runoff Quality

Applies to

This sub-section applies to residential development on sites up to 2000sqm, except for development applications for single dwelling houses and dual occupancy housing.

Background

Waterbodies in urban or agricultural areas usually, suffer from decreased water quality. This adversely impacts on the biodiversity of the waterbody and the use of watercourses by humans.

Objectives

a) To ensure that stormwater runoff is of suitable quality to protect the aquatic ecosystems of waterbodies within Liverpool and downstream receiving catchments.

b) To protect the aquatic environment of the Georges River catchment and the Hawkesbury Nepean River catchment.

c) To maintain and enhance freshwater and estuarine ecosystems, including biodiversity, relative abundance and ecological processes.

Controls

1. The post development stormwater runoff quality shall be improved to achieve the following reduction targets when compared to pre development levels:
   - 45% reduction in the baseline annual pollutant load of total nitrogen (TN);
   - 65% reduction in the baseline annual pollutant load of total phosphorus (TP);
   - 85% reduction in the baseline annual pollutant load of total suspended solids (TSS); and
   - 90% reduction in the baseline annual pollutant load of litter and vegetation larger than 5mm, through provision of GPT.

~~1. The post development water quality shall be reduced to the following targets when compared to pre development water quality:~~
- ~~45% reduction in the mean annual load of total nitrogen.~~
- ~~45% reduction in the mean annual load of total phosphorus.~~
- ~~80% reduction in the mean annual load of total suspended solids.~~

~~2.~~1. In the case of areas were council has adopted a master plan or in Part 2 specifying water quality targets, the requirements of those documents shall be utilised in preference to the targets listed above.

~~3.~~2. In the case of green field developments where Council has not adopted a master plan or is not included in Part 2 of the DCP specifying water quality targets the above targets shall be utilised by comparing post development water quality with that of a conventional stormwater drainage design without water quality treatment for an urbanised development.

6.5 Stormwater Quality Management

Applies to

This sub-section applies to the following development applications.

a) Residential development greater than 2,000sqm;

b) Commercial, retail, industrial, and / or mixed use development involving new or additional gross floor area of greater than 100sqm; and

c) Any development that involves the construction or designation of 10 or more uncovered car parking spaces.

Background

The Liverpool Local Government Area (LGA) is traversed by two major river systems, the Georges River and the Nepean River, and many of their tributary creeks and waterways systems. Waterways are under pressure from past and ongoing developments, catchment disturbance and hydrological modification, land use transformation and large-scale vegetation changes. Stormwater runoff has the potential to mobilise significant quantities of gross pollutants and sediments as well as nutrients from a development site and dispose into the local waterways. These

pollutants will have significant adverse impact on the aesthetics and ecological health of waterways and the riparian corridor.

In June 2016, Council adopted the Water Management Policy that aims to integrate and coordinate Council's water management initiatives to achieve its strategic target to improve ecological health of all waterways within the LGA. The Policy seeks to provide a proactive response to the development pressures and aims to protect the aquatic ecosystems, the water resources and minimise the impacts of urban development to the urban water cycle through the necessary improvements to the quality of stormwater discharged to the waterways.

The Policy requires the design and construction of water quality improvement devices considering a sequence of water quality treatment train to effectively improve water quality to desirable level while also offering substantial short and long-term ecological, environmental, and economic benefits. The water quality treatment train generally comprises of gross pollutant traps (GPT), bio retention basins, bio swales and raingardens.

The GPTs provide the primary treatment to stormwater runoff that use physical processes to capture and retain gross pollutants such as litter and coarse sediment from stormwater runoff. The fine sediments are removed and chemical pollutants are treated through the provisions of bio swales, raingardens and bio retention basins.

Objectives

The objectives of the stormwater quality management DCP provision is to provide necessary control to set standards for post development stormwater runoff in a way that:

a) Ensures a holistic and coordinated catchment based approach across all areas of Council in managing water;

b) Enables achievement of Council's water quality targets for its major creeks and rivers;

c) Ensures that stormwater runoff is of suitable quality to protect the aquatic ecosystems of receiving waterbodies and downstream catchments;

d) Harvest rainwater and urban stormwater run-off for use where appropriate;

e) Maintains and enhances freshwater and estuarine ecosystems, including biodiversity, relative abundance and ecological processes;

f) Control hydrological impacts of development on receiving surface and ground water systems by controlling the frequency, magnitude and duration of flows to preserve, as far as practicable, pre-development groundwater and surface water regimes and interactions; and

g) Promotes community participation to encourage source control to reduce pollutants reaching its major creeks and rivers.

Controls

1. The post development stormwater runoff quality shall be improved to achieve the following reduction targets when compared to pre development levels:
   - 45% reduction in the baseline annual pollutant load of total nitrogen (TN);
   - 65% reduction in the baseline annual pollutant load of total phosphorus (TP);
   - 85% reduction in the baseline annual pollutant load of total suspended solids (TSS); and
   - 90% reduction in the baseline annual pollutant load of litter and vegetation larger than 5mm, through provision of GPT.

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2. Developments that this subsection applies to, including residential development of land area greater than 2,000m^2, are to submit a stormwater quality management assessment demonstrating that necessary water quality improvement targets are achieved.

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The stormwater quality management assessment is to be prepared by suitably qualified professionals with experience in water sensitive urban design (WSUD). Water quality modelling is to be undertaken with the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) model in accordance with the Liverpool City Council WSUD Technical Guideline.

The documentation ~~required to be~~ submitted ~~include~~ is required to meet the following requirements:

a) Water quality treatment works shall be designed using MUSIC modelling software and the water quality treatment system performance shall be verified using Council's MUSIC link.

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~~b) Details of MUSIC modelling, with the MUSIC parameters and assumptions.~~

~~c) Copy of the MUSIC model used for the assessment~~

~~d)~~b) Plans showing details of the water quality treatment devices including gross pollutant traps (GPT), bio-retention basins, bio swales and rain gardens.

~~e)~~c) Analysis showing the least present value cost option is considered through the lifecycle cost assessment of all possible alternative options. The lifecycle cost assessment shall consider capital cost and ongoing operation and maintenance cost of the treatment system for minimum of 20 years.

6.6 Sewage Treatment Plant

Objectives

a) To ensure that development near the sewage treatment plant does not encroach on the buffer zoning.

Controls

1. Development within 400m of the Scrivener Street Sewage Treatment Plant needs to be referred to Sydney Water for assessment.

6.7 Environmental Flows

Applies to

This sub-section applies to all development except for development applications for dwelling houses, semi detached dwellings, attached dwellings and dual occupancy housing.

Background

Urbanisation of catchments can increase the frequency and size of smaller stormwater runoff events. This has a significant impact on channel morphology, bed and bank stability as well as significantly influencing aquatic ecosystems. Furthermore, excessive harvesting of stormwater may reduce the water available to support aquatic ecosystems.

Objectives

a) To ensure that development does not adversely impact on flow patterns from that of a natural undeveloped catchment.

b) Prevent bed and bank erosion and instability of waterways.

c) Provide sufficient environmental flows to support aquatic environments and ecological processes.

Controls

1. The peak runoff for the 1-year ARI post development does not exceed that of an undeveloped catchment.
2. The peak runoff for the 1-year ARI post development is not less than 50% from that of an undeveloped catchment.

6.8 Water Conservation

Applies to

This section applies to all development involving the use of water.

Background

Building design can contribute to environmental sustainability by integrating measures for improved water quality and efficiency of use. Water can be conserved in a number of ways, including; reducing water demand from the mains and re-using water, which would otherwise be lost as run off or waste water.

By integrating water use efficiency, water collection and water reuse measures into building and associated infrastructure design development can contribute to environmentally sustainable outcomes.

All mains water is treated to drinking water standard. However, only about 1% of domestic water consumption is actually used for drinking.

Uses such as toilet flushing, laundry and outdoor uses do not require water to be treated to such a high standard. Such uses can be satisfactorily supplied using rainwater collected from roofs and stored in tanks. Benefits include significant water cost savings and substantial reductions in stormwater discharges.

Objectives

a) To reduce per-capita mains consumption of potable water.

b) To harvest rainwater and urban stormwater runoff for use.

c) To reduce wastewater discharge.

d) To capture, treat and reuse wastewater where appropriate.

e) To safeguard the environment by improving the quality of water run-off.

f) To ensure infrastructure design is complementary to current and future water use.

Controls

Residential

New dwellings, including a residential component within a mixed-use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with *State Environmental Planning Policy – Building Sustainability Index (BASIX)*.

Non-Residential

1. A comprehensive Water Management Plan must be submitted with all non-residential development to address the following criteria.
2. Installed water fixtures (shower heads, taps, toilets, urinals, etc) must be Wells 3 Star or better rated.
3. Installed appliances (dishwashers, clothes washers etc) are to be Wells 3 Star or better rated with respect to water use efficiency. Demonstrate, if necessary, how these requirements will be achieved for replacement appliances, appliances not installed at construction, or bought in by occupants following construction.

4. Install stormwater runoff control, capture and reuse, including water quality management in accordance with Council guidelines.
5. Select water efficient plants and/or, indigenous vegetation for landscape in accordance with Council's recommendations.
6. Use non-potable water for watering gardens and landscape features.
7. For development of more than $1 million construction cost, consideration of separate pipe-work for the utilisation of recycled stormwater for non-potable purposes should be considered.
8. Submit operating details for swimming pools and water features including filling, draining and maintenance activities. Covers must be included in the building design and operational aspects of swimming pool installations.
9. Any development that contains a rainwater tank must satisfy the following criteria:
   - Rainwater is to be sourced only from roof structures via a tank storage system, the tank capacity, or combined tank capacity, must be at least 5,000L.
   - Tanks may be connected to toilets and garden/outdoor taps (the common tanks in residential flat buildings are to be connected to common outdoor taps only).
   - Tanks may be connected to laundry taps with suitable filters, the system is to be fitted with an effective first flush device for removing roof surface contamination.
   - The system must contain a facility for periodic desludging.
   - Tanks must be connected to main water to top them up during times of low rainfall with supplemental inflow not taking places until the tank is 80% empty.
   - Alternatives to the above water savings methods can be presented to Council and they will be assessed on merit.

7. Development near a Watercourse

Applies to

This section applies to:

a) Development within 40m of a watercourse, creek or river except where separated from the watercourse, creek or river by land in an
   - RE1 – Public Recreation zone ,
   - E2 – Environmental Conservation zone,
   - E3 – Environmental Management zone or
   - W1 – Natural Waterways zone.

b) Development that may impact upon, bed, banks or stream flow of a watercourse.

c) Development, which involves removal of riparian vegetation.

Background

Waterfront areas are often compromised due to lack of awareness and planning resulting in degradation of their environmental value.

Waterfront areas, including riparian zones represent the interface between land and watercourses. These areas are continually under threat from development pressures. These pressures have the potential to trigger the following impacts:

- Increases in sedimentation;
- Modification of flow regimes;
- Destruction of riparian vegetation;
- Visual impacts;
- Bank instability;
- Loss of biodiversity through destruction of habitat.

Waterfront areas are significant in ensuring protection of the aquatic environment through their role in acting as a bio-filter to reduce polluted surface runoff, excessive sedimentation and erosion. Therefore it is important to ensure that adequate controls are in place to maintain and enhance the environmental significance of these areas.

Objectives

a) To protect, restore and maintain ecological processes, natural systems and biodiversity in wetlands and waterfront areas.

b) To maintain watercourse bed and bank stability.

c) To minimise sedimentation and pollution of watercourses and wetlands.

d) Ensure conservation and long term maintenance of existing native vegetation in waterfront areas.

e) To maintain lateral connectivity between waterways and riparian vegetation.

f) To protect the visual amenity of the water and land interface.

Controls

1. If any works are proposed near a water course, the Water Management Act 2000 may apply, and you may be required to seek controlled activity approval from the NSW Office of Water. Please consult with the NSW Office of Water regarding your proposal. Section 4 Bushland and Fauna Habitat Preservation of this DCP should also be addressed when pertinent.

8. Erosion and Sediment Control

Applies to

This section applies to all development, which may involve:

a) Clearing, levelling, shaping, excavation of the existing soil surface and or vegetation on any site or the placement of any material stockpiles on that site;

b) Placement of any fill upon a site; and

c) Changes in the rate and or volume or course of runoff entering a waterbody, or overland flow.

Background

The excavation of land removes ground cover and often results in stockpiling of loose soil. This has the potential to create erosion of soils on site and sedimentation downstream from a development site. The sedimentation can result not just on adjoining land or streets but on creek and river systems quite some distance away. The impact on the ecosystem of creeks and rivers can be very significant.

Objectives

a) To avoid soil erosion through the use of effective erosion and sediment control measures both during and following any works.

b) To reduce pollution by avoiding land degradation and disturbance of vegetation on site, hence reducing pollution impact to downstream areas and receiving waters and their ecosystem.

c) To minimise costs involved in unblocking drains and water bodies, cleaning of roads and compensating for the loss of topsoil through improved sedimentation and erosion control.

d) To improve water quality by reducing sedimentation.

Controls

1. The development application shall be accompanied by either a Soil and Water Management Plan (SWMP) or an Erosion and Sediment Control Plan (ESCP) as shown in Table 1.

Table 1 Plans for stormwater soils management

Plan Required	Area of Disturbance
ESCP	Up to 2,500sqm
SWMP	Greater than 2,500sqm and/or where development consent is required.

2. These plans shall be prepared in accordance with *Managing Urban Stormwater Soils and Construction,* also known as the *Blue Book* (current edition) produced by the *NSW Department of Housing*. The plans should form part of the engineering design drawings and be documented in the construction plans.

3. The SWMP and ESCP are to include the following:

- A set of plans drawn to scale which show the layout of appropriate sedimentation and erosion control in accordance with the requirements of this DCP;
- Outline of appropriate sedimentation and erosion control measures;
- Proposed control of erosion and sedimentation shall be prepared by referencing and incorporating the requirements of Council's *Specification for Control of Erosion and Sedimentation*.

4. The matters to be considered in the preparation of SWMP and ESCP are detailed in the "Blue Book". These include but are not limited to:
   - Slope and soil characteristics.
   - Conservation of topsoil and consideration of ecologically sustainable principles and measures.
   - Location and details of proposed control measures.
   - Control of stockpiles and re-use of material on site.
   - All weather access to the site.
   - Location of existing vegetation and vegetation to be removed.
   - Proposed method of protection of vegetation.
   - Water bodies, dams and other drainage structures.
   - Soil and water implications.
   - Re-stabilisation/revegetation details.
   - Construction site location/disturbed area boundaries.
   - Clean up of downstream sedimentation resulting from breach of erosion and sedimentation controls.
   - Order of works based upon construction and stabilisation of all culverts and surface drainage works at the earliest practical stage.
   - Proposed time schedules for construction of structures and implementation of control measures and details of proposed maintenance, inspection and corrective action.
   - Where practical, all runoff from areas up slope is to be diverted away from the disturbed areas. Diverted stormwater should be discharged onto stable areas and should not be diverted into neighbouring properties unless written permission is obtained from the land owner(s). Avoid directing stormwater towards the site's access and egress.

8.1 Sediment Basins

Applies to

This sub-section applies to development, which involves the provision of a sediment basin.

Background

The conversion of a sediment basin into a permanent water feature would significantly disturb any flora or fauna in and around the basin. There would be a need to remove accumulated sediment. Typical issues with retaining sediment basins include:

a) Remobilisation of nutrients from sediment trapped during subdivision causing problems such as algal growth.

b) Inappropriate design features such as bank treatments causing public safety issues as well as promoting growth and propagation of weeds.

c) Inappropriate treatment train design promoting the accumulation of gross pollutants, weed infestation and algae growth.

Objectives

a) To ensure that temporary sediment basins are removed when no longer needed.

b) To ensure that temporary sediment basins are constructed in a way that there is no long-term adverse environmental impact.

Controls

1. A Sediment Basin shall not be retained as a permanent facility unless required by:
   - Part 2 of the DCP
   - Total Catchment Management Study
   - Floodplain Management Plan
2. A Sediment Basin shall not be located within core riparian areas, land in public ownership or land that is intended to be transferred to public ownership.
3. A Sediment Basin shall have no substantial impact on a natural water body or wetland.
4. A Sediment Basin shall be designed and managed to prevent the establishment of native fauna within the basin.
5. Any approval for the installation of a temporary basin must include approval for removal of that basin and site remediation.
6. Any approval for the installation of a temporary sediment basin must include a plan outlining actions to be undertaken for removal of the basin and a timeline for its removal.
7. Suitable fencing shall be installed and maintained to prevent persons from gaining access to the basin.

9. Flooding Risk

Applies to

This section applies to land identified as at or below the flood planning level.

Background

1. In 1984, the State Government introduced its current flood prone land policy applicable to New South Wales. The first Floodplain Development Manual was published in 1986, providing guidelines for the implementation of the government's flood prone land policy and the merit approach, which underpins its application. Revised guidelines were released in 2005 and are now embodied in the *Floodplain Development Manual, April 2005*. The revised *Floodplain Development Manual* continues to support the NSW Government's Flood Prone Land Policy. The primary objective of the policy is:

"To reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone property, and to reduce private and public losses resulting from floods, utilising ecologically positive methods wherever possible."

2. To achieve this objective the *Floodplain Development Manual* acknowledges a broad risk management hierarchy of:
   - Avoidance of flood risk;
   - Minimisation of flood risk using appropriate planning controls; and
   - Flood risk mitigation.
3. Flood risk mitigation is not always the preferred option, being costly and most likely to adversely affect the natural environment. Avoidance and minimisation of flood risk are the options most likely to be acceptable and are primarily reliant on land use planning and development control for implementation. These planning and development controls are reflected in this Section.
4. Local Government is the primary authority responsible for both flood risk management and land use planning in New South Wales. The NSW Government's flood policy provides for a flexible merit based approach to be followed by local government when dealing with planning, development and building matters on flood prone land. For Council to fully carry out its responsibilities for management of flood prone land, it is necessary to prepare local Floodplain Risk Management Plans.
5. The *Floodplain Development Manual* requires that Councils prepare Floodplain Risk Management Studies as a prelude to the formulation of a Floodplain Risk Management Plan that, among other things, would control development and other activity within the floodplain. This Section of the DCP is consistent with Council's and State Government's "Flood Prone Land Policy" and the *Floodplain Development Manual*.
6. This Section of the DCP is an application of the State Policy, which reflects local circumstances, as identified for some floodplains, through the preparation of Floodplain Risk Management Plans.

Objectives

a) To minimise the potential impact of development and other activity upon the aesthetic, recreational and ecological value of the waterway corridors.

b) To ensure essential services and land uses are planned in recognition of all potential floods.

c) To reduce the risk to human life and damage to property caused by flooding through controlling development on land affected by potential floods.

d) To ensure that the economic and social costs which may arise from damage to property due to flooding is minimised and is not greater than that which can be reasonably managed by the property owner and general community.

e) To limit developments with high sensitivity to flood risk (e.g. critical public utilities) to land with minimal risk from flooding.

f) To prevent intensification of inappropriate use of land within high flood risk areas or floodways.

g) To permit development with a lower sensitivity to the flood hazard to be located within the floodplain, subject to appropriate design and siting controls.

h) To ensure that development should not detrimentally increase the potential flood affectation on other development or properties either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain.

i) To ensure that development does not prejudice the economic viability of any Voluntary Acquisition Scheme.

9.1 Determining Relevant Controls

Controls

The controls vary depending on:

1. Sensitivity of a land use to flooding
2. Severity of flood impact on site
3. Specific Floodplain in which a site is located

Follow these steps determine the relevant controls.

Step 1. Identify Flood Risk Category (degree of flooding risk). See Section 9.2.

Step 2. Identify Land Use Risk Category. See Section 9.3.

Step 3. Identify relevant Floodplain. See Section 9.4.

Step 4. Identify relevant Floodplain Controls. See Section 9.5 and 9.6.

The following figure summarises this consideration process.

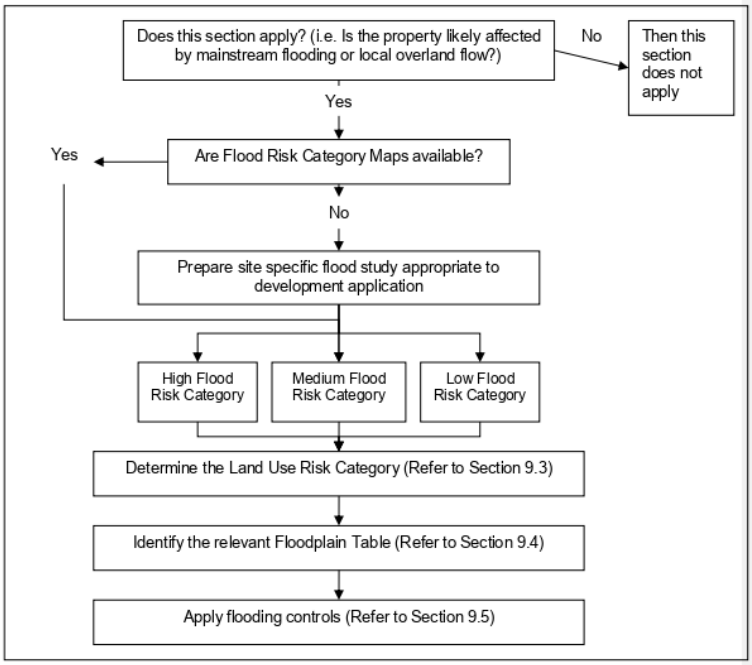


Figure 4 Flow chart for the determination of flood risk

9.2 Step 1 Identify the Flood Risk Category

Controls

1. Flood liable land is categorised according to the levels of potential flood risk as outlined below.

   High Flood Risk Category means land below the 1% AEP flood that is either subject to a high hydraulic hazard or where there are significant evacuation difficulties.

   Note: The high flood risk Category is where high flood damages potential risk to life evacuation problems would be anticipated or development would significantly and adversely affect flood behaviour. Most development should be restricted in this Category. In this Category there would be a significant risk of flood damages without compliance with flood related building and planning controls.

   Medium Flood Risk Category means land below the 1% AEP flood that is not subject to a high hydraulic hazard and where there are no significant evacuation difficulties.

Note: In this Category there would still be a significant risk of flood damage, but these damages can be minimised by the application of appropriate development controls.

Low Flood Risk Category means all other land within the floodplain (i.e. within the extent of the probable maximum flood) but not identified within either the High Flood Risk or the Medium Flood Risk Category.

Note: The Low Flood Risk Category is where the risk of damages is low for most land uses. The Low Flood Risk Category is that area above the 1% AEP flood and most land uses would be permitted within this Category.

No Flood Risk Mapping means that there has not yet been any risk Categories determined for this area.

Note: Flood Risk Category Maps are not available for all Flood Prone Land. Applicants may be required to undertake a flood study to determine the flood extent and Flood Risk Categories in order to apply appropriate controls required by this Development Control Plan.

2. Council has prepared flood risk mapping for the majority of the floodplains within the Liverpool LGA through a number of Floodplain Risk Management Studies and Plans adopted by Council and this information is available from Council.
3. It should be noted that the flood risk mapping prepared by Council has been developed at a broad scale for the purpose of undertaking Floodplain Risk Management Studies. This mapping is considered preliminary and can be subject to refinement as part of the assessment of individual proposals. Furthermore, works consistent with the flooding provisions of this DCP and acceptable to Council could be undertaken to alter the flood risk category of land.
4. If the peak flow rate of an overland flow path, during the 1% AEP flood, exceeds 5 cubic metres per second then the overland flow path shall be treated as mainstream flooding and the development controls for mainstream flooding shall be applied.

9.3 Step 2 Identify Land Use Risk Category

Land use is categorised into 8 Land Use Risk Categories according to the sensitivity of each land use to flooding. The definitions of each land use are based on the *Liverpool LEP 2008*, are categorised as follows.

Critical uses and Facilities

Community facility which may provide an important contribution to the notification or evacuation of the community during flood events

Hospitals

Residential care facility

Sensitive Uses and Facilities

Educational establishments

Schools

Hazardous or offensive industry or storage establishment

Liquid fuel depot

Seniors housing

Utility installations or Public utility undertakings (including generating works) undertakings which are essential to evacuation during periods of flood or if affected would unreasonably affect the ability of the community to return to normal activities after flood events

Telecommunications facility

Waste disposal land fill operation

Group home

Subdivision

Subdivision of land, which involves the creation of new allotments, with potential for further development

Residential

Attached dwelling
Backpackers' accommodation
Bed and breakfast premises
Boarding houses
Canal estate development
Caravan Park
Child care centre
Dual occupancy
Dwelling
Dwelling house
Exhibition home
Exhibition village
Family day care centre
Health consulting rooms
Home-based child care service
Home business
Home occupation
Hostel
Information and education facility
Moveable dwelling
Multi dwelling housing
Residential accommodation
Residential flat building
Rural workers' dwelling
Secondary dwelling
Semi-detached dwelling
Serviced apartments
Shop top housing
Utility installations or Public utility undertakings (other than critical utilities)
Tourist and visitor accommodation

Commercial or Industrial

- Agricultural produce industry
- Amusement Centre
- Animal boarding or training establishment
- Boat repair facility
- Boat shed
- Bulky goods premises
- Business premises
- Cemetery
- Charter and tourism boating facility
- Commercial port facility
- Crematorium
- Depot
- Electricity generating works
- Entertainment facility
- Freight transport facility
- Function Centre
- Funeral chapel
- Funeral home
- Heavy Industry
- Heliport
- Hotel accommodation
- Industry
- Kiosk
- Light Industry
- Materials recycling or recovery centre
- Medical centre
- Mortuary
- Neighbourhood shop
- Office premises
- Passenger transport terminal
- Place of public worship
- Public administration building
- Recreation facility (indoor)
- Recreation facility (major)
- Registered club
- Restaurant
- Retail premises
- Roadside stall
- Rural industry
- Sawmill or log processing works
- Service station
- Sex service premises
- Transport depot
- Take away food or drink premises
- Tank based aquaculture
- Truck depot
- Vehicle body repair workshop
- Vehicle repair station
- Vehicle showroom
- Veterinary hospital
- Warehouse or distribution centre

Recreation or Non-urban Uses

- Agriculture
- Aquaculture
- Dam
- Environmental facility
- Extractive industry
- Feedlot
- Helipads
- Horticulture
- Intensive livestock agriculture
- Landscape and garden supplies
- Marina
- Recreation facility (outdoor)
- Stock and sale yard
- Turf farming

Concessional Development

1. In the case of residential development:
   - An addition or alteration to an existing dwelling of not more than 30sqm or 10% (whichever is the lesser) of the habitable floor area which existed at 1 December 1987. (The date of adoption of the first *Liverpool City Council Floodplain Management Plan*); or
   - The construction of an outbuilding with a maximum floor area of 20sqm (or 50sqm for land zoned for non urban purposes); or
   - Rebuilding dwellings in a manner which substantially reduces the flood risk having regard to property damage and personal safety when compared to the existing building.
2. In the case of other development:
   - An addition to existing premises of not more than 10% of the floor area which existed at 1 December 1987. (The date of adoption of the first *Liverpool City Council Floodplain Management Plan*); or
   - Rebuilding of a development in a manner which substantially reduces the flood risk having regard to property damage and personal safety when compared to the existing development; or
   - A change of use, which does not increase flood risk having regard to property damage and personal safety; or
   - Subdivision that does not involve the creation of new allotments with potential for further development.

9.4 Step 3 Identify relevant Floodplain

Identify the relevant Floodplain on Figures 5 & 6.

9.5 Step 4 Identify relevant Floodplain Controls

1. Each floodplain area has two sets of controls. These are:
   - Mainstream Flooding Controls, identified in Tables 2 – 4 and Section 9.6.
   - Local Overland Flooding Controls, identified in Table 5.
2. Development on flood prone land will be required to comply with either or both of these.
3. An explanation of these controls is in Table 6.

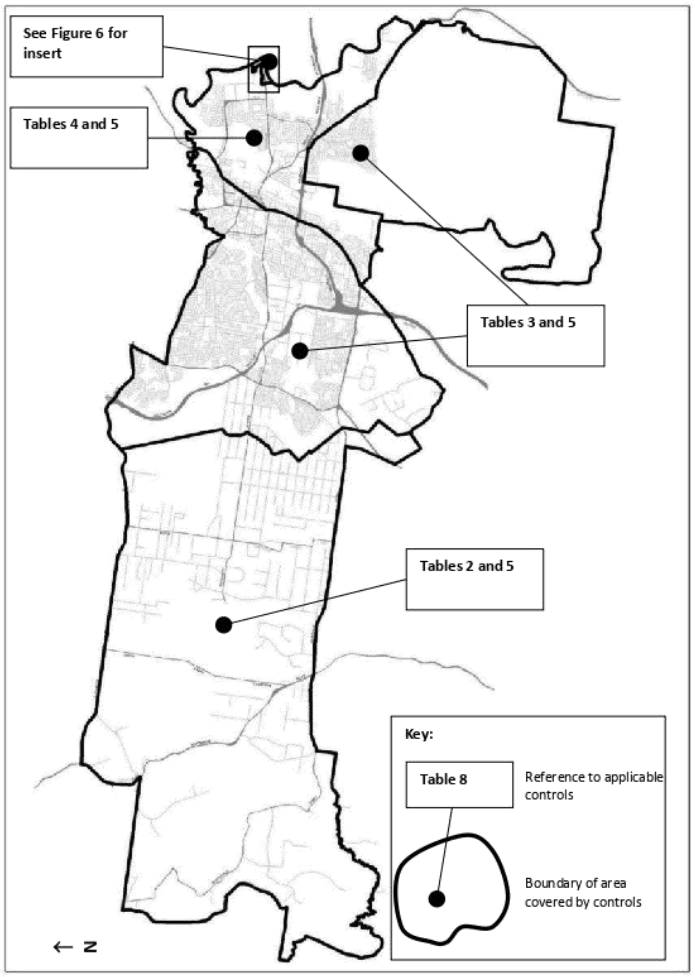


Figure 5 Map for identification of relevant floodplains

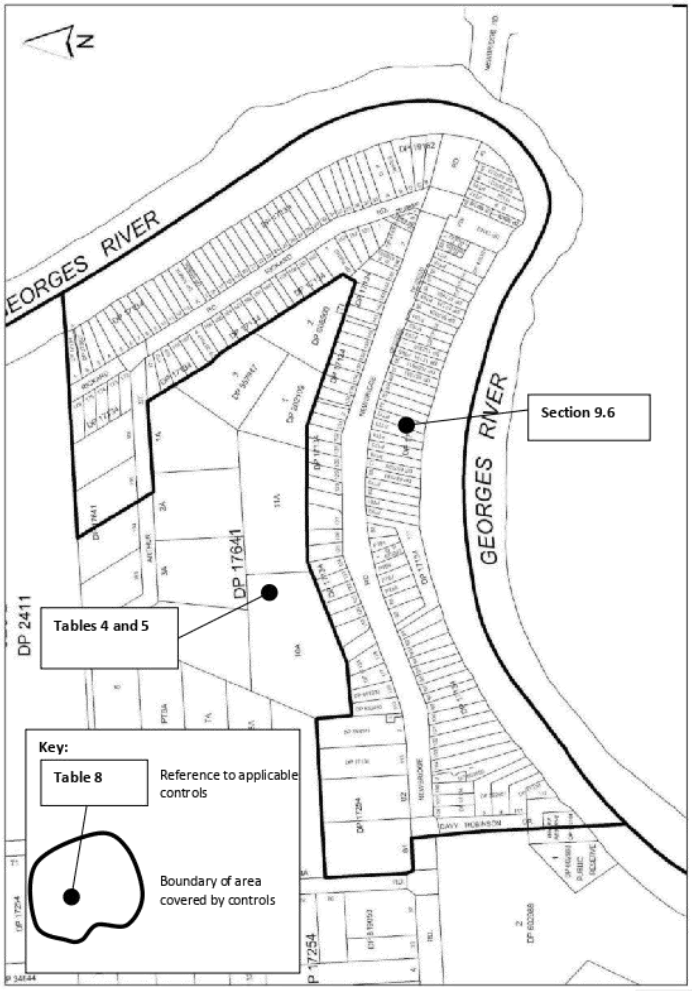


Figure 6 Moorebank Floodway

Table 2 Nepean River Floodplains (Includes South Ck, Kemps Ck, Bonds Ck and other tributaries of the Nepean River)

Flood Risk Category	Land Use Risk Category	Planning Controls							
		Floor Level	Building Components	Structural Soundness	Flood Effects	Car Parking & Driveway Access	Evacuation	Management & Design	Fencing
Low Flood Risk	Critical Uses & Facilities								
	Sensitive Uses & Facilities	12	4	4	2, 4, 5	2, 3, 6, 7, 8	2, 6, 8	4, 5	
	Subdivision				2, 4, 5			1, 6	
	Residential (++)	2, 6	3	3		2, 3, 6, 7, 8	2, 6		
	Commercial & Industrial	2, 6	3	3	2, 4, 5	2, 3, 6, 7, 8	1, 6	2, 3, 5	
	Tourist Related Development	1, 6, 15	3	3	2, 4, 5	2, 3, 6, 7, 8	2, 6	2, 3, 5	
	Recreation & Non-Urban	1, 9, 15	3	3		1, 5, 7, 8	6, 8	2, 3, 5	
	Concessional Development	14	3	3		1, 3, 5, 7, 8, 9	2, 6	2, 3, 5	
Medium Flood Risk	Critical Uses & Facilities								
	Sensitive Uses & Facilities								
	Subdivision				1, 4, 5			1	1, 2, 3
	Residential	2, 6, 15	3	1	2, 4, 5	2, 3, 6, 7, 8	2, 6		1, 2, 3
	Commercial & Industrial	2, 6, 15	3	1	2, 4, 5	2, 3, 6, 7, 8	1, 6	2, 3, 5	1, 2, 3
	Tourist Related Development	1, 6, 15	3	1	2, 4, 5	2, 3, 6, 7, 8	2, 6	2, 3, 5	1, 2, 3
	Recreation & Non-Urban	1, 9, 15	3	1	2, 4, 5	1, 5, 7, 8	6, 8	2, 3, 5	1, 2, 3
	Concessional Development	1, 14, 15	3	1	2, 4, 5	1, 3, 5, 7, 8, 9	2, 8	2, 3, 5	1, 2, 3
High Flood Risk	Critical Uses & Facilities								
	Sensitive Uses & Facilities								
	Subdivision								
	Residential								
	Commercial & Industrial								
	Tourist Related Development								
	Recreation & Non-Urban	1, 9, 15	3	1	1, 4, 5	1, 5, 7, 8	6, 8	2, 3, 5	1, 2, 3
	Concessional Development	1, 14, 15	3	1	1, 4, 5	1, 3, 5, 7, 8, 9	2, 6	2, 3, 5	1, 2, 3

Key:

Not Relevant

Unsuitable Land Use

1, 2, 3 — Control reference number relevant to the particular planning consideration. (see Table 6)

(++) Attached dwellings, Dwelling houses, dual occupancies, multi unit dwelling housing, residential flat buildings (not including development for the purpose of group homes or seniors housing), Secondary dwellings and Semi-detached dwellings are exempt from these controls.

Table 3 Cabramatta Creek and all other Floodplains (Includes Hinchinbrook Creek, Maxwells Creek, Brickmakers Creek, upper parts of Anzac Ck, and other tributaries)

Flood Risk Category	Land Use Risk Category	Planning Controls							
		Floor Level	Building Components	Structural Soundness	Flood Effects	Car Parking & Driveway Access	Evacuation	Management & Design	Fencing
Low Flood Risk	Critical Uses & Facilities								
	Sensitive Uses & Facilities	13	4	4	2, 4, 5	2, 3, 6, 7, 8	3, 6, 8	4, 5	
	Subdivision				2, 4, 5			1, 6	
	Residential (++)	2, 6	3	3		2, 3, 7	3, 6		
	Commercial & Industrial	2, 11, 15	3	3	2, 4, 5	2, 3, 6, 7, 8	(3 or 4), 6	2, 3, 5	
	Tourist Related Development	2, 6, 15	3	3	2, 4, 5	2, 3, 6, 7, 8	3, 6	2, 3, 5	
	Recreation & Non-Urban	2, 7	3	3	2, 4, 5	1, 5, 7, 8	6, 8	2, 3, 5	
	Concessional Development	14, 15	3	3	2, 4, 5	1, 7, 8, 9	3, 6	2, 3, 5	
Medium Flood Risk	Critical Uses & Facilities								
	Sensitive Uses & Facilities								
	Subdivision				1, 4, 5			1, 6	1, 2, 3
	Residential	2, 6, 15	3	1	2, 4, 5	2, 3, 6, 7, 8	3, 6		1, 2, 3
	Commercial & Industrial	11, 15	3	1	2, 4, 5	2, 3, 6, 7, 8	4, 6	2, 3, 5	1, 2, 3
	Tourist Related Development	2, 6, 15	3	1	2, 4, 5	2, 3, 6, 7, 8	3, 6	2, 3, 5	1, 2, 3
	Recreation & Non-Urban	2, 7	3	1	2, 4, 5	1, 5, 7, 8	6, 8	2, 3, 5	1, 2, 3
	Concessional Development	14, 15	3	1	2, 4, 5	1, 7, 8, 9	3, 8	2, 3, 5	1, 2, 3
High Flood Risk	Critical Uses & Facilities								
	Sensitive Uses & Facilities								
	Subdivision								
	Residential								
	Commercial & Industrial								
	Tourist Related Development								
	Recreation & Non-Urban	2, 7	3	1	1, 4, 5	1, 5, 7, 8	6, 8	2, 3, 5	1, 2, 3
	Concessional Development	14, 15	3	1	1, 4, 5	1, 7, 8, 9	3, 6	2, 3, 5	1, 2, 3

Key:

	Not Relevant
	Unsuitable Land Use
1, 2, 3	Control reference number relevant to the particular planning consideration. (see Table 6)
(++)	Attached dwellings, Dwelling houses, dual occupancies, multi unit dwelling housing, residential flat buildings (not including development for the purpose of group homes or seniors housing), Secondary dwellings and Semi-detached dwellings are exempt from these controls.

Table 4 Georges River Floodplain (Includes Harris Ck and Williams Ck, lower parts of Anzac Ck, but not Cabramatta Creek)

Flood Risk Category	Land Use Risk Category	Planning Controls							
		Floor Level	Building Components	Structural Soundness	Flood Effects	Car Parking & Driveway Access	Evacuation	Management & Design	Fencing
Low Flood Risk	Critical Uses & Facilities								
	Sensitive Uses & Facilities	13	4	4	2, 4, 5	2, 3, 6, 7, 8	6, 8, 9	2, 4	
	Subdivision				2, 4, 5			1	
	Residential (++)	2, 6	2	3	2, 4, 5	2, 3, 6, 7, 8	6, 9		
	Commercial & Industrial	4, 8, 15	2	3	2, 4, 5	2, 3, 6, 7, 8	(4 or 9), 6	2, 3, 5	
	Tourist Related Development	2, 6, 15	2	3	2, 4, 5	2, 3, 6, 7, 8	6, 9	2, 3, 5	
	Recreation & Non-Urban	2, 7	2	3	2, 4, 5	1, 5, 7, 8	6, 8	2, 3, 5	
	Concessional Development	14, 15	2	3	2, 4, 5	1, 7, 8, 9	6, 9	2, 3, 5	
Medium Flood Risk	Critical Uses & Facilities								
	Sensitive Uses & Facilities								
	Subdivision				1, 4, 5			1	1, 2, 3
	Residential	2, 6, 15	2	2	2, 4, 5	2, 3, 6, 7, 8	6, 9		1, 2, 3
	Commercial & Industrial	8, 4, 15	2	2	2, 4, 5	2, 3, 6, 7, 8	4, 6	2, 3, 5	1, 2, 3
	Tourist Related Development	2, 6, 15	2	2	2, 4, 5	2, 3, 6, 7, 8	6, 9	2, 3, 5	1, 2, 3
	Recreation & Non-Urban	2, 7	2	2	2, 4, 5	1, 5, 7, 8	6, 8	2, 3, 5	1, 2, 3
	Concessional Development	14, 15	2	2	2, 4, 5	1, 7, 8, 9	8, 9	2, 3, 5	1, 2, 3
High Flood Risk	Critical Uses & Facilities								
	Sensitive Uses & Facilities								
	Subdivision								
	Residential								
	Commercial & Industrial								
	Tourist Related Development								
	Recreation & Non-Urban	2, 7	2	2	1, 4, 5	1, 5, 7, 8	6, 8	2, 3, 5	1, 2, 3
	Concessional Development	14, 15	2	2	1, 4, 5	1, 7, 8, 9	6, 9	2, 3, 5	1, 2, 3

Key:

	Not Relevant
	Unsuitable Land Use
1, 2, 3	Control reference number relevant to the particular planning consideration. (see Table 6)
(++)	Attached dwellings, Dwelling houses, dual occupancies, multi unit dwelling housing, residential flat buildings (not including development for the purpose of group homes or seniors housing), Secondary dwellings and Semi-detached dwellings are exempt from these controls.

Table 5 Local Overland Flooding

Flood Risk Category	Land Use Risk Category	Planning Controls							
		Floor Level	Building Components	Structural Soundness	Flood Effects	Car Parking & Driveway Access	Evacuation	Management & Design	Fencing
Local Overland Flood Risk	Critical Uses & Facilities	13	4	5	3	4, 7, 8	7	3, 5	2, 4
	Sensitive Uses & Facilities	13	4	5	3	4, 7, 8	7	3, 5	2, 4
	Subdivision				3		5	1	2, 4
	Residential	3, 5	1	6	3	4, 7, 8	5		2, 4
	Commercial & Industrial	10	1	6	3	4, 7, 8	5	3, 5	2, 4
	Tourist Related Development	3, 5	1	6	3	4, 7, 8	5	3, 5	2, 4
	Recreation & Non-Urban	3, 5	1	6	3	4, 7, 8	5	3, 5	2, 4
	Concessional Development	14	1	6	3	4, 7, 8	5	3, 5	2, 4

Key:
Not Relevant
1, 2, 3 Control reference number relevant to the particular planning consideration.

Table 6 Explanation of Development Controls

Ref No	Controls
Floor level	
1	All floor levels to be as high as practical but not less than the 20% AEP flood level.
2	Non habitable floor levels to be as high as practical but no less than the 5% AEP flood level.
3	Non-habitable floor levels to be not less than the 1% AEP flood.
4	The level of Non-habitable and general Industrial floor areas to be as high as practical but not less than the 2% AEP flood. Where this is impractical for single lot developments within an existing developed area, the floor shall be as high as practical but no less than the 5% AEP flood.
5	Habitable floor levels to be equal to or greater than the 1% AEP flood level plus 300mm freeboard.
6	Habitable floor levels to be equal to or greater than the 1% AEP flood level plus 500mm freeboard.
7	Habitable floor levels to be no lower than the 1% AEP flood plus 500mm freeboard unless justified by site specific assessment.
8	Habitable and general commercial floor levels to be as high as practical but no lower than the 1% AEP flood plus 500mm freeboard unless justified by site specific assessment.
9	The level of habitable floor areas to be equal to or greater than the 1% AEP flood level plus 500mm freeboard. If this level is impractical a lower floor level may be considered provided the floor level is as high as possible but no less than the 5% AEP flood level.
10	All floor levels to be equal to or greater than the 1% AEP flood level plus 300mm freeboard. Freeboard may be reduced if justified by site specific assessment.
11	All floor levels to be no lower than the 1% AEP flood plus 500mm freeboard. Freeboard may be reduced if justified by site specific assessment.
12	All floor levels to be equal to or greater than the PMF level. If this level is impractical a lower floor level may be considered provided the floor level is as high as possible but no less than the 1% AEP flood level plus 500mm freeboard.

Ref No	Controls
13	Floor levels to be no lower than the PMF level unless justified by a site specific assessment.
14	Floor levels to be equal to or greater than the minimum requirements normally applicable to this type of development. Where this is not practical due to compatibility with the height of adjacent buildings, or compatibility with the floor level of existing buildings, or the need for access for persons with disabilities, a lower floor level may be considered. In these circumstances, the floor level is to be as high as practical, and, when undertaking alterations or additions no lower than the existing floor level.
15	A restriction is to be placed on the title of the land, pursuant to S.88B of the *Conveyancing Act*, where the lowest habitable floor area is elevated more than 1.5m above finished ground level, confirming that the undercroft area is not to be enclosed.
Building Components & Method	
1	All structures to have flood compatible building components below the 1% AEP flood level plus 300mm freeboard.
2	All structures to have flood compatible building components below the 1% AEP flood level plus 500mm freeboard.
3	All structures to have flood compatible building components below the 1% AEP flood level plus 500mm freeboard or a PMF if required to satisfy evacuation criteria (see below).
4	All structures to have flood compatible building components below the PMF level.
Structural Soundness	
1	Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 1% AEP flood plus 500mm freeboard or a PMF if required to satisfy evacuation criteria (see below). An engineer's report may be required.
2	Engineer's report to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 1% AEP flood plus 500mm freeboard.
3	Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 1% AEP flood plus 500mm freeboard.
4	Applicant to demonstrate that any structure can withstand the forces of floodwater, debris and buoyancy up to and including a PMF. An engineer's report may be required.
5	Applicant to demonstrate that any structure can withstand the forces of floodwater, debris and buoyancy up to and including a PMF.
6	Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 1% AEP flood plus 300mm freeboard.
Flood Effects	
1	Engineers report required to certify that the development will not increase flood effects elsewhere, having regard to: (I) loss of flood storage; (ii) changes in flood levels, flows and velocities caused by alterations to flood flows; and (iii) the cumulative impact of multiple similar developments in the floodplain.
2	The flood impact of the development to be considered to ensure that the development will not increase flood effects elsewhere, having regard to: (i) loss of flood storage; (ii) changes in flood levels and velocities caused by alterations to the flood conveyance; and (iii) the cumulative impact of multiple potential developments in the floodplain. An engineer's report may be required.
3	The flood impact of the development to be considered to ensure that the development will not increase flood affectation elsewhere having regard to changes in flood levels and velocities caused by alteration of conveyance of flood waters. An engineer's report may be required if Council considers a significant

Ref No	Controls
	affectation is likely. The unmitigated obstruction, concentration or diversion of overland flow paths to adjacent property shall not be permitted.
4	A floodway or boundary of significant flow may have been identified in this catchment. This area is the major conveyance area for floodwaters through the floodplain and any structures placed within it are likely to have a significant impact on flood behaviour. Within this area no structures other than concessional development, open type structures or small non habitable structures (not more than 30sqm) to support agricultural uses will normally be permitted. Development outside the Boundary of Significant flow may still increase flood effects elsewhere and therefore be unacceptable
5	Any filling within the 1% AEP flood will normally be considered unacceptable unless compensatory excavation is provided to ensure that there is no net loss of floodplain storage volume below the 1% AEP flood.
Car Parking and Driveway Access	
1	The minimum surface level of open car parking spaces, carports or garages, shall be as high as practical.
2	The minimum surface level of a car parking space, which is not enclosed (e.g. open car parking space or carport) shall be as high as practical, but no lower than the 5% AEP flood level or the level of the crest of the road at the highest point were the site can be accessed. In the case of garages, the minimum surface level shall be as high as practical, but no lower than the 5% AEP flood.
3	Garages capable of accommodating more than 3 vehicles on land zoned for urban purposes, or basement car parking, must be protected from inundation by floods equal to or greater than the 1% AEP flood plus 0.1m freeboard.
4	Basement car parking shall be protected from inundation by the 1% AEP flood.
5	The driveway providing access between the road and car parking space shall be as high as practical and generally rising in the egress direction.
6	The level of the driveway providing access between the road and car parking space shall be no lower than 0.3mbelow the 1% AEP flood or such that depth of inundation during a 1% AEP flood is not greater than either the depth at the road or the depth at the car parking space. A lesser standard may be accepted for single detached dwelling houses where it can be demonstrated that risk to human life would not be compromised.
7	Basement car parking or car parking areas accommodating more than 3 vehicles (other than on Rural zoned land) with a floor level below the 5% AEP flood or more than 0.8m below the 1% AEP flood level; shall have adequate warning systems, signage and exits.
8	Barriers to be provided to prevent floating vehicles leaving a site during a 1% AEP flood.
9	Driveway and car parking space levels shall be no lower than the minimum requirements normally applicable to this type of development. Where this is not practical, a lower level may be considered. In these circumstances, the level is to be as high as practical and, when undertaking alterations or additions no lower than the existing level.
Evacuation	
1	Reliable access for pedestrians required during a 1% AEP flood.
2	Reliable access for pedestrians or vehicles is required from the building, commencing at a minimum level equal to the lowest habitable floor level to an area of refuge above the PMF level, or a minimum of 20% of the habitable floor area is above the PMF.
3	Reliable access for pedestrians or vehicles is required from the building to an area of refuge above the PMF level, or a minimum of 20% of the habitable floor area is above the PMF
4	Reliable access for pedestrians or vehicles required during a 1% AEP flood to a publicly accessible location above the PMF.

Ref No	Controls
5	The evacuation requirements of the development during flooding shall be considered.
6	The development is to be consistent with any relevant flood evacuation strategy or similar plan.
7	The evacuation requirements of the development are to be considered up to the PMF level.
8	The evacuation requirements of the development are to be considered. An engineer's report will be required if circumstances are possible where the evacuation of persons might not be achieved within the effective warning time.
9	Adequate flood warning is available to allow safe and orderly evacuation without increased reliance upon the SES or other authorised emergency services personnel.
Management and Design	
1	Applicant to demonstrate that potential development as a consequence of a subdivision proposal can be undertaken in accordance with this DCP.
2	Site Emergency Response Flood Plan required where floor levels are below the design floor level, (except for single dwelling-houses).
3	Applicant to demonstrate that area is available to store goods above the 1% AEP flood level plus 500mmfreeboard.
4	Applicant to demonstrate that area is available to store goods above the PMF level.
5	No storage of materials below the design floor level which may cause pollution or be potentially hazardous during any flood.
6	Finished land levels in new release areas shall be not less than the 1% AEP flood unless justified by site specific assessment. A surveyor's certificate will be required upon completion certifying that the final levels are not less than the required level.
Fencing	
1	Fencing within a High Flood Risk area, Boundary of Significant Flow or floodway will not be permitted except for permeable open type fences.
2	Fencing is to be constructed in a manner that does not obstruct the flow of floodwaters so as to have an adverse impact on flooding.
3	Fencing shall be constructed to withstand the forces of floodwaters or collapse in a controlled manner so as not to obstruct the flow of water, become unsafe during times of flood or become moving debris.
4	Fencing shall be constructed to withstand the forces of floodwaters.

9.6 Controls Applicable to the Moorebank Floodway

1. Notwithstanding any other provision where a property is identified within the Moorebank Voluntary Acquisition Scheme area, Council will only consent to further development as noted in Table 7.

Table 7 Controls applicable to the Moorebank Floodway

	Control
Development	Development is only for minor works such as small awnings over existing first floor balconies or in-ground swimming pools
	The capital investment shall not materially increase the acquisition costs of the property.

Council will not permit any type of development which would be inconsistent with the objective of discouraging further development in areas of high risk and with Council's commitment to the Moorebank Voluntary Acquisition Scheme.

10. Contaminated Land Risk

Applies to

This section applies to:

a) Land that is identified as being potentially or actually contaminated in accordance with the relevant guidelines.

b) Land which has past or current land use of the following:

Agricultural/ horticultural activities

Airports

Asbestos production/disposal

Batteries manufacture and recycling

Chemicals such as use or manufacture of acid/alkali products, adhesives/ resins, dyes, explosives, fertiliser, flocculants, foam production, fungicides, herbicides, paints, pesticides, pharmaceuticals, Service stations and fuel storage facilities

Defence work

Drum reconditioning

Dry cleaning

Electrical

Engine works such as mechanics and air conditioning repairers

Foundries

Gas works

Iron and steel works

Landfill sites

Marinas

Metal treatments

Mining and extractive industries

Photography, rubber manufacture and solvents

Power stations

Printing shops

Railway yards

Scrap yards

Sheep and cattle dips

Smelting and refineries

Tanning and associated trades

Water and sewage treatment plants

Wood preservation

Background

Land contamination is most often the result of past uses. It can arise from activities that took place on or adjacent to a site and be the result of improper chemical handling or disposal practices, or accidental spillages or leakages of chemicals during manufacturing or storage. Activities not directly related to the site may also cause contamination; for example, from diffuse sources such as polluted groundwater migrating under a site or dust settling out from industrial emissions.

The impacts of land contamination can include increased risk to human health, detrimental effects on the biophysical environment and adverse impacts on the safety of existing and new structures. A decision will need to be made as to whether the land should be remediated, or its use of the land restricted, in order to reduce the risk.

Objectives

a) To identify the presence of contamination at an early stage of the development process and to manage the issues of land contamination to ensure protection of the environment and that of human health is maintained.

b) Ensure that proposed developments or changes of land use will not increase the risk to human health or the environment;

c) Avoid inappropriate restrictions on land use;

d) Ensure that all stakeholders are aware of their responsibilities for the ongoing management of contaminated land.

Controls

Preliminary Contamination Investigation

If the initial evaluation by Council finds insufficient information available, or sufficient information is available, which indicates that contamination is an issue for the site, a Preliminary Contamination Investigation (Stage 1) shall be undertaken.

Detailed Contamination Investigation

If the Preliminary Site Contamination Investigation (Stage 1) indicates a potential for contamination and that the land may not be suitable for the proposed use, a Detailed Contamination Investigation (Stage 2) shall be undertaken.

Remedial Action Plan

1. If the Detailed Contamination Investigation (Stage 2) indicates that the site is not suitable for the proposed use a Remedial Action Plan shall be prepared.
2. If the Remedial Action Plan proposes to undertake Category 1 Remediation:
   - Additional consent may be required. Council shall be consulted for a determination on the appropriate course of action that is whether an additional development application is required.
   - Approval of the application shall be subject to satisfactory remediation. A notice of completion of Category 1 Remediation works shall be provided to Council within thirty (30) days of completion of the works.
   - A validation and/or monitoring report shall be prepared and approved by Council prior to works commencing.
   - A Site Audit Statement may be requested by Council to be prepared and submitted to Council.
3. If the Remedial Action Plan proposes to undertake Category 2 Remediation, Council shall be notified within 30 days upon commencement and completion of remedial works. Documentation associated with or in support of the Remedial Action Plan shall be submitted to Council.
4. Any remedial works shall be undertaken in accordance with the Remedial Action Plan.

5. Any investigations, Remedial Action Plans or reports shall be undertaken or prepared by an appropriately qualified professional with experience in preliminary and detailed investigations, the preparation of Remedial Action Plans as well as validation and/or monitoring reports for contaminated lands.

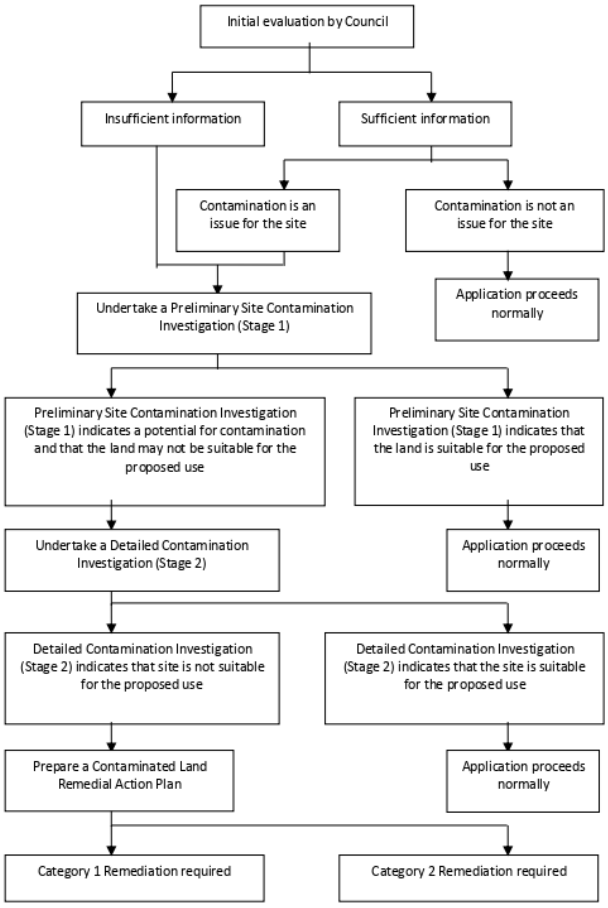


Figure 7 Model for Contaminated Lands Investigation and Management Strategies that should be undertaken. (Adapted from Managing Contaminated Lands, 1998)

11. Salinity Risk

Applies to

This section applies to all development, which:

a) Is located in an area coloured yellow, orange or red on State Government issued salinity potential maps or

b) Is in existing or proposed urban areas that may affect the processes of salinisation. or

c) Involves lands affected by groundwater salinity.

Background

Salinity is the accumulation of salt in the soil and is one of the major issues facing the NSW landscape. The problem affects both urban and rural landscapes. While salt occurs naturally in our landscape, activities such as land clearing and inefficient water use can exacerbate the problem. This impacts on soil, native vegetation, biodiversity, crops and water quality.

The four main types of salinity are:

1. Dryland: This involves the build up of salts in the soil surface and groundwater in non-irrigated areas.
2. Irrigation: This involves the rise in saline groundwater and the build up of salt in the soil surface in irrigated areas.
3. Industrial: Effluent from rural villages, intensive agriculture and rural industry can contain high levels of salt.
4. Urban: This is mainly caused by rising groundwater bringing salts to the land surface. Towns are often located in areas prone to salinity (such as plains, valleys, or at the foot of a ridge). Urban development can lead to localised salinity because of clearing of native vegetation, over-watering of gardens, parks and sporting fields, water leaking from pipes, drains and tanks, seepage from sullage pits and blocking or changing natural drainage paths (such as by building roads).

Salinity can cause physical damage to buildings, roads and water pipes. Some building methods may also contribute to the development of salinity. Compacted surfaces can restrict groundwater flow and concentrate salt in one area. By cutting into slopes to build, groundwater or saline soil may be intercepted and exposed. Fill used to build up an area may be a source of salt, or it may be less permeable, preventing good drainage.

Salinity can render farming land unproductive and sports grounds and recreation areas unusable. Salinity can also damage wetlands and rivers and affect native vegetation, causing the disappearance of native flora and fauna and poor downstream water quality.

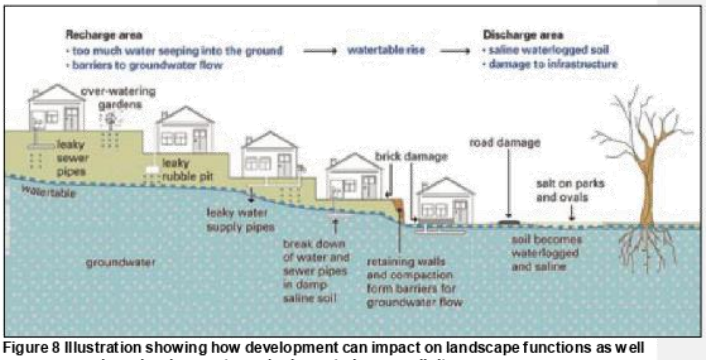


Figure 8 Illustration showing how development can impact on landscape functions as well as how development may be impacted upon salinity processes

Objectives

a) To prevent further spread of urban salinity and remedy, where possible, existing areas of salinity.

b) To minimise disturbance to natural hydrological systems as a result of development and appropriately manage land uses affecting land salinisation and/or those affected by salinity.

c) To ensure that land is used and developed in a manner that does not significantly increase water infiltration to groundwater systems and does not significantly increase salt loads in waterways, wetlands drainage lines, or soils.

d) To control the impact of a development on prevailing and potential soil or groundwater salinity in the urban environment as well as ensure that soil or groundwater salinity does not impact on the structural integrity of a development.

e) To ensure that consideration is given to any physical limitations of land, including soil salinity and the impacts of that salinity, to minimise the potential for future adverse economic impacts arising from development.

Controls

1. The following flowchart shall be used to determine an appropriate course of action for salinity investigation and management for single or multi-lot developments.

Note: **Where it is difficult to decide between colours it should be assumed that the salinity potential is denoted by the colour for the higher salinity potential.*

Note: ***Salinity risk activities are those activities which are considered to have a greater risk associated with them in area of salinity potential, based on level of ground disturbance, water-use, and the potential to alter hydrological conditions and/or salt concentrations. This may include, but is not limited to: quarrying, intensive agriculture, activities involving high levels of irrigation, large scale artificial waterbodies, infiltration into the soil or groundwater, waste water re-use or treatment systems or major landscape reshaping.*

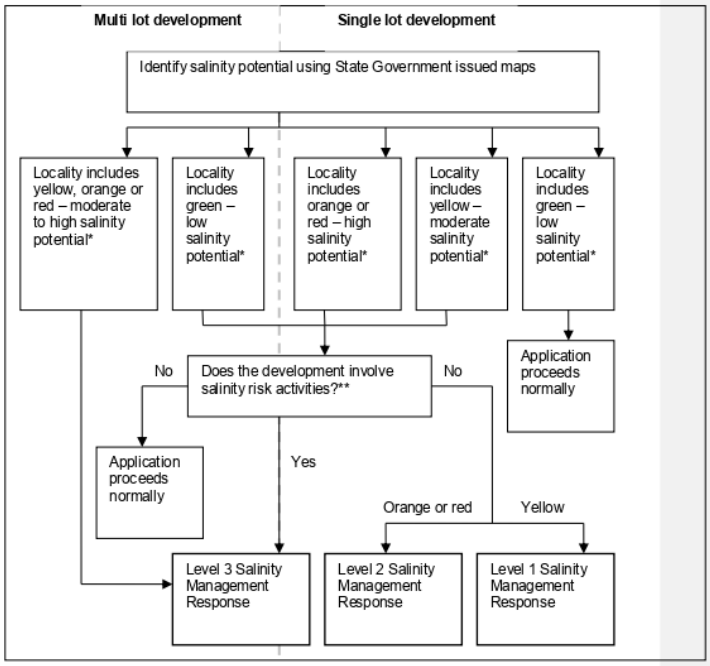


Figure 9 Model for how salinity assessment, investigation and management strategies should be undertaken (Adapted from WSROC 2003)

2. If a Level 1 or 2 Salinity Management Response is required the applicant shall use the Salinity Management Response Checklists to determine appropriate measures to prevent salinity. These measures shall be detailed in the Statement of Environmental Effects or equivalent. These measures shall be approved by Council prior to the issuing of Development Consent.
3. Level 3 Salinity Management Response shall be:
   - Approved by Council prior to the issuing of Development Consent.
   - Integrated into a Total Water-cycle Management Plan for the site for developments where such a plan is required.
4. The Salinity Management Response shall be based on site conditions and the proposed development. It shall include controls to protect buildings and also strategies to protect infrastructure, including roads and underground services and to manage the water cycle. A Response shall assume worst-case scenario for salinity on the site.
5. Salinity investigations shall be undertaken by an appropriately qualified professional with experience in salinity investigations and management.

6. Management strategies for salinity shall be developed in accordance with the approved Guidelines. This includes general management strategies for all sites and salinity processes and strategies including, but not limited to, the following:
   - Building requirements
   - Vegetation and landscaping
   - Roads and pavements
   - Soil landscapes with a shale geology
   - Localised concentrations of salinity
   - Deeply weathered soils
   - Salinity in groundwater.
7. To ensure appropriate measures or management strategies are employed Council may require monitoring reports to be submitted.
8. For developments involving the construction or removal of dams, artificial wetlands or stormwater retention ponds a Level 3 Salinity Management Response is required.
9. For developments involving the construction or removal of dams, artificial wetlands or stormwater retention ponds, water sensitive urban design (WSUD) principles shall be applied.
10. Development shall have minimal impact on the water table.
11. For areas with a moderate to high salinity potential development shall demonstrate no net increase in hydrologic load or water inputs and shall maintain the natural water balance.

12. Acid Sulfate Soils Risk

Applies to

This section applies to

a) Any development that is located in an area identified as having an acid sulfate soil potential within the *Liverpool LEP 2008*.

b) Any development involving drainage or excavation, which has the potential to result in the formation of acid sulfate soils.

Background

Acid sulfate soils are sediments deposited under estuarine conditions (that is close to sea level), and which contain the sulfidic mineral pyrite. Acid sulfate soils are found underlying many coastal floodplains, in coastal wetlands, and as bottom sediments in coastal estuaries.

As long as acid sulfate soils are not disturbed or drained, these materials are relatively harmless and are termed potential acid sulfate soils. However, if the sediments are exposed to air, the pyrite is oxidised and sulfuric acid is generated. When the rate of acid production exceeds the neutralising capacity of the soil, actual acid sulfate soils are formed. As a result, soil pH may become highly acidic.

Acid sulfate soils can have considerable effects on:

- Engineering and landscaping works including affecting the type of concrete or steel required for construction, the design of roads, buildings, embankment and drainage system, extractive materials specifications, maintenance programs for drains, water and sewage pipelines and other structures.
- Agricultural management practices including choice of crops, liming practices, fertiliser requirements and drainage practices.
- Aquaculture management practices including choice of site, pond design and management practices
- The management of contaminated soil particularly in relation to mobility of metals
- The conservation of biodiversity and protection of wetlands as well as shallow freshwater systems including degradation of water quality and habitat, killing or disease of fish and other aquatic organisms.

Acid sulfate soils underlie significant areas of coastal Australia including parts of the Liverpool LGA. The cost of testing, treating and monitoring of acid sulfate substantially increase the cost of development.

The impacts of actual acid sulfate soils are one of the most significant water-based environmental problems in coastal areas of NSW. Certain environmental effects of actual acid sulfate soils can last for hundreds or even thousands of years

Appropriate planning and management of urban and agricultural land to prevent damage associated with acid sulfate soils is now recognised as an extremely important issue. A well informed understanding of acid sulfate soils and their distribution is critical for sustainable land use.

Objectives

a) To provide regulation on the procedures involved in the assessment and management of activities within areas affected by acid sulfate soils.

b) To identify areas of acid sulfate soil risk to prevent any unnecessary impact to the environment.

c) To ensure that preliminary acid sulfate soil assessment is undertaken prior to development consent being granted to determine the level of risk proposed by the activity/development.

d) To ensure that acid sulfate soil management plans are prepared when an activity or development is associated with an acid sulfate soil risk.

e) To provide effective management of areas where acid sulfate soils are identified.

Controls

The following flowchart shall be used for investigation and assessment of acid sulfate soil potential as well as any management responses, which may be required.

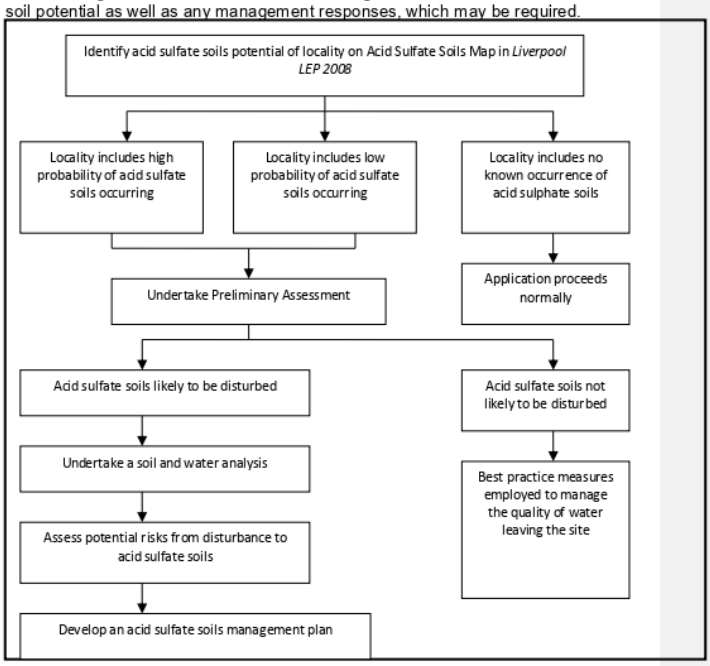


Figure 10 Model for how acid sulfate soils assessment, investigation and management strategies should be undertaken (adapted from *Acid Sulfate Soil Manual 1998*).

1. If acid sulfate soils are present and not likely to be disturbed, best practice measures employed to manage the quality of water leaving the site shall be detailed in the SEE or equivalent.

2. If acid sulfate soils are present and likely to be disturbed a soil and water analysis and an assessment of the potential risk from disturbance of the acid sulfate soils

shall be undertaken. The analysis and assessment shall be approved by Council prior to the issuing of development consent.

3. If acid sulfate soils are present and likely to be disturbed an acid sulfate soils management plan shall be prepared in accordance with the guidelines. The acid sulfate soils management plan shall be approved by Council prior to the issuing of development consent.
4. Any acid sulfate soils analysis, assessments and management plans shall be undertaken or prepared by an appropriately qualified professional with experience in acid sulfate soils analysis and assessments as well as the preparation of acid sulphate soils management plans.
5. Council may require monitoring reports on the implementation of an acid sulfate soils management plan to be submitted.

13. Weeds

Applies to

This section applies to land where noxious weeds are found.

Background

Noxious weeds have the potential to have an adverse impact on the biodiversity and economic use of land. Some species compete with native tree and shrub species and have the potential to dominate entire landscapes altering their natural condition. Some species are particularly effective at penetrating areas of bushland, others choke waterways and riverbanks, some are toxic and others cause allergic reactions in humans.

Objectives

To remove noxious weeds in conjunction with the development of land.

Controls

1. Where the site analysis identifies noxious weeds on the site, a Weed Management Strategy (WMS) shall be submitted with any development application. A WMS shall be prepared by a suitably qualified professional and shall include:
2. A complete list of all noxious and environmental weeds on the site;
3. A site plan displaying actual weed infestation densities shown as percentages and grouped into cover classes as follows:

   R = (Rare): less than 1% cover

   O = (Occasional): between 1 and 5% cover

   F = (Frequent) between 5 and 20% cover

   A = (Abundant) between 20 and 40% cover

   D = (Dominant) between 40 and 100% cover
4. A treatment program for each weed species identified.
5. The treatment program for each weed species shall detail the following:
   - The method(s) of treatment of weeds e.g. mechanical removal or herbicide application.
   - The herbicide product name (if used), the proposed rates and method(s) of application.
   - The timing of all treatments and control method(s) to be applied.
   - An ongoing maintenance program detailing methods of follow up treatments to ensure all weed infestations present are contained and/or controlled.
   - Details of any weed material disposal methods (i.e. if weed material is to be removed from the development site.)
6. It is an offence to knowingly remove any weed material that is classified as a W1 noxious weed under section 28 of the *Noxious Weeds Act 1993*.
7. Plants that have been declared noxious are listed in Appendix 2.

14. Demolition of Existing Developments

Applies to

This section applies to development, which involves the demolition of an existing building.

Background

The demolition of buildings can have environmental impacts, particularly involving older buildings, which may contain toxic materials. There is also the potential to recycle materials and minimise waste going to land fill.

Objectives

b) To minimise waste generation and disposal to landfill.

c) To ensure efficient storage and collection of wastes and recyclables during demolition and construction stages.

d) To minimise adverse impact on adjoining premises; and

e) To minimise release of contaminated materials.

Controls

Demolition

1. All demolition work must comply with the *Australian Standard AS2601 - 1991*, *The Demolition of Structures*.
2. Security fencing such as hoardings must be provided around the perimeter of the demolition site prior to work commencing to prevent access by unauthorised persons at all times during the demolition period. Approval of the fencing by Council must be received prior to erection.
3. Demolition must not be conducted in high winds to ensure dust does not spread beyond the site boundaries. High winds are identified as either a strong breeze (39-49km/hr), or near gale (50-61km/hr) under the Beaufort Scale.
4. All lead contaminated materials identified in the building must be handled and disposed of in accordance with the *NSW Environment Protection Authority's* requirements.
5. Dust Controls must be implemented on site prior to and during demolition.
6. Asbestos, if identified in the building, must be removed and disposed of in accordance with the requirements of Work Cover. Where the amount or type of asbestos materials to be removed requires a licensed asbestos contractor to undertake the removal and disposal, both Council and the Principle Certifying Authority must be advised in writing of the name, address and asbestos license details of the contractor undertaking that work and the name and address of the facility to which the materials will be taken.
7. All trucks/trailers entering or leaving the site must have their loads adequately covered. A sign indicating this should be placed at the entry to and exit from the site.
8. Temporary toilet facilities must be provided on the site until all demolition work is completed.
9. Demolition activities on site must be limited to the following hours:
   - Monday to Friday 7:00am to 6:00pm
   - Saturday 8:00am to 1:00pm
   - No work on Sunday and Public Holidays

10. Sound pressure levels emanating from the site must not exceed levels established by the *NSW Environment Protection Authority*.
11. A Waste Management Plan (WMP) is to be submitted with the Development Application. The WMP must include realistic estimates of the volume or area of all types of waste material to be generated from the demolition and excavation activities. Details of how each of those materials will be re-used, recycled or disposed of is to be provided, including the locations to which the materials will be taken.
12. The waste management plan together with proof of lawful disposal for all waste that is disposed of, or otherwise recycled from the site must be retained on site. Proof is to include a log book with associated receipt/invoices, waste classification, and site validation certificate. All entries must include:
    - Time and Date
    - Description and size of waste
    - Waste facility used
    - Vehicle registration and company name

    Both the log book and the associated recepts must be made available for inspection by authorised Council Officer at any time during site works.
13. Where subdivision works are proposed, relevant sections of the WMP must be completed. If the destination for excavation material is not a licensed waste facility, it must have development consent to receive such material.
14. A Dilapidation Report for any demolition within the zone of influence of any other building.
15. Where demolition work includes the removal of air-conditioning or refrigeration units, all refrigerants that remain within those units must be extracted by a licensed air-conditioning technician. The recovered refrigerant must be forwarded for destruction to Refrigerant Reclaim Australia (RRA), or other facility approved to destroy refrigerants in an environmentally friendly manner.
16. All construction and demolition waste must be inspected, graded and sorted in accordance with current EPA standards. Once sorted, it must be either recycled or disposed of according to its classification.

15. On-site Sewage Management Systems (OSMS)

Applies to

This section applies to:

- Development of land that does not have access to a reticulated sewerage system.
- All existing and proposed On-site Sewage Management Systems and Greywater reuse systems.

Background

The rural areas and rural villages of Liverpool are generally not connected to a reticulated sewerage system. Disposal of waste water must take place on site which places limitations on the scope of development that is possible on the site and the extent of the area that can be developed. Disposal of wastewater on site also has potential public health and environmental impacts which must be addressed and minimised.

Application for approval to operate an OSMS

Where a new OSMS is to be installed or an existing OSMS altered, an application under Section 68 of the *Local Government Act 1993* for approval to install or alter an OSMS must be submitted and the prescribed fee paid.

Prior to the operation of an OSMS an application under Section 68 of the Local Government Act 2003 for approval to operate must be submitted along with certification of the installation and commissioning of the system. Approval to operate the OSMS will be granted upon successful installation and certification of the system and this approval will be automatically renewed on an annual basis or at a frequency determined by Council.

Council officers may inspect the OSMS from time to time to ensure that the conditions of approval are being met and that the system is operated and maintained in accordance with the required performance standards set out in the Local Government (General) Regulation 2005.

Council may modify, revoke or withhold an approval or renewal of approval should the system not comply with the conditions of that approval or be found to be inadequately performing or operated in an inappropriate manner.

Objectives

To ensure that the disposal of wastewater and reuse of greywater:

a) Is carried out in a manner which is economically and environmentally sustainable

b) Protects the quality of public and environmental health.

Controls

Application Requirements

1. Applications for development of land to which this part applies must be accompanied by an application under s68 of the *Local Government Act 1993* for the installation, alteration and operation of an OSMS. Development consent will not be issued until Council is satisfied that the s68 application can be approved.
2. All development proposals relying on an OSMS or impacting on an existing OSMS must be accompanied by a wastewater report demonstrating that the site can sustainably accept all wastewater generated on the site. This includes the modification of existing developments such as additions/modifications to a dwelling or commercial activity.

3. When a proposed development increases the potential wastewater flow on an existing property, the treatment capacity of the existing system must be reviewed. A new system must be installed where the existing system does not have adequate treatment capacity for all potential flows. A wastewater report will be required to detail the capacity of the existing or proposed system and propose a new or modified effluent irrigation area.
4. All wastewater reports must be prepared by a suitably qualified and experienced person and must contain the following as a minimum:

Plan

The report must include a plan, to scale, showing the location of:

- The sewage management facility proposed to be installed or constructed on the premises,
- Any related effluent application areas,
- Any buildings or facilities existing on, and any environmentally sensitive areas of, any land located within 100 metres of the sewage management facility or related effluent application areas, and
- Any related drainage lines or pipework (whether natural or constructed).

Specifications

The report must include full specifications of the sewage management facility proposed to be installed or constructed on the premises concerned.

Site assessment

The report must include details of the climate, geology, hydrogeology, topography, soil composition and vegetation of any related effluent disposal areas together with an assessment of the site in the light of those details.

Statement

The report must include a statement of:

- The number of persons residing, or probable number of persons to reside, on the premises, and
- Such other factors as are relevant to the capacity of the proposed sewage management facility.

Operation and maintenance

The report must include details of:

- The operation and maintenance requirements for the proposed sewage management facility,
- The proposed operation, maintenance and servicing arrangements intended to meet those requirements, and
- The action to be taken in the event of a breakdown in, or other interference with, its operation.

Standards and guidelines

The report must demonstrate that a system can be installed in accordance with the requirements of the documents listed in control 5 of this section.

Wastewater Flows

The report must consider all potential wastewater flows on the property including all proposed and existing flows.

Specifications

5. Design OSMSs in accordance with:
   a) Local Government (General) Regulation 2005;
   b) Australian/New Zealand Standard 1547:2012, On-site Domestic Wastewater Management, or any updated standard which supersedes AS1547:2012.
   c) Sydney Catchment Authority 2012, Designing and Installing On-site Wastewater Systems.
   d) NSW Health 2001, Septic Tank and Collection Well Accreditation Guideline
   e) Department of Local Government 1998, On-site Sewage Management for Single Households.
   f) Any other relevant guideline documents adopted by Council after the issue of this DCP.

Types of systems not supported

6. Development or subdivision proposals relying on pump-out systems will not be approved by Council.

   Pump-out systems are not considered to be economically or environmentally sustainable systems due to the high costs associated with the removal of effluent which can result in unauthorised discharge into the environment.

Connection to reticulated sewer

7. Proposals relying on on-site sewage management will not be approved where a reticulated sewerage service is available within 75m of any property boundary.
8. Decommission OSMSs when a reticulated sewerage service becomes available within 75m of any property boundary, and connect the development to the service.

   NOTE: This requirement may also be a condition of development consent and/or be included on the 88b certificate.

Location requirements

9. Locate OSMS tanks a minimum of 1.5m from any building and outside of any overland flow paths or depressions in the land.
10. Setback effluent disposal areas associated with OSMSs with setbacks in accordance with Table 8.

Table 8 Minimum Setbacks for Effluent Disposal Areas

System	Setbacks	
All land application systems	100m	to permanent surface waters (river, stream, lake etc.)
	250m	to domestic groundwater well
	40m	to other waters (farm dams, intermittent waterways and drainage channels)
Surface spray irrigation	6m	if area up-gradient of driveways and property boundaries
	3m	if area down-gradient of driveways and property boundaries
	15m	to dwellings
	3m	to paths and walkways
	6m	to swimming pools
	6m	if area up-gradient of swimming pools, driveways, property boundaries and buildings

Surface drip and trickle irrigation	3m	if area down-gradient of swimming pools, driveways, property boundaries and buildings
Sub-surface irrigation	6m	if area up-gradient of swimming pools, driveways, property boundaries and buildings
	3 m	if area down -gradient of swimming pools, driveways, property boundaries and buildings
Absorption system	12m	if area up-gradient of property boundaries
	6m	if area down-gradient of property boundaries
	6m	if area up-gradient of swimming pools, driveways, and buildings
	3m	if area down -gradient of swimming pools, driveways, and buildings

11. New or replacement systems for horticulture (as defined in Liverpool LEP 2008) must comply with the following:
    a) A minimum buffer distance of 20m if disposal area is up-gradient and 10m if disposal area is down-gradient of any market garden/igloo.
    b) The related Effluent Disposal Area is required to be fenced to prevent access of vehicles, animals and any heavy vehicles.
    c) Fruit and/or Vegetables are not to be grown on top or within the designated related Effluent Disposal Area(s) and associated buffer zones.
12. Exclude any proposed or existing areas designated for effluent disposal from calculations for private open space.
13. Locate the lid to OSMS tanks or holding tanks and all associated electrical components such as motors, blowers and non-submergible pumps etc. above the 1% AEP flood contour.
14. Irrigate only effluent treated to a secondary standard by an Aerated Wastewater Treatment System (AWTS) on land below the 1% flood contour.
15. Do not locate any portion of the Effluent Disposal Area on land within the 5% AEP contour.

Systems no longer in use

16. Remove or reuse any redundant septic tank, collection well or aerated wastewater treatment system in accordance with *NSW Health Advisory Note 3 – May 2006 – Destruction Removal or Reuse of Septic Tanks, Collection Wells, Aerated Wastewater Treatment Systems and other Sewage Management Facility Vessels*.

    Note: Demolition of tanks (Methods 1 & 5 of the advisory note) is not permissible.

Design wastewater flow rates - domestic

17. Calculate the design wastewater flow for domestic systems based on the following:
    a) Two people per bedroom for the first three bedrooms and;
    b) One person for each additional bedroom.

    NOTE: Rooms which are easily converted into a bedroom without the need for structural modification are to be included in this calculation e.g. studies, sewing rooms and other rooms of a similar size and location to a typical bedroom.

    The daily wastewater flow volume must be calculated at the following rate:

    c) 150L per person when serviced by a reticulated water supply.
    d) 120L per person when serviced by on-site rainwater tanks.

    Example: The design wastewater flow rate for a five bedroom equivalent dwelling (four bedrooms and one study) serviced by a reticulated water supply must be 1200L per day based on the following;

    - Two people per bedroom for the first three bedrooms = 6 people

- One person for each additional bedroom, including the study = 2 people
- 150L per person for a total of 8 people = 1200L per day.

18. Consider each dwelling separately for the purpose of the calculation listed in control 17 of this section when the design wastewater flow is calculated for multiple dwellings on any premises.

    Example: The design wastewater flow rate for a five bedroom equivalent dwelling (four bedrooms and one study) and a 2 bedroom granny flat serviced by a reticulated water supply must be 1800L per day based on the following;

    Primary dwelling;

    - Two people per bedroom for the first three bedrooms = 6 people
    - One person for each additional bedroom, including the study = 2 people
    - 150L per person for a total of 8 people = 1200L per day.

    Granny Flat;

    - Two people per bedroom = 4 people
    - 150L per person for a total of 4 people = 600L per day

Minimum irrigation area requirements for residential subdivision

Where residential subdivision relying on an OSMS is proposed:

19. Provide an area sufficient to accommodate an effluent disposal area of at least 1,200sqm on each lot. This must be demonstrated in the wastewater report.

20. Locate proposed effluent disposal areas to meet the minimum setback distances listed in table 8 considering a potential building envelope representing a dwelling of typical size for the local area on each lot.

    Example: Figure 11 shows an example subdivision plan demonstrating the required effluent disposal areas on each lot.

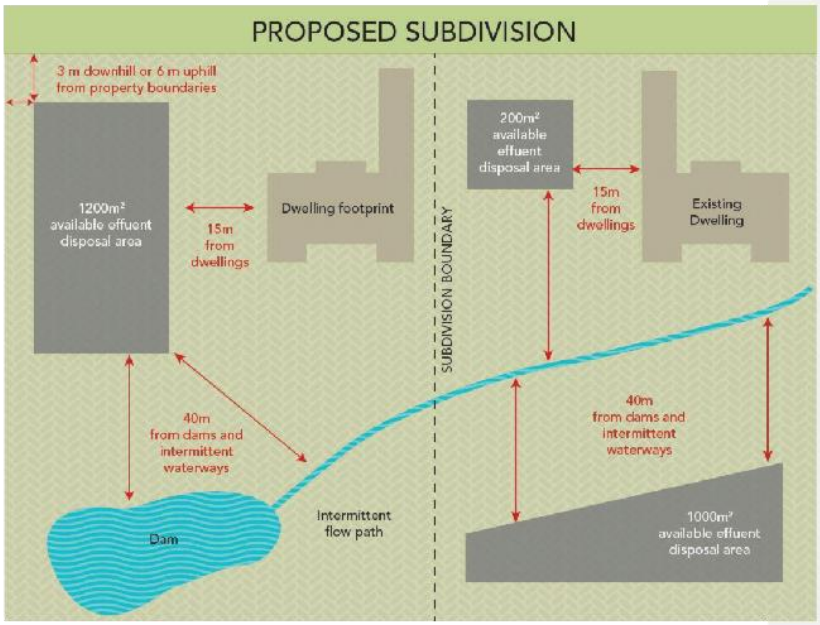


Figure 11: Example of a proposed subdivision with a total of 1200sqm of available effluent disposal area demonstrated on each lot.

16. Aboriginal Archaeology

Applies to

This section applies to land:

1. In which Aboriginal sites, places or relics have been previously identified.
2. Within an identified cultural landscape.
3. That has not been cleared.

Background

The Liverpool LGA was occupied by Aboriginal people prior to European settlement. Relics of this still remain.

Objectives

To identify and where possible preserve relics of the occupation of the land by Aboriginal communities.

Controls

Initial Investigation

An initial investigation must be carried out to determine if the proposed development or activity occurs on land potentially containing an item of aboriginal archaeology. If any of the above features apply then the relevant Aboriginal community must be consulted, as part of the initial investigation to ensure that the potential for the land to contain Aboriginal sites, places or relics has not been overlooked by previous studies.

Detailed Investigation

1. If any of the features apply, then an Aboriginal Heritage Impact Assessment (AHIA) must be prepared in accordance with the *NSW Department of Environment and Climate Change Draft Guidelines for Aboriginal Heritage Impact Assessment* and submitted with the initial investigation report.
2. An AHIA will also be required if the relevant local Aboriginal community provides sufficient information to the Council that leads it to conclude that the site may have Aboriginal heritage significance.
3. Once the AHIA is submitted, the Council will send copies to representatives of the relevant local Aboriginal communities and the *NSW Department of Environment and Climate Change* for comment.

17. Heritage and Archaeological Sites

Applies to

This section applies to development affecting a heritage item, land in a heritage conservation area or an archaeological site as identified in the Liverpool Local Environmental Plan 2008, as well as land in the vicinity of a heritage item.

Background

The City of Liverpool local government area has a long and diverse history. The Liverpool area was originally the home of the Cabrogal group of the Darug people. The European settlement of the area began in the early 19th century and was formalised with the founding of the Town of Liverpool by Governor Macquarie in 1810. The buildings, sites and elements of our landscape illustrate the history of our local government area. Places identified as heritage items and heritage conservation areas contribute to forming our living historic environment which enriches the character of the local government area. Heritage places give identity to our neighbourhoods and help make the City of Liverpool an attractive and interesting place to live and work.

Development that affects places of heritage significance needs to be carefully designed to minimise negative impacts on heritage significance. Negative impacts may occur due to actions such as the removal of original fabric, loss of important design features, loss of important views, the removal of important vegetation, unsympathetic bulk and scale of new development and inappropriate selection of materials.

Liverpool Local Environmental Plan 2008 identifies a range of heritage items and heritage conservation areas and provides objectives and provisions for the conservation of Liverpool's heritage. This portion of the DCP provides additional objectives, controls and guidance for regulating development affecting these heritage items and heritage conservation areas.

Conservation Philosophy

The aim of heritage conservation is to ensure that the cultural significance of heritage items and heritage conservation areas is maintained over time. While changes may be necessary to adapt heritage buildings to new uses or modern living standards, it is important to ensure that these changes do not compromise the heritage significance of the item.

The underlying philosophy of the controls for regulating development affecting heritage items and heritage conservation areas is derived from The Burra Charter: The Australia International Council on Monuments and Sites (ICOMOS) Charter for Places of Cultural Significance, 1999 (Burra Charter). The Burra Charter is widely accepted as an industry standard for heritage conservation in Australia.

The Burra Charter advocates a cautious approach to change: do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.

Objectives

a) to conserve the heritage significance of heritage items and heritage conservation areas of Liverpool including associated fabric, setting, curtilage and views;

b) to conserve archaeological sites;

c) to facilitate the implementation of the objectives and provisions relating to heritage conservation contained in the Liverpool LEP 2008;

d) to promote and encourage heritage conservation and the consideration of the heritage context in development;

e) to encourage the retention and appropriate development of significant items;

f) to encourage a high standard of contemporary design in the heritage context;

g) to encourage the preservation of culturally significant vegetation;

h) to enhance the amenity and heritage values of the Liverpool local government area;

i) to enable appropriate and expert consideration of proposed development to be made by applicants and the Council; and

j) to encourage and promote public awareness, appreciation and knowledge of heritage conservation.

Development Application Requirements

In addition to the general requirement for development applications the following additional details are required for applications relating to heritage items, places within a heritage conservation area or in the vicinity of a heritage item:

- a Statement of Heritage Impact prepared in accordance with guidelines set out in the NSW Heritage Branch publication titled *Statements of Heritage Impact* and available at their website, www.heritage.nsw.gov.au;
- measured drawings of the existing building including elevations, and clearly indicating existing walls and building elements to be retained and those proposed for removal or alteration;
- details of the materials, finishes and colour schemes;
- a streetscape elevation showing the proposed development within the context of the existing streetscape;
- Additional submission requirements which may include:
    - **Structural Report** – major alterations may also require a report from a structural engineer verifying that the proposed works will not have a detrimental impact on the structural stability of the building, on significant building elements, or on neighbouring properties;
    - **Archaeological Assessment Report** – where there is a likelihood of disturbance of significant archaeology, an Archaeological Assessment will be required;
    - **Interpretation Strategy** – major alterations to a heritage item may also require the production of an interpretation strategy, detailing how the significant aspects and uses of the building may be publicly interpreted;
    - **Demolition Report** – whilst the demolition of heritage items and places within heritage conservation areas is not supported, if there is a proposal to demolish a heritage place this may require the production of a Demolition Report which details the heritage significance of the building and area and the contribution of the building or building element to that significance; the structural stability of the building in the form of a structural engineer's report; and/or a pest inspection report.

In the case of an item listed on the State Heritage Register, an Integrated Development Application or Section 60 Approval from the NSW Heritage Branch may need to be submitted. Exemptions from this requirement are detailed on the NSW Heritage Branch website at www.heritage.nsw.gov.au.

You are advised to contact Liverpool City Council prior to submitting a development application for development affecting a heritage item, heritage conservation area or in the vicinity of a heritage item to clarify what the submission requirements will be for your particular development proposal.

Guidelines for preparing Heritage Impact Statements

A Statement of Heritage Impact is a document which assesses the impact of any proposed development on the heritage significance of a building, site, streetscape, or area. The Statement of Heritage Impact should clearly identify each of the proposed works and should incorporate all development application drawings.

The statement should include options that have been considered for the proposal and document reasons for choosing the preferred option. These should include proposals to minimise the impact of the development on the heritage significance of the building, site, streetscape or area. The statement should also consider compliance with any recommended management policies contained in Council's Heritage Inventory or any Conservation Management Plan available for the place.

The NSW Heritage Branch have produced guidelines for the preparation of Statements of Heritage Impact which are available on their website at www.heritage.nsw.gov.au

A Statement of Heritage Impact must be submitted with any applications for development to:

- Heritage items;
- Properties in the vicinity of heritage items where the works may impact upon the item;
- Properties within heritage conservation areas, including applications for demolition; and
- Fire upgrading of heritage items and buildings in heritage conservation areas.

Where a building has a current Conservation Management Plan, the Statement of Heritage Impact Statement will need to demonstrate compliance with the plan.

Demolition and Demolition Reports

The demolition of heritage items and places within heritage conservation areas is not supported. The onus is on the applicant to demonstrate why the building cannot be retained, taking into consideration:

- The heritage significance of the item or contribution of the building or building elements to the heritage significance of the heritage conservation area; and
- A Demolition Report.

A Demolition Report is a document which should include consideration of:

- The heritage significance of the building and area and the contribution of the building or building element to that significance;
- The structural stability of the building in the form of a structural engineer's report; and/or
- A pest inspection report.

If the application proposes demolition of a structure of heritage significance, the applicant must:

- Submit a Demolition Report demonstrating that the structure is not reasonably capable of retention;
- Submit a factual statement as to why the structure needs to be demolished, including a statement from an appropriately qualified structural engineer; and
- If demolition is recommended primarily on economic grounds, submit a statement from a quantity surveyor comparing the cost of demolition and cost of retention.

The above requirements may be waived in the event of an emergency or danger to the public.

Submitting the necessary reports or justifications in no way implies that the consent authority will agree to the proposed demolition. Liverpool City Council may obtain independent structural engineering advice. Where possible and reasonable, built heritage should be retained.

Where demolition is allowed, a photographic record of the building must be submitted to Council prior to the commencement of the demolition works.

Heritage Inventory

Liverpool City Council maintains the Liverpool State Heritage Inventory database which lists all heritage items and heritage conservation areas within the local government area. Each listing contains an inventory sheet that includes a physical description of the heritage item or heritage conservation area and a statement of significance. The inventory will be considered by the consent authority as part of its assessment of development applications.

Limited information on the inventory sheet does not mean that the item is not significant. Where insufficient detail is available, information provided with the development application may be used to update the database.

Liverpool State Heritage Inventory sheets are available by contacting Council or online through the NSW Heritage Office at: www.heritage.nsw.gov.au

Controls

Development of heritage items

1. Where a proposal involves a heritage item, it will be necessary to lodge a Statement of Heritage Impact;
2. All development of heritage items must be designed by a Registered Architect;
3. All development of heritage items must be designed to respect the heritage significance of these places in terms of:
    - Setting;
    - Scale;
    - Form;
    - Materials and colours;
    - Fenestration;
    - Fencing;
    - Landscaping.
4. Original fabric and landscape elements that contribute to the significance of a heritage item should be retained;
5. Outbuildings should be located to the rear of heritage items and outside important view corridors to or from the place;
6. Additions should maintain the integrity of the heritage item by retaining the significant fabric and form of the place and should be smaller in height and scale than the existing building to maintain views and vistas to the heritage item;
7. Modern technologies (e.g. solar electricity collectors, TV aerials or satellite dishes) are to be located on roof slopes facing the rear yard of heritage items and should not be visible from the public domain nor intrude into significant view corridors to or from the place;
8. Garages and carports should be located as far behind the front building alignment as possible and should not be incorporated into the front façade of a heritage item.

Development in heritage conservation areas

9. Where a proposal involves development within a heritage conservation area, it will be necessary to lodge a Statement of Heritage Impact;

10. All development within heritage conservation areas must be designed to respect the heritage significance of the area in terms of:
    - Character;
    - Setting and views;
    - Scale;
    - Form;
    - Setbacks;
    - Materials and colours;
    - Fenestration;
    - Fencing;
    - Carparking;
    - Landscaping.

11. 11. Modern technologies (e.g. solar electricity collectors, TV aerials or satellite dishes) are to be located on roof slopes outside primary view corridors to or from the place and should not be visible from the public domain nor intrude into significant view corridors to or from the place.

Development in the vicinity of a heritage item

12. Development in the vicinity of a heritage item shall be designed to respect and complement the heritage item in terms of:
    - Scale;
    - Materials, colours and finishes;
    - Building and street alignment;
    - Landscaping and fencing.

13. Development in the vicinity of heritage items is to minimise the impact on the setting of the heritage item by:
    - Retaining and respecting significant views to and from the heritage item;
    - Retaining original or significant landscaping (especially plantings associated with the heritage item);
    - Providing an adequate area around the place to allow interpretation of the heritage item.

Development of Archaeological Sites

14. The Council may grant consent to carry out development involving the excavation or filling of land or the erection (involving disturbance of land) or demolition of buildings on land which is an archaeological site that has non-Aboriginal significance or a potential archaeological site that is reasonably likely to have non-Aboriginal significance only if:
    - It has been considered an archaeological report; and
    - It is satisfied that any necessary excavation permit required by the Heritage Act 1977 has been granted.

Subdivision

15. Subdivision of an allotment that includes a heritage item should not be allowed unless it can be demonstrated that an adequate curtilage of the heritage item is retained and important views corridors conserved.

Signage

16. The significant architectural detailing of a heritage item, or places within a heritage conservation area, is not to be obscured by commercial signage;

17. The façade of a heritage item should not be painted in a corporate colour scheme, especially where the colour is inappropriate in the heritage context or when the façade is traditionally unpainted;

18. Backlit signs and neon signs should only be allowed for under-awning signs on commercial buildings that are heritage items or within heritage conservation areas;
19. Advertising structures should not obstruct or dominate important views to or from a heritage item or within a heritage conservation area.

Adaptive Reuse

20. Adaptive reuse of a heritage item or places within a heritage conservation area should involve minimal change to the significant fabric of the place, particularly features that contribute to the streetscape;
21. Adaptive reuse of a heritage item or places within a heritage conservation area should consider significant associations and meanings of the place.

18. Repealed

19. Used Clothing Bins

Applies to

This section applies to charity bins located on either private or Council land.

Background

Used clothing bins are considered beneficial for the local community as they provide a means for residents to dispose of unneeded clothing items whilst providing an avenue for charities to obtain clothing donations from the public to provide goods, services and financial relief for disadvantaged people. Furthermore, clothing bins have the capacity to divert a substantial amount of recyclable material from landfill, thus ensuring the continued protection of the environment. The use of clothing bins is important as it supports both charitable causes and local residents in need.

Objectives

a) To recognise used clothing bins form a legitimate and appropriate means of social support while encouraging the recycling of unneeded clothing.

b) To allow for the operation of used clothing bins in a manner which limits adverse impacts upon visual amenity, health amenity, existing landscaping and the safety of pedestrians and vehicles.

c) To control the number and location of used clothing bins within the Liverpool LGA.

d) To regulate the size, appearance and maintenance of used clothing bins.

e) To provide Council with legal protection from issues that may arise with regard to the placement and operation of used clothing bins.

General controls for all Used Clothing Bins

1. Used clothing bins are permitted in all business zones, the private recreation zone and on compatible sites such as educational establishments and places of public worship.
2. A used clothing bin is permitted on RE1 zoned land, only if the land adjoins a business zone and Council permission is obtained.
3. A maximum of 8 square metres must be identified in each development application for retail/shopping centre, schools and places of public worship for the future placement of used clothing bins.
4. A maximum of 2 used clothing bins are permitted on each shopping centre site. The bins at each shopping centre location/or other site are to be operated by the one charity organisation. Council reserves the right to use its discretion in determining whether additional bins are appropriate, and whether the site is considered suitable.
5. A used clothing bin must clearly display the name and telephone number of the operator and not exceed the following dimensions:
   - Width: 1.2 metres
   - Depth: 1.3 metres
   - Height: 1.9 metres
6. The used clothing bin is to be placed on a concrete slab to allow all weather use.
7. The organisation owning the clothing bin will maintain the bin and its immediate surroundings in a neat and tidy condition at all times and operate it in such a manner so as to minimise any form of nuisance. The bin itself should be kept free of graffiti.
8. Illegally dumped materials within a 5 metre radius of a used clothing bin must be removed by the organisation owning the bin within 24 hours of being informed by Council.

9. A used clothing bin must be emptied at least twice every week or within 24 hours of being notified by Council of the necessity to do so.
10. Used clothing bin should be readily accessible and are not to be located in a designated car parking space and manoeuvring areas, nor in such a way that contravenes any condition of development consent applicable to the site.
11. Used clothing bin proposed to be placed on privately owned land must be supported by a letter giving the consent of the owner of that land.
12. A used clothing bin must not be located in a position where it could cause an obstruction to pedestrian and cycle paths, affect vehicular sightlines, on a road verge or in a manner which contributes to a potentially dangerous situation.
13. At no time will a used clothing bin be permitted on Council's footpaths, cyclepaths or nature strips.
14. Council reserves the right to direct the replacement of a used clothing bin that has become damaged or dilapidated.
15. A used clothing bin will not be permitted in a particular location if, in the opinion of Council, the bin will result in an unacceptably adverse visual impact upon the surrounding area.
16. Each used clothing bin is to be left in the approved location and if moved by accident, or by any other persons, it is to be relocated to the correct position by the owner of the bin within 48 hours of being notified by Council.
17. The owner of a charity bin shall be responsible for compliance with any conditions imposed by the NSW Department of Gaming and Racing and the Charitable Fundraising Act 1991.
18. Breaches of conditions of any development consent granted can lead to the service of Order by the Council or a prosecution or any other action under the provisions of the Environmental Planning and Assessment Act 1979.

Additional controls for Used Clothing Bins on Council owned land

19. An application for the placement of a used clothing bin must be in writing and must address the following criteria:
    a. The name of the company which will be operating the bin, and the name and contact details of a designated contact person within that company who has control of locating and servicing their bins.
    b. Proof of membership with the National Association of Charitable Recycling Organisations. An application for the placement of a charity bin will only be approved if the owner of the bin is registered with the National Association of Charitable Recycling Organisation (NACRO). Approved bins are to at all times carry a label, as issued by NACRO, identifying that the owner is a member of that organisation.
    c. A copy of the current insurance policy which indemnifies Council against any claims that could arise from the operation of the bin.
    d. A detailed map which shows:
        1. The location of the proposed bin,
        2. The location of any other bins located within 500 metres of the proposed location,
        3. The location of any other bins controlled by the applicant/operator that are located within the Liverpool LGA,
        4. Details of the bins dimensions, signage, materials and method of installation,
        5. Details of the maintenance arrangements for the bin itself (including removal of graffiti) and the area around the bin (including the removal of excess clothing and general waste),

6. Details of the frequency and method with which the bin will be emptied.

20. The organisation owning the used clothing bin shall carry public liability insurance providing cover against third party injury or damage. The owner of the bin must submit written evidence of public liability insurance naming Liverpool City Council as an additional insured party and providing a limit of indemnity not less than $20 million. Details of the insurance cover are to be lodged with Council at the time of making the application for approval.
21. The siting of used clothing bins on Council land is permitted only with the written consent of Council.
22. The cost of any necessary improvements to Council owned land is to be borne by the bin owner.
23. Approval to place a used clothing bin on Council land is conditional on:
    - There being no detrimental impact to the amenity of the area where the charity bin is proposed to be located,
    - Any other condition considered appropriate by Council.
24. The applicant will comply with the criteria endorsed by NACRO in relation to the use and operation of the used clothing bin.
25. The owner of any charity bin placed on Council property without Council's permission or not carrying a NACRO membership label will be given a written direction to remove the bin.
26. Council will review the location of the bin after an initial period of twelve (12) months and may require removal/relocation if the bin and surrounds is not managed appropriately.
27. Council will retain the authority to require that any bin, approved or otherwise, shall be removed at any time after reasonable notification.

20. Car Parking and Access

Applies to

This section applies to development, which generates the need to provide car parking and loading facilities, generates vehicle and pedestrian movement and potentially generates the need for public transport.

Background

Most development generates vehicle and pedestrian movements. There is a need to achieve a balance between the need to minimise adverse impacts on the immediate neighbourhood, the street network and adjoining developments. Some developments, due to their scale may require changes to the transport networks.

Good design integrates vehicle access and car parking into the development concept so that it is convenient for the users and safe for pedestrians and vehicles. Access and car parking needs to be carefully considered so that it is balanced with landscape elements and does not dominate the appearance or character of a development.

Objectives

a) To ensure that adequate parking space and service facilities are conveniently located on site to satisfy the reasonable demand created by the development.

b) To ensure that access is designed to accommodate the size and volume of vehicles likely to visit the site.

c) To ensure that loading facilities are provided for vehicles likely to service the site.

d) To ensure where appropriate that car parking and the manoeuvring of commercial vehicles are separated in the interest of safety and amenity.

e) To ensure that adequate landscaping/tree planting is provided to improve amenity and reduce visual impact of car parking and loading areas.

f) To ensure that car parking and driveways do not interfere unreasonably with the amenity of the neighbourhood.

g) To ensure the provision of the appropriate car parking depending on location.

h) To ensure that where a development generates the need to augment the local transport network that the development contributes to that work.

i) To provide highly accessible end-of-trip facilities for bicycle riders, and to provide a network of cycleways which encourages active travel.

j) To provide safe facilities by ensuring adequate manoeuvring space, and separation where appropriate, between bicycles and motor vehicles in parking areas.

k) To ensure pedestrian and vehicle safety.

Controls

The controls for Car Parking and Access are contained within clause 20.1 through 20.7. Bicycle parking, facilities, and infrastructure requirements are contained within this section for all development.

20.1 Overall Design Considerations

The layout of a car parking area shall consider the entire facility, including car parking modules, landscaping, circulation aisles and roadways, access driveways and, if necessary, frontage road access as an integrated coordinated design. The management of traffic within a car parking facility should take into account:

1. The need for traffic to move to and from the frontage road with minimum disruption to passing traffic and maximum pedestrian safety.
2. Provision of adequate capacity in circulation roadways and aisles to handle peak hour movements without congestion.
3. Avoid as far as practicable conflicts between intersecting streams of circulating traffic.
4. Minimum length travel paths between entry/exit points and car parking spaces.
5. Safe treatment of points of conflict with pedestrians and other road users.

20.2 Vehicular Access Arrangement and Manoeuvring Areas

Background

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

The design and location of vehicular access to developments should minimise traffic impacts, including pedestrians and vehicles conflicts, on footpaths, particularly along pedestrian priority places, and visual intrusion and disruption of streetscape continuity.

Objectives

a) To ensure all driveways and access points are designed to Australian Standards
b) To minimise any negative impacts of vehicular access points on the public footpath
c) To ensure efficient traffic flow.
d) To minimise impact of driveway crossovers on pedestrian safety and streetscape amenity.
e) To minimise stormwater runoff from uncovered driveways and parking areas.

Controls

1. If driveways are proposed from a classified road approval is required from the Roads and Maritime Services (RMS).
2. Vehicular egress and entrances must be integrated into the building design so they are visually recessive. This can be achieved by locating the opening a small distance behind the front façade.
3. Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicular access points so that they are capable of shared access at a later date.
4. Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms.
5. Vehicular access may not be required or may be denied to some heritage buildings.
6. Vehicle access ramps parallel to the street frontage will not be permitted;
7. Doors to vehicular access points are to be roller shutters or tilting doors set back from the building façade; and
8. Vehicular entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.

20.3 On-Site Car Parking Provision and Service Facilities by Land Use

Background

On-site parking includes underground (basement), surface (at grade) and above ground parking, including parking stations.

Objectives

a) To facilitate an appropriate level of on-site parking provision to cater for a mix of development types.

b) To minimise the visual impact of on-site parking.

c) To provide for adequate space for parking and manoeuvring of vehicles including service vehicles and bicycles.

d) To enable the conversion of above ground parking to other future uses.

e) To recognise the complementary use and benefit of public transportation and non-motorised modes of transport such as bicycles and walking.

Controls

1. Where a proposed use is, in the opinion of Council, unusual and not appropriately dealt with by the parking rates, the RMS guidelines to Parking rates may be used to guide the required parking rate.
2. Basements cannot extend out of the ground more than 700mm at the street front of a site and 1200mm at the rear unless site conditions are such that minor variations are require.
3. Provide natural ventilation to underground parking areas, where possible. Ventilation grills must be:
   - integrated into the overall façade and landscape design of the development;
   - only located on the secondary streets and service lanes; and
   - oriented away from windows of habitable rooms and private open space areas.
4. Tables 11, 12 and 13 outline the number of car parking spaces and any other facilities required for the accommodation of vehicles on site for each land use type. In proposals where calculations of car parking requirements result in fractions of spaces being required, the fraction will be rounded up to the nearest whole space. Where developments comprise separately defined facilities, for example a hotel with a restaurant; the relevant requirements of each facility must be satisfied.
5. For Development Applications that propose composite developments such as shopping malls, retail plazas (and the like) the common or shared areas (e.g. toilets, corridors) are excluded from the LFA.

Car Parking Provision in Liverpool City Centre

Off-street car parking shall be provided in Liverpool City Centre in accordance with Clause 7.3 of Liverpool Local Environmental Plan (LLEP) 2008, Car parking in Liverpool city centre (where the land is zoned B3 — Commercial Core or B4 — Mixed Use) and Section 4.4.2 of Part 4 LDCP 2008.

Off-Street - Car Parking Provision other than Liverpool City Centre

Off street car parking provision and service and loading provision shall be provided in accordance with Table 11.

Table 11 Car Parking, Servicing and Loading Provision

Land Use	Minimum Number of Car Parking Spaces	Service and Loading
Boarding houses	1 space per, 2 bedrooms or 1 space per 3 beds, whichever is the greater	Servicing facilities for 1 small rigid vehicle
Bulky Goods Premises (in the B5 zone)	Developments of LFA < 600sqm: 1 space per 30sqm LFA, Developments of LFA 600 to 3,000sqm: 1 space per 90sqm LFA, Developments of LFA > 3,000sqm: 1 space per 150sqm LFA	Developments of LFA < 600sqm require occasional access for an articulated vehicle and service facilities for a heavy rigid vehicle Developments of LFA > 3,000sqm require service facilities for an occasional articulated vehicle
Caravan Parks and Camping Areas	1 space per unit/site plus 1 space per employee	Waste collection vehicle service access Loading space for a coach
Child care centres		
Residential & industrial zones	1 space per staff member and 1 space per 10 children (Stack parking of employees cars, maximum 2 deep, will be considered if there is good design for flow-through of short term car parking) Pick up and set down of children must address their safety	Service facilities for a van
Business zones	1 space per 35sqm of LFA	Service facilities for a van
Drive-in food Outlets For type definitions refer to Appendix 1 in Part 1	Type 1 - 1 space per 8sqm of LFA Type 2 - 1 space per 8sqm of LFA plus 1 space per 5 seats Type 3 - 1 space per 6 seats plus queuing area for 10 cars	Waste collection vehicle service access Service facilities for a heavy rigid vehicle
Drive-in Liquor Stores	Parking while browsing is provided for without interfering with through traffic Internal roadway: Two parallel lanes, minimum 3m wide, with queuing min. length 30m. Entry & exit driveways min 4m wide & minimum 1m apart	Waste collection vehicle service access Heavy rigid vehicle service facilities
Dwelling houses	2 spaces	
Educational establishments		
Rural, Residential & Industrial zones	1 space per 1 staff member, plus 1 space per 30 students Car parking is to be convenient to the distribution of destinations on campus A traffic and car parking report will be required, as these uses are land intensive, including student car traffic generation	Loading facilities for a coach

Land Use	Minimum Number of Car Parking Spaces	Service and Loading
Business zones	1 space per 35sqm of LFA A traffic and car parking report will be required, as these uses are land intensive, including student car traffic generation	
Entertainment facility	1 space per 10sqm LFA of audience area or per 6 seats whichever is the greater OR subject to traffic report (at the applicant's expense) if required by Council, due to the scope of a particular development	Service access for a small rigid vehicle
Exhibition home Exhibition villages	5 spaces per dwelling used for exhibition purposes Temporary car parking can use the front setback area	
Group homes - (transitional & permanent	1 Space per employee, plus 1 space per 4 bedrooms	
Health consulting rooms & veterinary hospitals	3 spaces per consulting room or health care professional, whichever is greater, plus 1 space per person employed on the premises, plus any residential requirement	Service access for an occasional small rigid vehicle
Home business Home occupation Home industry	1 space per employee not resident on the site plus the residential requirements	Service access for an occasional small rigid vehicle
Hospitals	A traffic and car parking report will be required to define the need and demonstrate its fulfilment Car parking is to be convenient to the distribution of destinations on site	Service facilities for a heavy rigid vehicle Facilities are designed for waste collection
Hotel accommodation (Reductions available if peaks of facilities do not coincide)	1 space per room/unit plus 1 space per 2 employees engaged in accommodation For developments exceeding 200 bedrooms, provision must be made for short-term lay by for a tourist coach, couriers and taxis	Waste collection vehicle service access Loading facilities detailed in Sub Section 4
Industry	1 space per 35sqm of office LFA 1 space per 75sqm factory/warehouse LFA or 1 space per 2 employees, whichever is the greater Warehouse developments of GFA >1000sqm: 1 space per 250sqm in GFA	Developments of LFA > 1,000sqm require occasional access for an articulated vehicle Service Facilities detailed in Section 4
Landscape and garden supplies	Minimum 15 spaces plus 1 space per 200sqm of nursery site area	Service access for a heavy rigid vehicle

Land Use	Minimum Number of Car Parking Spaces	Service and Loading
Markets	2.5 spaces per stall	Occasional access for an articulated vehicle (to transport temporary structures) Loading facilities to be convenient to stalls
Materials recycling or recovery centre	Traffic Report Required	
Medical centres	1 space per 25sqm of LFA for typical situation Traffic report required where specialised services are provided	Developments > 2,000sqm LFA require waste collection vehicle service access
Multi dwelling housing and residential flat buildings		
Residential & Business zones	1 space per small dwelling (< 65sqm) or 1 bedroom 1.5 spaces per medium dwelling (65 - 110sqm) or 2 bedrooms 2 spaces per large dwelling (> 110sqm) or 3 or more bedrooms 1 visitor car space for every 4 dwellings or part thereof	Service access for removalists and garbage servicing
Office premises		
Business zones	1 space per 35sqm of LFA	Developments of LFA > 2,000sqm require waste collection vehicle service facilities
Place of Public Worship		
Rural, Residential & Recreation zones	1 space per 5sqm LFA or 1 space per 6 seats, whichever is the greater OR subject to traffic report (at the applicant's expense) if required by Council, due to the scope of a particular development	Service access for a small rigid vehicle
Business zones	1 space per 35sqm of LFA	Service access for a small rigid vehicle
Industrial zones	1 space per 70sqm of LFA	Service access for a small rigid vehicle
Recreation facilities		
Industrial & Recreation zones	Gymnasia, Fitness Centres and Indoor Cricket 1 space per 22sqm of LFA Tennis or Squash Court & Bowling Alleys - 3 spaces per court/alley Bowling Green 30 spaces for first green and 15 spaces for each additional green Other sports subject to traffic report	Service access for a small rigid vehicle

Land Use	Minimum Number of Car Parking Spaces	Service and Loading
Business zones	1 space per 20sqm of LFA For major or large recreation facilities a traffic report may be required.	Service access for a small rigid vehicle
Registered club		
All areas	1 space per 5sqm of LFA of uses under license OR a traffic report	Service access for a small rigid vehicle Waste collection vehicle service access
Restaurant		
Residential zones (where permitted)	1 space per 7sqm of LFA of uses under license OR 1 space per 3 seats, whichever is the greater	Waste collection vehicle service access
Business zones	1 space per 20sqm of LFA	Waste collection vehicle service access
Industrial zones	1 space per 7sqm of LFA of uses under license OR 1 space per 3 seats, whichever is the greater	Waste collection vehicle service access
Retail premises		
Business zones	Developments of LFA < 12,000sqm: 1 space per 20sqm LFA, Developments of LFA 12,000 to 30,000sqm: 1 space per 25sqm of LFA, Developments of LFA > 30,000sqm: 1 space per 30sqm LFA	Developments of LFA < 4,400sqm require service access for an articulated vehicle Service Facilities as per Section 4
Transport depot	Traffic Report Required	
Roadside stalls	4 spaces per stall	Occasional access for an articulated vehicle (to transport temporary structures) Loading facilities to be convenient to stalls
Service station	2 spaces per fuel outlet plus 3 spaces per service bay plus1 spaces per employee 1 space per 20sqm of LFA of any convenience store	Service access for an articulated vehicle Service facilities for a heavy rigid vehicle
Serviced apartments	1 space per bedroom/suite plus 1 space per 2 employees	Service access and facilities for an occasional heavy rigid vehicle (e.g. Furniture van)
Sex service premises (in Industrial Areas)	1 space per 70sqm of LFA or 1.5 car spaces per employee, whichever is the greater	

Land Use	Minimum Number of Car Parking Spaces	Service and Loading
Vehicle Repair Station		
Business zones	1 space per 70sqm of LFA	Service access for a small rigid vehicle
Industrial zones	1 space per 70sqm of LFA	Service access for a small rigid vehicle
Vehicle showroom	1 space per 130sqm	
Veterinary hospital	1 space per 35sqm of LFA	
Business zones	1 space per 20sqm LFA	Service access for a small rigid vehicle
Warehouses	1 space per 35sqm of office LFA 1 space per 75sqm factory/warehouse LFA or 1 space per 2 employees, whichever is the greater Where it can be shown that employee numbers will be significantly less than the required car parking provision, some of the car spaces may be set aside as unformed car parking Warehouse developments of GFA >1000sqm: 1 space per 250sqm in GFA	Developments of LFA > 1,000sqm require occasional access for an articulated vehicle Service Facilities detailed in Section 4

Disabled Off-Street Car Parking

Disabled car parking shall be provided in accordance with Table 12 for car parking areas over 20 spaces:

Table 12 Disabled Car Parking Provision

No of spaces	Land Use
1 per 100 spaces	Retail, Commercial, Industry or Transport
2 per 100 spaces	Community, Recreation, Accommodation or Education
3 per 100 spaces	Entertainment or Health

Bicycle Parking and Cycling Facilities

1. Bicycle parking and cycling facilities shall be provided in accordance with Table 13 below.
2. Bicycle parking and cycling facilities shall be clearly signposted and located in an area that is convenient to access from within the building(s) and from the street/public path.
3. In multi-storey developments, bicycle parking and cycling facilities for residents and staff shall be located on the ground floor, or first basement level close to entry/exit points, to ensure they are secure and easily accessible by staff and tenants. The design of buildings must ensure:
   - areas between bicycle parking and the street have a courtesy ramp, if stairs are the primary means of access,
   - paths between the entry point and bike parking and cycling facilities shall be wide enough to accommodate a person walking a bike (particularly around corners)
   - paths adjacent to a driveway are visually or physically separated and marked,

- bike cages or lockers within basement car parks are not located in, or create, concealed spaces.

4. Any bicycle parking for visitors or customers shall be located adjacent to the main entry point. In developments with multiple entry/exit points, the share of bicycle parking can be divided between each entry point, as per expected demand and design of the development.
5. End-of-trip facilities (showers and change rooms) are to be provided at the rate of 1 per 10 employee bicycle spaces. Where less than 4 facilities are proposed, they should be unisex. End-of-trip facilities are optional for residential uses or for visitors to other developments.
6. Where shower facilities and change rooms are provided, they should be located adjacent to the employee bicycle parking. This may be near the main entrance/lobby of the building, or in some instances the service entry.
7. At least one personal locker is to be provided for each Class 1 or 2 bicycle parking space.

Note: Bicycle parking facilities have the same classification as Cycling Aspects of Austroads Guidelines and are classified as:

- Class 1. High security facilities are suitable for all-day or night parking. This includes fully enclosed individual lockers. Refer to AS 2890.2
- Class 2. Medium security facilities are appropriate for all-day parking in many areas. These facilities include a lockable shelter/enclosure fitted with Class 3 facilities. Refer to AS 2890.2
- Class 3. Low security facilities are appropriate for short-medium stay parking in highly visible areas. This includes bicycle rails/racks where the wheels and frame can be locked to the rack (traditional 'toaster' racks where the front wheel only is secured is not an appropriate facility).

Table 13 Bicycle Parking Provision

Land Use	Employee/Resident Parking Spaces (Class 1 or 2 facility)	Visitor/Customer Parking Spaces (Class 3 facilities)
Residential		
Residential Flat Buildings, Multi-Dwelling Housing	1 per 2 units, or 1 for every 4 bedrooms (whichever is greater).*	1 per 10 units.
Boarding Houses, Hostels & Group homes	1 per 10 beds.	1 per 10 units/rooms.
Seniors Housing	1 per 10 staff & 1 per 20 units	2 per centre
Caravan Parks, Tourist & Visitor Accommodation	1 per 10 staff.	1 per 20 bedrooms/sites.
Commercial		
Bulky Goods Premises, Garden Centres, Hardware and Building Supplies premises, Industrial Retail Outlets, and Rural Supplies.	1 per 1000sqm GFA or 1 per 10 staff (whichever is greater)	1 per 1000sqm GFA
Cellar Door premises, Kiosks, Roadside Stalls and Timber Yards.	Not Applicable	Not Applicable
Office Premises	1 per 200sqm of GFA.	1 per 750sqm GFA
Other Retail and Business Premises (>500sqm GFA)	1 per 10 staff or 1 per 200sqm GFA (whichever is greater)	2 plus 1 per 100sqm GFA
Shopping Centres	1 per 300sqm LFA	1 per 500sqm LFA
Industry, Depots, Warehouses & Distribution Centres	1 per 10 staff (or 1 per 10 car spaces if staff numbers are undetermined)	Nil
Rural Industry (Fixed Location)	Not Applicable	Not Applicable
Community/Other		
Medical Centres and Health Consulting Rooms	1 per 10 staff	2 per centre, plus 1 for every 5th consulting room
Educational Facilities	1 per 10 staff	1 per 10 students
Child Care Centres	1 per 10 staff	2 per centre
Community Centre/Museums	1 per 10 staff	2, plus 1 per 1500sqm GFA
Places of Public Worship	1 per 10 staff	1 per 20 seats
Libraries	1 per 10 staff	4 plus 1 per 200sqm GFA
Registered Club & Function Centres	1 per 10 staff	1 per 140sqm GFA
Recreational Facilities		
Major Facilities	1 per 1500 spectator places	1 per 250 spectator places
Swimming Pools	1 per 10 staff	1 per 15sqm of pool
Other Indoor Facilities	1 per 10 staff	2 plus 1 per 100sqm GFA

*The storage of bicycles for a unit in a residential flat building or multi-dwelling housing may be combined with a unit's allocated basement storage area. The bicycle parking space may also be combined with a storage room within the dwelling. The area for bicycle parking must be larger than a Class 1 locker. If the storage room is in a basement it must satisfy control 3 above.

Bike Paths and Facilities

The Liverpool Bike Plan provides for new on-road and off-road bicycle routes to be provided across Liverpool. In an effort to avoid instances of providing 'tack-on' widenings or reconstruction of new footpaths, new developments must consider any proposed routes in the Bike Plan.

1. Any development which would otherwise be required to rehabilitate, or provide a new footpath, shall provide a shared-path (or other facility as specified) if it forms part of a route in the bike plan.
2. In addition to control 1 above, any developments involving more than 10 dwellings may be required to join any shared paths (or other facilities) required as part of the development with that of other nearby facilities if the paths would not meet.
3. Shared paths shall be at-least 2.5m wide, and designed in accordance with any applicable Council paving policy, the Cycling Aspects of Austroads Guidelines and NSW Bicycle Guidelines (RTA).
4. In an effort to reduce streetscape clutter, regulatory shared-path signage should not be installed until a reasonable portion of the route has been constructed (e.g. a length of approximately 50m or more, such as an uninterrupted length between two streets).

20.4 Car Parking Design

Car Space Dimensions

Table 14 Dimensions of Off-Street Car parking for bays at 90°

Land use types	Width	Length 1	Length 2	Aisle Width
Tenant, employee and commuter car parking, universities (generally all day car parking)	2.4m	5.4m	4.8m	6.2m
Long-term city and town centre car parking, sport facilities, entertainment centres, hotels, motels, airport visitors (generally medium term car parking)	2.5m	5.4m	4.8m	5.8m
Short-term city and town centre car parking, shopping centres, department stores, supermarkets, hospitals and medical centres (generally short term car parking and where children and goods can be expected to be loaded into vehicles)	2.6m	5.4m	4.8m	5.8m
Car parking for people with disabilities (see next section)	3.2m	5.4m	4.8m	5.8m

1. Length 1 - Where car parking is to a wall to high kerb not allowing any overhang.
2. Length 2 - Where car parking is controlled by wheel-stops or a kerb no higher than 100mm, which allows 600mm overhang.
3. Refer to *AS 2890.1: 2004* for more details.
4. *Adjacent Obstruction* - If the side boundary of a space is a wall or fence, or if there are obstructions such as columns placed so as to restrict door opening, 300mm shall be added to width required for the space.
5. *Blind Aisles* - The end spaces shall be made 1m wider than the remaining spaces. In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six, 90-degree spaces unless provision is made for cars to turn around at the end and drive out forwards.

Landscaping within car parking areas

An outdoor car park with 20 or more car parking spaces must include at least 1 tree per 10 car parking spaces to the following specifications:

1. A tree must be a single trunk species to allow a minimum visibility clearance of 1.5m measured above natural ground level; and
2. A tree must be planted in an island bed that is a minimum 2m in width and 4m in length.

Layout for car parking spaces

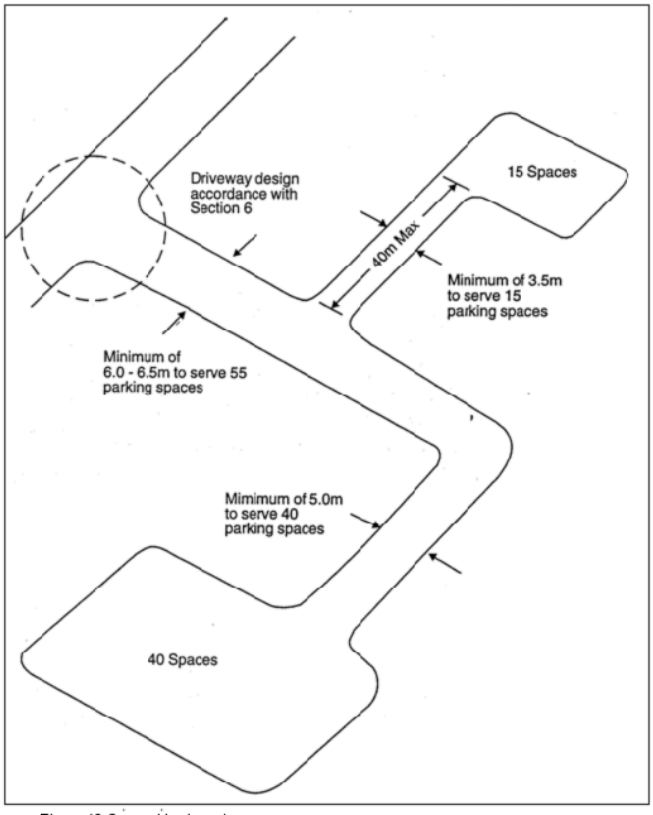


Figure 13 Car parking layout

20.5 Internal Driveways

Gradient

1. Driveways are to be in accordance with the relevant Australian Standard. The maximum change in gradient is to be as shown in the "Maximum Gradients of Internal Driveway" diagram (See Figure 3).
2. Measured parallel to the angle of car parking 1 in 20 (5%); and
3. Measured at 90° to the angle of car parking – 1 in 16 (6.25%).

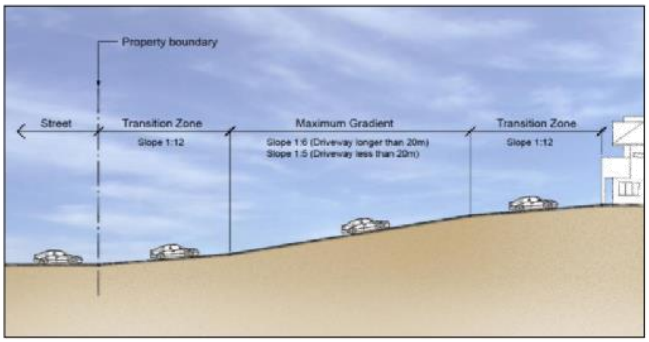


Figure 14 Driveway gradients

Widths

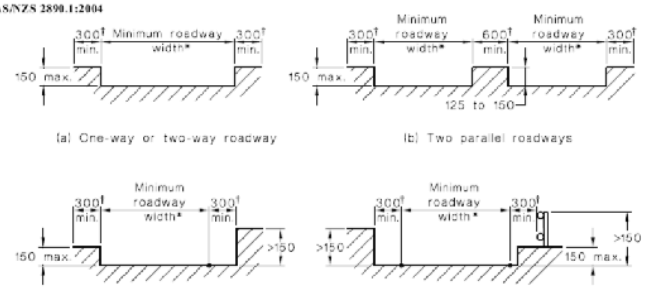
1. For internal driveways between the access driveway and the car parking area the minimum carriageway width depends on the number of car parking spaces and service bays served.
2. Consideration should be given to increase these widths where high levels of heavy vehicles usage are anticipated.
3. By definition circulation driveways should not have car parking on them.
4. The minimum internal driveway widths are to be provided in accordance with Table 4.

Table 15 Internal driveway widths

	Number of Car Parking Spaces / Service Bays		
	1 - 15 spaces and length not exceeding 40m	15 - 40 spaces	Over 40 spaces
Width	3.5m	5m	6 - 6.5m

The following illustrates this table.

AS/NZS 2890.1:2004



* Minimum roadway width: One-way roadway—3000 mm
Two-way roadway—5500 mm
On curve—see Table 2.2

† Increase clearance to 500 mm if on the outside of a curve.

DIMENSIONS IN MILLIMETRES

MINIMUM ROADWAY WIDTHS ON CURVED ROADWAYS AND RAMPS

metres

Turn radius R_o (Note 1)	Single lane		Two-way, no separator All cases (Note 3)
	Public facilities	Domestic property	
7.6 to 11.9	3.9	3.6	—
12.0 to 19.9	3.4	3.1	6.7 (Note 4)
20.0 to 50.0	3.2	3.0	6.3
>50.0	3.0	3.0	5.5

Figure 15 Internal driveway widths

Design

1. Locate and design car-parking areas so they can be observed by adjoining uses.
2. Minimise the number of pedestrian and vehicular entry and exit points, and ensure they are in close proximity to each other and to nearby active uses.
3. Staff car parking areas should be separated and secured.
4. Provide surveillance measures such as security cameras or devices and security guards where possible.
5. Underground car parking areas should provide security grilles in the roofs or upper walls to allow some street surveillance.
6. Lighting must comply with relevant Australian Standards, with brighter lighting located at entrances and pedestrian path or accessways. Lighting should be placed to sufficiently illuminate car parking bays as well as the driveways. Light fittings should be vandal resistant and easily maintained to ensure continued compliance with the Australian Standard.
7. Clear directional signs must be provided to stairs, lifts, and exits to shops or businesses, as well as signs to advise users of security measures in place.
8. Pedestrian pathways should be integrated into the design and allow for maximum safety, especially for people with a disability and people using prams. Pathways should be clearly marked and well lit.
9. Internal driveway should be designed for a low speed environment.

Loading Facilities

1. Adequate facilities for servicing developments shall be provided on-site to ensure loading/unloading activities do not occur on street and compromise the safety, amenity and capacity of the public road system.
2. Provision for loading facilities shall be provided for development in accordance with *AS 2890.2 – 2002*.
3. Service facilities shall be conveniently located close to service entrances (or other building entrances) to discourage loading/unloading in other than the designated areas.
4. Areas where heavy vehicles are manoeuvring shall be separated from areas of car parking or pedestrian movement with safety being the over-riding consideration.

20.7 Driveway Crossings

Location of Driveway Crossings

1. Driveway Crossings shall be located a minimum distance from the following items:
   - 0.5m from all drainage structures on the kerb and gutter;
   - 1.0m from side property boundaries;
   - 6m from a kerb tangent point of a street corner.
2. Driveway Crossings should avoid the need to remove existing street trees and any replacement tree (species determined by Council) is to be at the development's cost.
3. Driveway Crossings should avoid changes to existing public utility infrastructure including drainage and any relocation of such shall be the development's expense.
4. Where a development site has frontage to a Classified Road, the Driveway Crossings should be located on an alternative street.
5. Where a Driveway Crossing is proposed directly from a Classified Road, a deceleration lane may be required.
6. Locate the entrance at the first Driveway Crossing from the adjacent kerbside lane.
7. Avoid a driveway layout, which may result in on-street queuing.
8. All vehicles must enter and leave the property in a forward direction (except in the case of dwelling houses and Attached dwellings and Semi detached dwellings).
9. Locate each Driveway Crossing so that it is clear of all obstructions, e.g. poles, trees, which may prevent drivers from having a timely view of pedestrians.

Design of Driveway Crossings

1. Design each Driveway Crossing so that it is relatively level within 6m of the site boundary or any pedestrian way, the recommended maximum gradient is 5%.
2. Signpost each Driveway Crossing with appropriate entry, exit and keep left signs.
3. Decorative Driveway Crossings over the footpath area will only be permitted if it is compatible with the amenity of the locality.
4. In business zones any Driveway Crossing shall be compatible with the existing and future paving pattern.

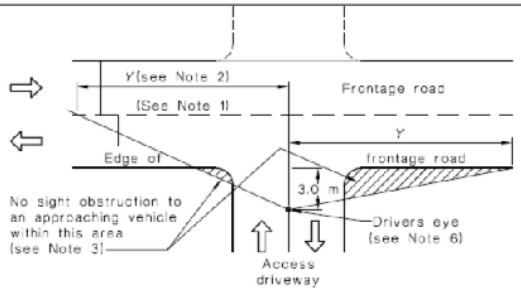
Second Driveways (for Residential Dwellings)

1. A second Driveway Crossing for dwelling houses, attached dwellings and semi-detached dwellings are to be consistent with the relevant Australian Standards and all other provisions in the DCP, specifically:
   - Minimum distances from public domain infrastructure, including drainage structures, street signage, bus stops, kiosks, lighting, power poles and the like;
   - Minimum distances from property boundaries and kerb tangent points;
   - Minimum and maximum driveway widths;
   - Cut and fill of the land (including any associated retaining wall);
   - Minimum landscaping requirements for the site, as indicated in the relevant DCP provision; and
   - Removal of existing vegetation, including street trees.
2. Second driveways will only be considered in instances where:
   - The lot width, measured at the lot boundary which faces the road, is greater than 15 metres;

- The combined driveway width between the lot boundary and the face of the dwelling is not more than 50% of the total lot frontage, or 12m, whichever is the lesser;
- There is at least a 6m space between driveway crossings, to allow for an on-street parking space;
- The existing driveway cannot be augmented;
- The second driveway will not involve the net loss of any street tree;
- The second driveway will not reasonably invoke obstruction of a footpath (or area outside the property boundary) due to vehicle overhang;
- The second driveway will not decrease pedestrian and other road user safety due to poor visibility to/from the driveway;
- There is a demonstrated lack of available on-street parking for registered vehicles; and
- The existing driveway, and any garages or carports, approved by Council, have not been converted for other uses which reduces the availability of on-site parking

3. An application for an additional driveway must include a dimensioned plan of the site, which shows:
   - Location of dwelling;
   - Location of the existing and proposed driveway, including any garage, or carport;
   - Width of the property frontage;
   - Distance between existing and proposed layback;
   - Dimensions of the proposed and existing driveways;
   - The area of impervious surfaces and pervious surfaces within the front setback;
   - The area of landscaped area on the site as a whole; and
   - Indication of any vegetation to be removed

The following illustrates the requirements for the location of Driveway Crossings.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road (Note 5) m	
	5 s gap	8 s gap
40	55	89
50	69	111
60	83	133
70	97	156
80	111	178
90	125	200
100	139	222
110	153	244

NOTES.

1 Centre-line or centre of roadway (undivided road), or right hand edge of right hand through lane (divided road).

2 A check to the left is not required at a divided road where the median is wide enough to shelter a vehicle leaving the driveway.

3 Parking on this side of the frontage road may need to be restricted on either side of the driveway so that the sight distance required by the above table to an approaching vehicle is not obstructed.

4 This is the posted or general speed limit unless the 85th percentile speed is significantly higher.

5 These distances are equivalent to minimum gap sight distance (MGSD) for an exiting vehicle. The minimum requirement is a 5 second gap. A right turn exit into a six lane road may require up to an 8 second gap, unless the median is wide enough to shelter a vehicle leaving the driveway.

6 When checking sight distance the height of the object (approaching vehicle) is to be taken as 1.15 m above the road surface. The driver's eye height is to be taken as any height in the range 1.15 m to 2.5 m, to cater for both car and commercial vehicle drivers.

Figure 16 Locations of Driveway Crossings

Width of Driveway Crossings

1. Driveway crossing widths shall be in accordance with tables 5 and 6.

Table 16 Car Parking Spaces served by the Driveway Type

Street Frontage	Number of Car Parking Spaces served by the Driveway Type					
	Less than 25	25-100	101-300	301-600	More than 600	Heavy Vehicles
Major	1-2	2-3	3-4	4	5	7
Minor	1	1-2	2-3	3-4	4	6

2. Major Street Frontage includes Classified Roads and Sub Arterial Roads under Council's Road Hierarchy.

- Maximum for residential: 6m.

Table 17 Driveway crossing widths

Type	Entry Width	Exit Width	Minimum separation of driveways	Splay at kerb line	Kerb return turnout radius
	W	W		S	R
1	3 – m	Combined	NA	0.5m	-
2	6 – 9m	Combined	NA	1m	-
3	6m	4 – 6 m	1 - 3m	1m	2 – 9m
4	6 – 8m	6 – 8 m	1 - 3m	1m	2 – 9m
5	Direct feed from a controlled intersection via a public street				
6	8 – 10m	8 –10m	3m	1m	2 – 9m
7	10 –12m	10 –12m	3m	1m	2 – 9m

Cost of Driveway Crossing Works

The cost of any adjustment to a public road, including kerb and gutter, road shoulder and deceleration lane shall be borne by the development.

20.8 Pavement requirements

Access driveways, internal driveways and car parking spaces are to be paved to a standard to carry the anticipated loadings, unless otherwise specified elsewhere in the DCP. Porous paving materials will be considered, provided that sufficient detail is provided to show that such paving is sustainable. Driveway material must not be allowed to spill or be carried onto road pavement.

20.9 Transport Impact

Transport Management Plan

For major developments a Transport Management Plan shall be submitted with the development application. The Transport Management Plan shall address the following:

1. The existing traffic environment.
2. Traffic generation anticipated from the proposed development.
3. The cumulative impact of traffic in the locality.
4. The need for traffic improvements in the locality.
5. The need for public transport works on site and in the locality.
6. Proposed traffic egress/ingress to Classified/Sub Arterial Roads.
7. Sight distance and other safety issues.

Construction Transport Plan

A Construction Transport Plan may also be required where it is likely that the construction phase of a development will have a significant impact on traffic movement in the locality. A Construction Transport Plan shall address the following:

1. The existing traffic environment.
2. Traffic generation anticipated from the construction of the proposed development.
3. The impact on traffic in the locality.
4. Proposed heavy vehicle routes.
5. The need for transport management and hours of operation and access in the locality.
6. Sight distance and other safety issues.

Cost of Transport Impact Works

The cost of any works directly attributable to the development, including dedication and or construction of road works, traffic management facilities or any public transport facilities either on site or off site shall be borne by the development.

21. Subdivision of Land and Buildings

Applies to

This section applies to development, which involves subdivision of land or buildings.

Background

The subdivision of land has a major impact on the use of land in terms of density and type of development, impacts on adjoining development, impact on the natural environment, demands on public infrastructure, usability of land, access to roads and future development potential. The subdivision of buildings also has impacts on the future management of buildings and on the adjoining areas.

Objectives

a) To provide a functional, attractive and safe environment for residents that are consistent with community standards and needs.

b) To minimise adverse effects on the natural environment.

c) To provide for the needs of future users of the land in respect to building requirements vehicular and pedestrian access, provision of services and an amenity appropriate to the zoning of the land.

d) Provide for the economic utilisation of the land resource of the area.

e) To achieve a balance between the development / subdivision of residential, commercial and industrial land and the amenity of existing occupants.

f) To provide for an equitable and efficient distribution of public amenities and services.

g) To minimise Council's future maintenance costs for roads, services and open spaces.

Controls

21.1 Specifications

Subdivision works shall be carried out in accordance the Council Subdivision Specification.

Splay corners

Minimum 6 x 6m splays for all subdivisions involving creation of a road junction.

21.2 Rural Zones – RU1 and RU4

Minimum lot sizes

Refer to *Liverpool LEP 2008* written statement and the maps for the minimum allotment sizes in the RU1 and RU4 zones. Note that this varies depending on the location.

Minimum Lot Width

The minimum lot width in the RU1 and RU4 zone is 24m.

Street widths

All new streets shall be a minimum 20m wide, unless specified elsewhere in a Locality Part of the DCP.

All Weather Roads

Development involving the creation of new streets in RU1 and RU4 zones will be required to provide an all-weather road system to provide a functional and safe vehicular access to each allotment or development.

Sealing of Roads

1. Bitumen sealing of the road system will be required on all new roads and existing roads, which will be an extension of existing sealed roads unless specified otherwise by Council.
2. Council will not approve the development/subdivision of lands proposing non- dedicated road access (e.g. private road systems). However consideration will be given to the creation of a right-of-way to serve allotments having the minimum dedicated road frontage but not having road access.
3. Such right-of-way is to link directly to an existing or proposed dedicated road and constructed in accordance with Councils standards.
4. Minor subdivisions in isolated rural areas require a reasonable standard of all-weather access road suitable for all year round access for essential services, i.e. school bus, ambulance etc.
5. Each proposal will be considered on its merits in accordance with the following guidelines:
   - The status of the road.
   - Existing road surface condition.
   - Cost of upgrading.
   - Flooding frequency and hazards of creek or river crossings.
   - Potential population catchment.
   - Bush Fire Hazard.

Electricity

1. The extension of electricity mains to each allotment within the subdivision is required.
2. Subdivisions in areas remote from electricity mains may be relieved of this requirement, if special circumstances prevail and details of such circumstances are submitted to Council, together with the written agreement from *Integral Energy*.

Sewerage

1. Effluent disposal will normally be by way of appropriate on-site disposal.
2. Where the development is in near proximity to an existing sewered area or where, in the opinion of the *NSW Department of Health* or Council, the land is unsuitable for site disposal of effluent, connection to sewerage will be required.
3. A geotechnical report to support sewerage treatment proposals is to accompany an application for onsite sewage management this type of the development.

Street signage

1. Street name and information signs shall be provided to facilitate accessibility and mobility.
2. Approval for the naming of all new streets shall be obtained from Council prior to the erection of any new street signage.

21.3 Rural Zone – RU2 and Residential Zone – R5

Minimum lot sizes

Refer to *Liverpool LEP 2008* written statement and the maps for the minimum allotment sizes in the RU2 and R5 zones. Note that this varies depending on the location.

Minimum Lot Width

The minimum lot width in the RU2 and R5 zone is 24m.

Street widths

All new streets shall be a minimum 20m wide, unless specified elsewhere in a Locality Part of the DCP.

Kerb & Gutter

1. Development involving the creation of new streets in RU2 and R5 zones shall require kerb and guttering and underground stormwater drainage where specified in Council's standards.
2. Concrete lined table drains shall be required where scour velocities are exceeded and/or the soils are susceptible to erosion from stormwater.

Sewerage

1. Effluent disposal will normally be by way of appropriate on-site disposal.
2. Where the development is in near proximity to an existing sewered area or where, in the opinion of the *NSW Department of Health* or Council, the land is unsuitable for site disposal of effluent, connection to sewerage will be required.
3. A geotechnical report to support sewerage treatment proposals is to accompany an application for onsite sewage management this type of the development.

Natural Features

1. The configuration of the subdivision is to have consideration for natural features such as rivers, creeks, topography of the land, tree groupings and prominent natural features.
2. The design should also consider buffers for conflicting land uses, watercourses, etc.

Street signage

1. Street name and information signs shall be provided to facilitate accessibility and mobility.
2. Approval for the naming of all new streets shall be obtained from Council prior to the erection of any new street signage.

Street lights

Street lighting is to be provided in accordance with AS1158.

21.4 Residential Zones (Except R5)

Minimum lot sizes

Refer to *Liverpool LEP 2008* written statement and the maps for the minimum allotment sizes in the Residential Zones. Note that this varies depending on the location.

Minimum Lot Width

1. Subdivision of land shall meet the minimum lot width requirements as set out in Table 18.
2. Subdivision of land involving the creation of lots less than 300sqm or less than 10m lot width shall include the dwelling house as part of the development application.
3. The subdivision plan will not be released until the dwelling which was approved in conjunction with the subdivision is completed to above ground floor level.

Table 18 Minimum Lot Widths

Zones	Minimum Lot Size (as per LLEP 2008 minimum lot size map)	Minimum lot Width
R4	Any lot size shown on the Lot Size Map greater than 300sqm	24m
R1, R2	600-1000sqm	20m
R2	450sqm	15m
R1, R3	450sqm	12m
R1, R2	400sqm	11m
R1, R2	300sqm	9m
R1, R2	300sqm (Area 3)	9m
R1, R2, R3	300sqm (Area 2)	8m
R1, R4	300sqm (Area 1)	7m

Note: Minor variations may be considered if the average width of the lot is greater than the Minimum Lot Width as stated in Table 18.

Road widths

All new streets shall be a minimum 18m wide, unless specified elsewhere in Part 2 of this DCP.

Road works

1. Development involving the creation of new streets in Residential Zones will be required to provide fully serviced subdivisions including the provision of a sealed road system with drainage, and kerb and gutter, to adequately and safely provide both vehicular and pedestrian access to each allotment.
2. Development in established residential areas shall meet the full cost of kerb and guttering across all existing street frontages of any development/subdivision except where direct vehicular access is restricted.
3. Streets adjoining a public reserve shall provide kerb and gutter to adequately and safely provide both vehicular and pedestrian access. Footpaths may also be required.

Stormwater

Legal easements of width as determined by the Council Codes and Specifications are to be provided over stormwater drains and watercourses.

Water and Sewerage

New development will be required to extend augment and meet the full cost of water and sewerage reticulations, as arranged with *Sydney Water* within developments / subdivisions plus the cost of connecting to existing services.

Electricity

1. Electricity services are to be extended to the development / subdivision and in accordance with the requirements of Integral Energy and at full cost to the development.
2. Underground electricity services will be required except where it can be shown that it is not appropriate.

Street lighting

Street lighting shall be designed by the applicant to *AS1158* and the development will be required to meet the full cost of street lighting installation.

Telephone

The development will be required to provide for telephone facilities within the design. Where underground electricity is used, underground telephone facilities are also to be provided by the development.

Stormwater Runoff

Urban stormwater runoff will need to be assessed in terms of satisfactory performance both within the development and external to the development to a legal point of discharge.

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. One street tree shall be planted for each allotment created.
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 17 for details.

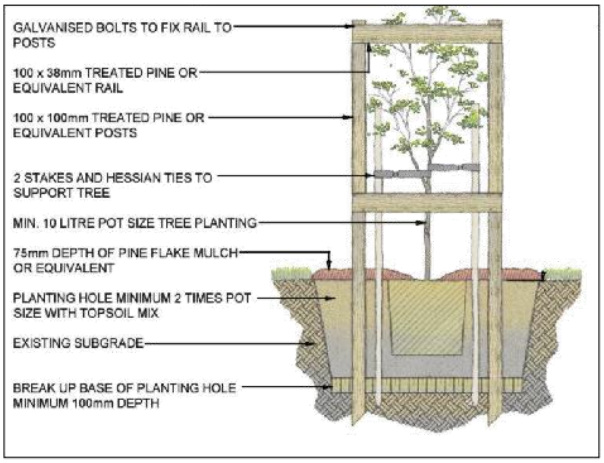


Figure 17 Tree Guard and Planting Details

Street signage

1. Street name and information signs shall be provided to facilitate accessibility and mobility.
2. Approval for the naming of all new streets shall be obtained from Council prior to the erection of any new street signage.

21.5 Industrial and Business Zones

Road widths

All new streets shall be a minimum 20m wide, unless specified elsewhere in Part 2.

Minimum Lot Width

B1 and B2 zones

The minimum lot width in the B1 and B2 zones is 20m.

B6 Zone (Enterprise Corridor)

1. Development shall not be permitted for a new building (other than a maximum 10% addition to an existing structure) in the B6 zone unless the site has a frontage width to the Classified road of at least:
   - 30 m, where the site also has frontage to a local street that intersects with and would permit access to and from the classified road; or
   - 90m otherwise.
2. Development for a new building (other than a maximum 10% addition to an existing structure) in the B6 zone must not leave adjacent land such that it cannot achieve either:
   - A site frontage with of at least 30m (where the site also has frontage to a local street that intersects with and would permit access to and from the Classified Road): or
   - 90m otherwise.

IN 1, IN 2 and IN 3 Zones (Industrial)

The minimum frontage for new lots shall be in accordance with Table 19.

Table 19 Frontage Width

Street	Width of Frontage
Classified Roads, Bernera Road, Kurrajong Road and Moorebank Avenue	65m
Other streets	30m
Cowpasture Road (Site adjacent to future link road across Hinchinbrook Creek to former Hoxton Park Airport)	120m

Road works

1. Development involving the creation of new streets in Industrial and Business Zones will be required to provide fully serviced subdivisions including the provision of a sealed road system with drainage, and kerb and gutter, to adequately and safely provide both vehicular and pedestrian access to each allotment.
2. Development in established areas shall meet the full cost of kerb and guttering across all existing street frontages of any development/subdivision except where direct vehicular access is restricted.
3. Streets adjoining a public reserve shall provide kerb and gutter to adequately and safely provide both vehicular and pedestrian access. Footpaths may also be required.

Street Lighting

Provide Street lighting to *AS1158.*

Pavement for Heavy Traffic

Engineering Road Design and Pavement Design will need to provide for heavy traffic conditions as specified by Council.

Water and Sewerage

New development will be required to extend augment and meet the full cost of water and sewerage reticulations, as arranged with *Sydney Water* within developments / subdivisions plus the cost of connecting to existing services.

Electricity

Electricity services are to be extended to the developments/subdivision and in accordance with the requirements of Integral Energy at full cost to the development. Integral Energy will make determination of the maximum loading of the electricity service, and whether the service is provided above ground or underground.

Telephone

Developments will be required to provide for telephone facilities. Where underground electricity is used, underground telephone facilities are also to be provided by the development.

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. One street tree shall be planted for every 20m of street frontage.
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 17 for details.

Street signage

1. Street name and information signs shall be provided to facilitate accessibility and mobility.
2. Approval for the naming of all new streets shall be obtained from Council prior to the erection of any new street signage.

21.6 Hatchet shaped Allotments

1. The minimum width of the accessway to a hatchet shaped allotment shall be as shown in Table 20.

Table 20 Hatchet allotment access handle

No of Allotments	Rural and Residential zones	Industrial and Business zones
One allotment	5m	7m
Two allotments	5m	7m

2. There shall be a maximum of 2 allotments from any access way in the Residential, Business and Industrial zones.
3. Where 2 allotments are proposed to be created having an adjacent access ways to a public street, the access ways shall have reciprocal rights of way created over each of the access ways in order to minimise separate driveway access points.

4. Where traffic generation from use of a hatchet shaped allotment is likely to be significant an additional width for the access way may be required.

21.7 Strata subdivision

Applications for strata subdivision of buildings, space or land will need to ensure that the strata plan is consistent with the development consent particularly the allocation of private and common property. In particular visitor or customer car parking identified in a development consent shall remain as common property.

There must be a minimum requirement of three buildings, spaces, or land parcels for strata subdivision.

22. Energy Conservation

Applies to

This section applies to development involving the use of energy.

Background

The ability of development to optimise thermal performance, thermal comfort and day lighting will contribute to the energy efficiency of the buildings, provide increased amenity to occupants and reduce greenhouse emissions and, with them, the cost of supplying energy.

Objectives

a) To reduce the necessity for mechanical heating and cooling.

b) To minimise greenhouse gas emissions.

c) To provide thermal comfort by minimising temperature variations within buildings.

Controls

Residential

New dwellings, including multi-unit development within a mixed use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with *State Environmental Planning Policy – Building Sustainability Index (BASIX)*. A complying BASIX report is to be submitted with all development applications containing residential activities.

Non-Residential

1. All Class 5 to 9 non-residential developments are to comply with the Building Code of Australia energy efficiency provisions.
2. Improve the control of mechanical space heating and cooling by designing heating/ cooling systems to target only those spaces which require heating or cooling, not the whole building.
3. Encourage passive solar designed dwellings.
4. Improve the efficiency of hot water systems by:
   - Insulating hot water systems.
   - Installing water saving devices, such as flow regulators, 3 stars rated shower heads, dual flush toilets and tap aerators.
5. Reduce artificial lighting and design lighting systems to target only those spaces which required lighting at any particular 'off-peak' time, not the whole building.
6. Maximise natural light to reduce reliance on artificial lighting and utilise energy efficient lamps, reflectors and fittings to reduce requirements for artificial lighting.
7. For all commercial office development over $5 million, provide an Energy Efficiency Report from a suitably qualified consultant to accompany any development application for a new commercial office development. The report is to demonstrate that the building can achieve no less than 4 stars under the Australian Building Greenhouse Rating Scheme.

23. Reflectivity

Background

Reflective materials used on the exterior of buildings can result in undesirable glare for pedestrians and potentially hazardous glare for motorists. Where installed on tall buildings, reflective materials may be also a hazard for aircraft. Reflective materials can also impose additional heat load on other buildings. The excessive use of highly reflective glass is discouraged. Buildings with a glazed roof, facade or awning should be designed to minimise hazardous or uncomfortable glare arising from reflected sunlight.

Objectives

a) To restrict the reflection of sunlight from buildings to surrounding areas and buildings.

Controls

1. New buildings and facades must not result in glare that causes discomfort or threatens safety of pedestrians or drivers.
2. Visible light reflectivity from building materials used on the facades of new buildings must not exceed 20%.
3. Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar glare from the proposed development on pedestrians, motorists or aircraft may be required.

24. Landfill

Applies to

This section applies to development, which involves cutting and or filling of land. It does not involve land cut and filling in conjunction with a development application for a building(s).

Background

The cutting and filling of land has the potential to have significant environmental and visual impacts on the environment.

Objectives

a) To minimise any land cut and filling.

b) To minimise any adverse impact of land cut or filling on adjoining or nearby lands.

Controls

1. All fill applied should be Virgin Excavated Natural Material (VENM), as defined by the *NSW Department of Environment and Climate Change*. Any fill involving material other than VENM is subject to referral to the State Government as potential Integrated Development or contaminated land assessment.
2. All filling in the vicinity of native vegetation must be local material (in order to minimise the spread of weeds).
3. Any excavation within the zone of influence of any other building will require a Dilapidation Report.
4. Refer to the section on Salinity if cutting greater 500mm is to be undertaken.
5. No retaining wall structures will be permitted within any easements such as drainage easements. Retaining walls located on the boundary of two allotments or boundary to a public street or public reserve shall be of masonry construction. Other types of retaining wall structure may be permitted if the structure is located wholly within the property.

25. Waste Disposal and Re-use Facilities

Applies to

This section applies to all applications that propose:

1. Subdivision and excavation of land.
2. Demolition of an existing building.
3. Construction of any development including alterations and additions.
4. Any development that requires a waste bay or the like.

Background

The construction and demolition of buildings and excavations generates the need for waste disposal and opportunities to minimise waste disposal and maximise recovery of resources from those activities. For new buildings, the occupation of those buildings generates an ongoing need for waste disposal and recycling. There are potential environmental and human health impacts associated with waste generation, storage and disposal. Under current waste legislation there is a need to minimise disposal of waste to landfill and recover resources to minimise depletion of natural resources.

Objectives

a) To minimise waste produced during demolition and construction of new development and maximise resource recovery.

b) To ensure waste management for the end use of the development is designed to provide satisfactory amenity for occupants and provide appropriately designed collection systems.

c) To minimise ongoing waste to landfill and maximise recycling of ongoing waste.

Controls

Non-residential development

Note: Council does not provide waste services to non-residential premises. Owners and operators of non-residential premises must engage a private commercial waste contractor to remove and legally dispose of the waste their premises generates.

1. Development applications for all non-residential development must be accompanied by a waste management plan that addresses:
   - best practice recycling and reuse of construction and demolition materials,
   - use of sustainable building materials that can be reused or recycled at the end of their life,
   - handling methods and location of waste storage areas, such that handling and storage has no negative impact on the streetscape, building presentation or amenity of occupants and pedestrians, and
   - procedures for the on-going sustainable management of green and putrescible waste, garbage, glass, containers and paper, including estimated volumes, required bin capacity and on-site storage requirements.
2. The waste management plan is to be prepared by a specialist waste consultant and is subject to approval by Council

Residential development

1. Provision must be made for the following waste generation shown in Table 21.

Table 21 Waste Generation

Type of Waste	Dwellings (including housing, attached and semi dwellings and dual occupancy)	Medium and High Density Residential Development
General Waste	**140 litres/week/dwelling**	110 litres/week/dwelling
Recycling	**120 litres/week/dwelling**	110 litres/week/dwelling
Green Waste	**120 litres/week/dwelling**	Shared 240 litre bins can be provided by Council. Numbers of bins will be assessed on a case by case basis and require provision of adequate storage.

2. In dwellings not exceeding six (6) dwellings, individual waste storage facilities may be permitted. In a development of more than six dwellings or where the topography, or distance to the street makes access difficult for individual occupants, a collection and storage area is required. The storage area must be located in a position which is:
   - Not visible from the street
   - Easily accessible to dwelling occupants
   - Accessible by collection vehicles (or adequately managed by the body corporate to permit relocation of bins to an approved collection point),
   - Has water and drainage facilities for cleaning and maintenance; and
   - Does not immediately adjoin private open space, windows or clothes drying areas.
3. Wherever a rear lane is present, the rear lane is to be used for the removal of waste provided that it complies as follows:
   - Provides an area of kerbside where the placement of waste bins will not obstruct the passage of vehicles; and
   - Has sufficient dimensions for the Council's contractor's collection vehicles to be able to empty waste bins safely and without damage to property.
4. Subject to Council collection policy, common waste storage areas are to be sized to accommodate the number and size of waste bins that are required, plus enough space for the bins to be accessed, manoeuvred in and out for emptying and rotated as necessary. Minimum dimensions of the bins can be found in the Council fact sheet, 'Waste Management Services for Residential Flat Buildings and Multi Dwelling Housing
5. The size and number of the waste bins shall be determined having regard to the number of dwellings to be serviced, the space available for the presentation of the bins for emptying and the need for either on-site access by the waste contactor's collection vehicle or the requirement for bins to be wheeled to the street for collection by the contractor. If transferred to the street for collection, the body corporate or a caretaker must be responsible for the movement of bins to their collection point and return to their place of storage within the time set in Council's Domestic Waste Policy. If bins are being collected from within a development, they are to be presented for emptying to the approved collection point by agents of the body corporate and then returned back into the storage area by those agents afterwards.

Waste Management Plan

1. A Waste Management Plan (WMP) shall be submitted with a Development Application for any relevant activities generating waste. The WMP is provided in three sections:

- Demolition;
- Construction; and
- On-going waste management.

2. The WMP shall show:
   - Estimated volumes of waste generated according to type; and
   - Details of whether each type of waste material that will be produced on site are to be reused, recycled or disposed of and the recycling or waste facilities to which those materials will be taken.
3. The WMP must then be implemented on site throughout the development process, demolition, construction and use of the development. During demolition and construction the WMP together with proof of lawful disposal for all waste that is disposed of or otherwise recycled from the site must be retained onsite in a Waste Data File. Proof is to include a log book with associated receipt/invoices, waste classification and site validation certificate.

   All entries in the Waste Data File must include:
   - Time and Date
   - Description and size of waste
   - Waste facility used
   - Vehicle registrations and Company name
4. The Waste Data File must be made available for inspection by any authorised Council Officer at any time during site works and at the conclusion of site works should be retained by the person responsible and made available for inspection by authorised Council Officers.
5. A copy of the final Waste Data File shall be submitted by the PCA to Council with a copy of the occupation certificate.

Waste Management Facilities

1. Waste management facilities shall be provided for in all new buildings (except dwelling houses, Attached dwellings, Semi-Detached Dwellings and Dual Occupancy). These shall be designed to ensure that the storage and collection of waste and recyclables is user friendly for both the occupant and the waste collection contractor.
2. Where a communal Waste Management Facility for Multi dwelling housing and Residential flat buildings is required, on site storage details are to be submitted on the plans and set out as below:
   - Location of space within the dwelling for the separation and temporary storage of waste, recyclables and compost with sufficient capacity for a minimum of one days waste or recycling
   - Location and design of the Waste Storage and Recycling Area (Bin bay) on the premises. This must be readily accessible for both residents and waste and recycling contractors.
   - Where applicable design details of any Volume Reduction Equipment. The use of volume reduction equipment (to compact waste materials) may be appropriate where space is a problem. In normal circumstances there will not be a reduction in area requirements where such equipment is proposed, to accommodate future variations to development management and waste disposal options. Volume reduction equipment should not be used on recyclables; removing contaminants from compacted recyclables is almost impossible and compacted contaminated loads will be rejected by end markets.

- For buildings more than three (3) storeys, or where elevator access is required for dwellings on the upper levels a waste service room, or compartment must be provided on each floor of the building for the intermediate storage of garbage and/or recycling. Sufficient space must be allocated for access by residents, storage of bins, and easy manoeuvring of bins.
- The area must be suitably located on premises in terms of accessibility for both the occupants and the waste and recycling contractor. The system for waste management must be compatible with available collection services – collection occurs at the front of the land.
- Measures for protecting bins and any associated waste equipment from theft or damage are to be indicated within the WMP.

3. Provision of ongoing waste management facilities shall include:
   - In the case of multi dwelling housing of 8 or fewer dwellings individual 240L waste bins are to be provided and stored within the courtyard of each dwelling. If such storage is not possible an easily accessible garbage bin bay is to be provided.
   - In the case of multi dwelling housing of 9 or more dwellings and residential flat buildings one or more garbage and recycling enclosures (bin bays) are to be provided within the site.
   - Bin bays are to be well ventilated and screened to a minimum height of 1.5m by a structure and landscaping. Construction materials are to be compatible with the proposed development and adjoining development.
   - Bin bays or waste service rooms are to be sufficiently open and well lit to allow safe use after dark
   - A hose cock for hosing the garbage bin bay and a sewered drainage point are to be provided in or adjacent to the bin storage area. The drainage point should have a fine grade drain cover sufficient to prevent coarse pollutants from entering the sewer. If the hose cock is located inside the bin storage bay it is not to protrude into the space indicated for the placement of bins. Responsibility for cleaning of all waste storage areas should be determined when designing the system and clearly stated in the waste management plan. Frequency of cleaning to eliminate odour and pests should also be indicated on the WMP.
   - Sufficient space must be allocated within the bin bays to allow for access to all required bins by residents and waste collectors, as well as manoeuvring of bins within the bay and for the removal and return of bins by the waste collector.
   - The agreed numbers of bins that will require storage are given as a consent condition.
   - In the case of secure developments where garbage and recycling bins are stored within the secure area, the WMP needs to indicate:
     - Arrangements for supervised access by Council Contractors to collect waste must be shown to the satisfaction of Council; or
     - Arrangements for delivery of bins to kerbside and removal when emptied to within the development must be shown.
     - Council waste and recycling contractors are not to be provided with keys, pass keys, or other mechanical or electronic means of entry to secure developments.

Access to waste and recycling storage

1. Bin bays are to be adjacent to a street frontage, or if not possible then at a designated point adjacent to the common access driveway provided sufficient level areas (<5% grade) is available for bin collection to be carried out, away from vehicle ramps and steps. The bin bay is to be located so that distance from bin bay to the nearest waste

collection point accessible by the collection vehicle is no further than 15m. The bin bay shall be positioned so as to minimise noise impacts on residents from the usage of bins and waste or recycling collection.

2. The access routes should be highlighted on the plan. Access must be made available by wheelchair for occupants. Bin bays should allow for bins to be wheeled by to the street kerb over flat or ramped surfaces with a maximum grade of 7% and not over steps, gutters, or landscape edging. The need for manual handling by collection staff should be kept to a minimum.
3. Residents should not be required to carry waste or recyclables more than 30m to a waste storage area such as a bin bay, or in the case of a residential flat building greater than three storeys, a waste service room for interim storage of waste and/or recyclables. Recycling bins are not to be stored in isolation, but in close proximity to garbage bins or chutes.
4. Waste service rooms or compartments where provided, shall be enclosed and of design compatible with the proposed development. Adequate ventilation shall be provided for the room or compartment. Suitable arrangements for transfer of any interim storage to the main bin bay are to be indicated in the WMP.
5. Waste and recycling collection vehicles should be able to service the development efficiently and effectively and with no need to reverse. Current collection vehicles are fitted with a left side lifter for handling MGBs, with a minimum height clearance of 3.6 m when lifting and 4.7m width when lifting.
6. Council and waste collection contractor vehicles will not enter private property including driveways to collect waste or recycling.

Other Waste Considerations

1. In the case of multi dwelling housing or residential flat buildings of more than 25 dwellings, a designated space reflecting the number of dwellings shall be provided for temporary storage of disposed bulky items awaiting Council clean up or contracted removal. The minimum allocated space must be 6sqm, with a minimum height of 2m. The space shall be signed as to its purpose.
2. No waste incineration devices are permitted.
3. Council will consider applications for buildings more than three (3) storeys or where elevator access is required for dwellings on the upper levels that utilise garbage chutes as a means of transferring waste from each level to a centralised garbage room, with the following criteria:
   - Garbage chute access can only be located within a waste service room or compartment.
   - Recycling chutes are not permitted. Recycling bins for interim storage are to be proved in each waste service room.
   - Garbage chutes are not to be situated adjacent to habitable rooms
   - Applications must state the material the chute is to be made from, how the chute is to be cleaned, how often the chute will be cleaned, how any blockages will be removed and any fire protection measures to be used.
   - The waste collection system that the chute feeds into must be stated (compactor, carousel, open bin) and suitable for the number of dwellings in the development.
4. Signage should be in English, and consideration given to other languages reflective of the most recent demographics of Liverpool LGA. Illustrative graphics will form a minimum 50% of the area of the signage. Council can provide appropriate bin bay usage signs if required. Signage is to be prominently posted in each bin bay, or waste service room indicating that:

- Garbage is to be placed wholly within the garbage bins provided.
- Only recyclable materials accepted by Council shall be placed within the recycling bins.
- The area is to be kept tidy.
- A telephone number for arranging the disposal of bulky items.
- Should garbage chutes be incorporated, signage on how to use the chutes is to be located prominently next to the chute itself.

26. Outdoor Advertising and Signage

Applies to

This section applies to applications for Outdoor Advertising and Signage.

Background

The provision of signage is an integral part of any business to identify its presence to the potential customers. Depending on the size, number and location, signage may have a substantial visual impact on a locality.

Objectives

a) To ensure that outdoor advertising signage is complementary to and compatible with both the development on which it is displayed and the character of the surrounding locality.

b) To encourage the rationalisation of existing and proposed advertising signs so as to minimize the extent of visual clutter caused by the proliferation of signs.

c) To provide guidelines for the display of outdoor advertising to ensure that they communicate effectively and contribute positively to the urban and rural environment.

d) To ensure that outdoor advertisements are designed and located so that they do not adversely affect the safety of motorists and pedestrians.

Controls

26.1 Need for Consent

A combined DA/CC could be submitted to save time in processing the applications.

26.2 Outdoor Advertising without Consent

Some outdoor advertisements have a minimal effect on the appearance of the building, structure or place where they are displayed and, as such, have a low level of environmental impact. However, if a structure is used to display such advertisements, a construction certificate may be required.

Advertisements without Consent include:

All Zones

1. Advertisement other than on a heritage item or in a heritage conservation area which is not visible from outside the land on which it is displayed
2. Temporary signs other than those on awnings provided they comply with the Design Criteria in Section 8.7.
3. A public notice displayed by a public body giving information or direction about the services provided.
4. Signs behind the glass line of a shop window provided they are not flashing or moving and do not occupy more than 25% of the shop window for heritage items or 50% in all other situations.
5. Street sign.
6. Advertisements on a public seat or bus shelter.
7. Advertisements on motor vehicles used principally for the conveyance of goods or passengers.

8. Business identification sign not including a moving sign or flashing sign and other than on a heritage item or in a heritage conservation area provided they comply with Sub-section 9.7 Design Criteria.

Rural Zones

1. One pole or pylon sign of not more than 2sqm in area and not exceeding 2m in height above ground level per lot.
2. One additional sign of not exceeding 0.75sqm in area on the face of a building where the business is carried out in an architecturally compatible manner.

Residential Zones

One sign of not more than 0.75sqm in area attached to a solid masonry fence or one pole or pylon sign of not more than 0.75sqm in area and not exceeding 2m in height from ground level for each business operation or activity.

Business Zones

One under-awning sign, one fascia sign and one top hamper sign on each shop or business premises.

Industrial Zones

1. One pole or pylon sign (including directory board for multiple occupancies) not exceeding 5sqm in area and 5m in height from ground level for each development. Such a sign is to be located within an area of 5 x 3m on either side of the ingress or combined ingress/egress, subject to compliance with sight distance requirement.
2. For multiple occupancy development, one additional company identification sign, not exceeding 2 x 0.6m at the entrance to each occupied unit.
3. For single user development, one additional company identification sign is permitted at the rate of not exceeding 1sqm of advertising area per 3m of street frontage or a maximum of 50 sqm whichever is the less.

Real Estate Signs

1. Real estate signs other than flashing signs or moving signs or those on awnings provided they comply with the design criteria specified in Schedule 1 and the following:
2. In residential or rural premises:
   - Does not exceed 2.5sqm in area;
   - Has returns not exceeding 180mm.
3. In business and industrial premises does not exceed 4.5sqm in area;
4. In land development on subdivision does not exceed 6sqm for each 25 lots or part thereof.

26.3 Outdoor Advertising

1. All proposals for Outdoor advertising shall comply with the following:
   - Conforms to the desired future character of the area or zone as described in the objectives for the zone.
   - Complements the dominant character of an urban or rural landscape.
   - Complements the character of a building, site or area, e.g. an historic building, public garden, view of urban or rural landscapes.
   - Conveys the advertiser's message or image while conforming to the surrounding character.
   - Rationalises or reduces the number of existing signs.
   - Does not adversely affect traffic and/or pedestrian safety.
   - Complements any established theme or pattern of signage.
   - Refers to an approved or lawful use of the site or building.

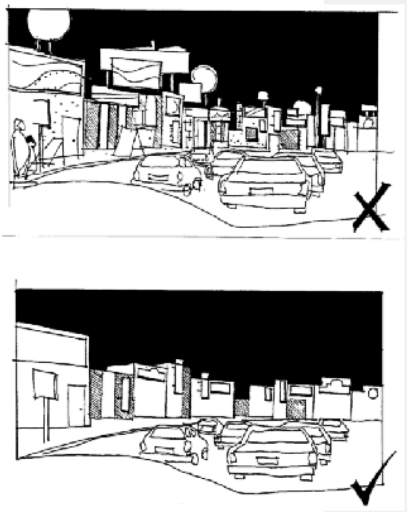


Figure18 Signage Requirements

Limiting sign numbers

1. The following design factors are relevant:
   - Number of existing signs on the building (and adjacent buildings);
   - Placement - visibility;
   - Dimensions (including depth);
   - Scale (dimensional or proportional relationship to spaces, other physical urban elements including buildings, trees, other signs or people);
   - Shape;
   - Materials, construction details - means of attachment;
   - Colour;
   - Purpose of sign (identification, directional or general advertising);
   - Reflectivity;
   - Means of illumination;
   - Movement;
   - Provision of services;
   - Durability;
   - Maintenance provisions.

26.4 Signage Controls in Zones

Rural Zones

Objectives

a) To preserve the rural amenity of the locality.

b) To minimise the visual impacts of signs in rural areas.

c) To coordinate tourism signs.

d) To avoid undue distraction to motorists and to maintain traffic safety on rural roads.

Controls

1. One pole or pylon sign is permissible per lot. Sign is not to exceed 2sqm in area and 2m in height above ground level.
2. One additional sign is permitted on the face of a building where the business is carried out in an architecturally compatible manner. The size of the sign is not to exceed 0.75sqm in area.
3. Illuminated signs are only permitted to operate during those times when the business is open for trading.
4. Moveable signs are not permitted.
5. Signs for tourist facilities are to be considered on individual merits.
6. Signs are not permitted at locations where they are hazardous to traffic.
7. Third party advertising is not permitted.
8. Advertising structures shall comply with Sub-section 9.7 Design Criteria.

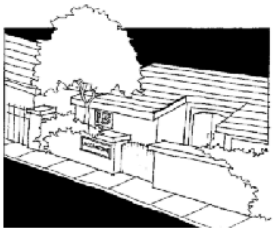


Figure 19 Tourist directional signs

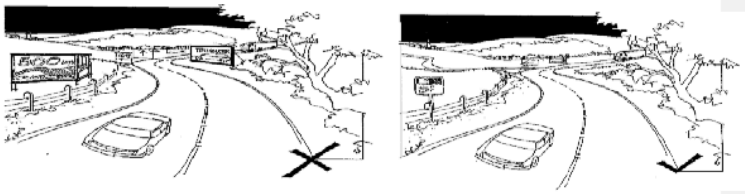


Figure 20 Proliferation of signs

Residential Zones

Objectives

a) To preserve the residential amenity of the locality.

b) To minimise the visual impact of signs.

c) To permit adequate identification of permissible uses (e.g. convenience store, home occupations, home industries, professional services, place of public worship, child care centre) without interfering with the amenity of the area.

Identification sign

Controls

1. Signs are to be placed wholly within the allotment boundary.
2. Signs are not permitted on walls facing adjoining residences.
3. The number and size is restricted to 1 sign of not more than 0.75sqm per business operation or activity.
4. Signs shall not be affixed to or displayed on the fence other than solid masonry fence.
5. Maximum height of a free standing sign is 2m from ground level.
6. Illuminated signs, except for doctors or veterinarians, are not permitted.
7. Third party advertising other than on public seat and bus shelter is not permitted.
8. Advertising structures shall comply with Sub-section 8.7 Design Criteria.

Business Zones

Objectives

a) To permit adequate identification and business advertising.

b) To recognise that advertising signs can help to express the character of commercial and entertainment environments, creating a lively daytime and evening atmosphere.

c) To ensure that signs are in keeping with the scale and character of the building they are on and do not detract from the architecture.

d) To ensure that the number, size and positioning of signs do not crowd the advertiser's message and defeat the purpose of advertisement.

e) To reduce the visual complexity of a streetscape by providing fewer, more effective signs.

f) To ensure compatibility with the desired urban character of the adjacent land uses.

g) To ensure that advertising signs do not adversely affect the safety of motorists and other road users.

Figure 21 Signs should complement the architecture

Controls

1. One under-awning sign is permitted on each shop or commercial premises. For shop or premises with wide frontage, under-awning signs are permissible at the rate of not more than one sign per 8m of shop front.
2. Under-awning signs are to be at least 6m apart to provide adequate visibility.
3. Signs including real estate signs and temporary signs are not allowed to stand on awnings.

4. One projecting wall sign is permitted for each shop or commercial premises.
5. Total area of all signs is not to exceed 1sqm of advertising area per 1m of shop frontage. This includes signs painted on blinds or window blinds.
6. Signs in excess of a total of 50sqm in area are to be considered on its merits.

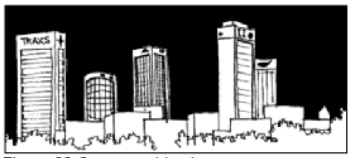


Figure 22 Corporate identity

7. Special consideration will be given to commercial uses along Classified Roads where signs are required to be bigger in order to be seen by people travelling in vehicles.
8. Applications for high wall signs are to be considered on individual merits. They are not allowed in local centres unless it can be demonstrated that it is compatible with the scale of development and amenity of the surrounding land uses.
9. Roof signs are not permitted.
10. Moving signs will be considered on individual merits having regard to the objective of creating a lively day time and evening atmosphere, the safety of motorists and pedestrians and the amenity of adjacent developments.
11. For development with wide street frontage and adequate setback, pole signs are permissible at the rate of not more than one pole sign per development. Application for additional pole signs will be considered on individual merit.
12. Advertising structures shall comply with Sub-section 8.7 Design Criteria.

Figure 23 Illuminated pole sign in neighbourhood areas

Figure 24 Protecting residential amenit

Outdoor cafes

1. Only the name and/or logo of the business and/or core product and/or service associated with the outdoor cafes may be placed on any item of furniture, as a minor element of the furniture design to the Council's satisfaction.
2. No other advertising is permitted on any outdoor furniture or elsewhere in the outdoor cafe or adjacent area, unless Council grants development consent.

Industrial Zones

Objectives

a) To permit the display of information concerning the identification of premises, and the name of the occupier and activity conducted on the land or in the building.

b) To encourage a coordinated approach to advertising where there is multiple occupancy of site.

c) To enhance the architectural and landscape presentation of industry so that advertising signs appear proportional to the scale of the building or space within which they are located.

d) To minimize the negative visual impact of cluttered and untidy advertising signs, in particular at gateway sites and entry points to industrial precincts, so as to promote the townscape qualities of Liverpool.

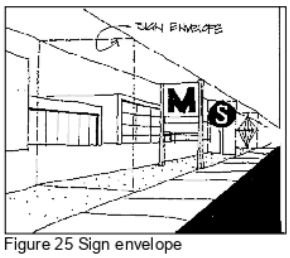


Figure 25 Sign envelope

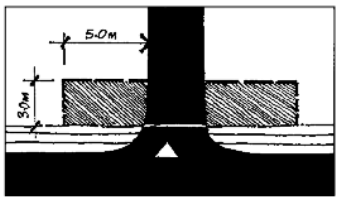


Figure 26 Advertising zone at the ingress to development

Controls

1. Pole or pylon sign for building or site (including directory board for multiple occupancies) is limited to a single structure at the entry to the site from a public road, along the road frontage.
2. Pole or pylon sign not exceeding 5sqm in area and 5m in height from ground level are to be located within an area of 5 x 3m on either side of the ingress or combined ingress/egress, subject to compliance with sight distance requirements.

3. For multiple occupancy development, one company identification sign not exceeding 2 x 0.6m is permitted at the entrance to each occupied unit. Such signs are to be of a uniform shape, size and general presentation.
4. For single user development, additional company identification sign is permissible at the rate of not exceeding 1sqm of advertising area per 3m of street frontage or a maximum of 50sqm whichever is the less. (Corner lots will be assessed on the length of the main presentation frontage of the building only.)
5. Roof signs are not permitted.
6. Third party advertising is not permitted.
7. Sign exceeding 50sqm in area will be dealt with on individual merits.
8. Advertising facing back/side boundaries and abutting a Classified Road will be assessed on individual merits.
9. Advertising structures shall comply with Sub-section 8.7 Design Criteria.

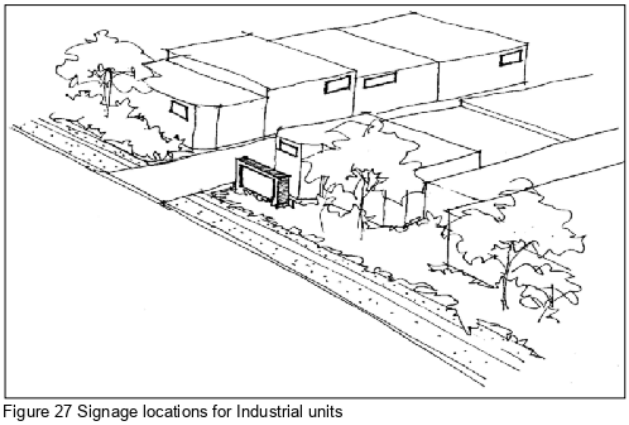


Figure 27 Signage locations for Industrial units

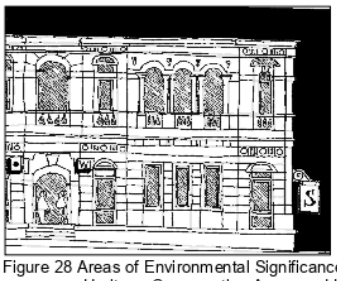


Figure 28 Areas of Environmental Significance (including Environmentally Significant Land, Heritage Conservation Areas and Heritage Item)

Multiple occupancy development

Objective

To ensure that outdoor advertising is designed and located in a manner, which preserves and enhances an area of environmental significance.

Controls

1. Signs on individual buildings or within an area of environmental significance are to be discreet and complement the building or the area. The architectural characteristics of a building always dominate. (For example, signs are not to be placed on cast-iron, first floor verandahs and balustrades or in front of cast-iron verandah frieze work.).
2. Advertising is placed in locations on the heritage item, which traditionally have been used as advertising areas. If such areas do not exist, advertising is generally inappropriate.
3. No signs are permitted to break an historic parapet or roofline of a building or buildings.
4. The form and content of all signs must enhance the heritage significance of the heritage item or area. Particular attention is to be given to location, choice of colours, size of lettering and means of illumination.
5. Permanent signs on shop windows are not to occupy more than 25% of the window area.
6. The size of signs may vary according to the design and history of the building or its environment.
7. Complies with Sub-section 8.7 Design Criteria.

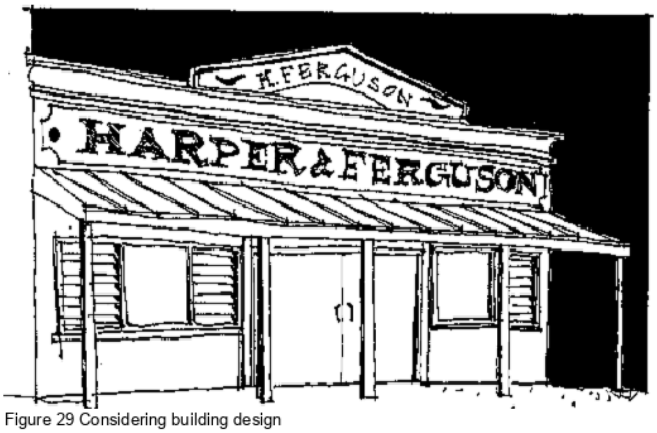


Figure 29 Considering building design

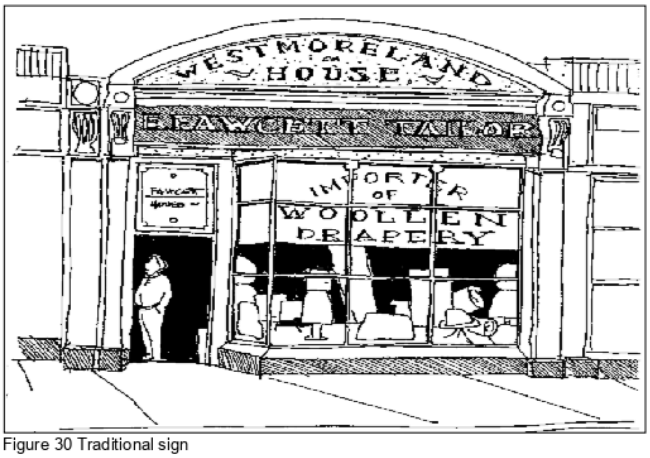


Figure 30 Traditional sign

Special Uses Zones

Objectives

a) To permit adequate identification and/or business advertising.

b) To ensure that signs are in keeping with the scale and character of the buildings and are compatible with the amenity of the area.

c) To ensure that advertising does not adversely affect the safety of road users.

Controls

1. Owing to the variety of special uses, it is not possible to design control guidelines that are relevant and common to all situations. Every application for outdoor advertisement is to be considered on individual merit.
2. For applications within the 'Special Use - Classified Road' zone, advertising signs are to be a minimum of 1 km apart. Their location and dimension are not to adversely affect the amenity of the locality and the safety of motorists and other road users.
3. For applications within the 'Special Use - Airport' zone, concurrence is to be obtained from the operator of the airport.
4. Advertising structures shall comply with Sub-section 8.7 Design Criteria.

Recreation Zones

Objectives

a) To recognise the opportunity for outdoor advertisement for the promotion of commodities and services associated with recreational activities.

b) To ensure that outdoor advertisement is compatible with the character of the development on which it is displayed and the character of the surrounding land uses.

c) To permit the display of information associated with the recreational activities carried out on the land or in the building on which the sign is displayed.

Figure 31 Sign at entry point to recreational facility

Controls

1. Pole or pylon signs are permitted at the rate not exceeding one pole sign per vehicular entry point to the recreational facility.
2. Each pole sign is not to exceed 10sqm in area and not more than 7m in height from ground level.
3. Signs in sports grounds are permissible on the perimeter fencing of the play area and on scoreboards and shall face the play area. The maximum height above ground level of any sign, except signs on scoreboards, is 1.2m.
4. Advertising structures shall comply with the Sub-section 8.7 Design Criteria.

Figure 32 Advertising opportunity at playing field

26.5 Signage in Particular Developments

Service Stations

As service stations are land extensive and are permissible within a wide range of zones, it is considered necessary to have controls for advertising on such development.

Objectives

a) To ensure that advertisement is compatible with the amenity of the surrounding locality.

b) To ensure that advertisement is designed and located so that it does not adversely affect the safety of motorists and other road users.

Controls

1. One pole or pylon sign of not exceeding 7m in height from ground level.
2. Pole or pylon sign of not exceeding 2.5m in height from ground level for the display of prices of fuels is permitted at the rate of not more than one sign per ingress point to the development.
3. Fascia signs on the canopy of forecourt and top hamper signs for the sales office and associated convenience store, workshop or food outlet are permissible.

4. The total advertisement area in excess of 50sqm is to be considered on individual merits.
5. Roof signs and fin signs are prohibited.
6. The location and design of signs (including their illumination) are not to adversely affect the amenity of adjacent development and the character of the locality and not to obstruct any traffic lights and traffic signs.
7. Advertising structures shall comply with the Sub-section 8.7 Design Criteria.

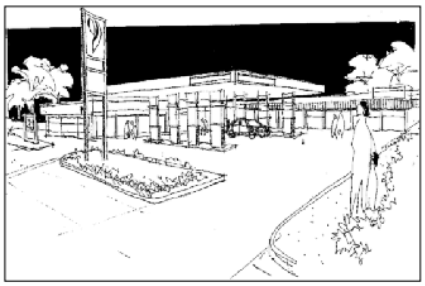


Figure 33 Advertising sign at service station

Exhibition Home and Exhibition Village

Although exhibition home and exhibition village are temporary in nature, they are usually located within residential zones. Their use is also associated with strong promotion through outdoor advertising.

Figure 34 Pole sign for exhibition home

Objectives

a) To recognise the need for outdoor advertising, business identification and promotion.
b) To ensure that outdoor advertising is compatible with the amenity of the surrounding locality.

Controls

1. One pole or pylon sign with an area of not exceeding 2.5sqm and a height of not more than 3m from ground level is permitted for an exhibition home. For each exhibition home within an exhibition village, one pole or pylon sign with an area of not exceeding 2.5sqm and a height of not more than 5m from ground level is permissible.
2. For exhibition village advertising signs are to be of a uniform shape, size and general presentation.

3. Additional signs for ancillary uses such as sales office, home financing and materials display are to be considered on individual merits.
4. All advertisements must be placed wholly within the allotment boundary.
5. Third party advertising is prohibited.
6. Illuminated signs are prohibited.
7. The location and design of advertisements are not to adversely affect the amenity of the locality in general and adjacent occupied dwellings in particular.
8. Advertising structures shall comply with Sub-section 8.7 Design Criteria.

26.6 Other Types of Signage

Illuminated Street Name Signs

Objectives

a) To facilitate the use of Illuminated Street Name Signs (ISNS) in providing directional information and the identification of street names, in conjunction with the display of an appropriate advertising/ sponsor message.

b) To ensure that ISNS do not have an adverse impact on the amenity of residential areas by restricting their use to Classified Roads.

c) To ensure that ISNS are designed and located so that they do not have an adverse impact on pedestrian and motorist amenity and safety, by providing controls which clearly identify the required location of ISNS within the road reservation.

d) To ensure that ISNS are complementary to and compatible with the existing streetscape and the character of the surrounding area, and do not obstruct the view of RTA traffic signs and traffic controls for road users.

e) To ensure that the external shape, style, colour, text and graphics of ISNS are consistent with Liverpool City Council colours and existing Council signs and street furniture.

Controls

1. To maintain the amenity of residential and rural areas ISNS shall be restricted to Classified Road reservations.
2. One ISNS will be permitted per intersection only. Provided that where signs are located 20m or more apart, two signs per intersection may be permitted.
3. ISNS shall be located at a sufficient distance so as to not obstruct the view of traffic control signals and RTA directional signage for road users.
4. ISNS shall be restricted to corner locations within road reservations only. The sign pole shall be located at a minimum distance of 1.5m from each kerb line forming the edge of the carriageway at the intersection.
5. The ISNS shall comprise an advertising sponsor panel, in conjunction with separate finger panels displaying at least two street names and locality or other community facility directional information approved by Council. The advertising/ sponsor panel shall display the use of appropriate messaging conforming to standards of decency and morality acceptable to Council; Advertising of local products and services is preferred and in all cases Council approval is to be obtained for the content of the sign.
6. The maximum height of the ISNS shall not exceed 5.2m above the ground, measured as a vertical distance from the existing ground level to the uppermost portion of the sign. The clearance to the underside of the advertising/sponsor panel shall be a minimum of 2.6m. To ensure pedestrian amenity, the clearance to the underside of the street name/finger panel shall not be less than 2.1m.

7. The total area of the advertising/sponsor panel shall not exceed 2.2sqm in dimensions (excluding the street name portion of the sign), including any city identification.
8. The external shape, colour, text and graphics of an ISNS shall be generally consistent with the shapes, colours and design used in existing Council signs (such as park and community signs) and Council street furniture, and standard RTA text and graphics in the locality.
9. Written approval of the Roads and Traffic Authority (RTA) shall be provided to Council with each ISNS application proposing installation on a road reservation under the control of that Authority.
10. Each application for approval of an ISNS shall be accompanied by an engineer's certificate verifying structural integrity and frangibility conforming to the requirements of the RTA.
11. As a condition of any consent being given to install an ISNS, Council will require the applicant to meet its requirements covering operational aspects of the system, including such matters as: agreement commencement and term, community messages, compliance with Australian Standards, maintenance and repairs, payment of electricity charges, public risk, annual licence fee, use of sponsor panel vacant space, pavement restoration, relocation, temporary removal and default by company.

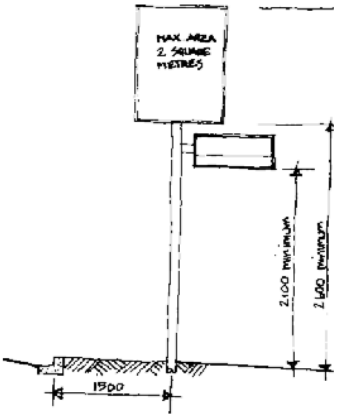


Figure 35 Illuminated Street name Signs

Inflatable Signs

Inflatable sign as a promotion tool is becoming more common. In view of the visual attraction it captures and the impact it may have upon the locality special controls are considered necessary.

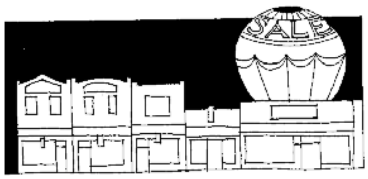


Figure 36 Inflatable sign

Objectives

a) To ensure that inflatable signs are compatible with the character of the surrounding land uses and do not adversely affect the amenity of the locality.

b) To ensure that inflatable signs are designed and located so that they do not adversely affect the safety of motorists and pedestrians.

Controls

1. Inflatable signs are not normally permissible in residential zones and areas of environmental significance.
2. The size, shape and colour of signs do not adversely affect the amenity of the locality and adjoining areas.
3. The operation of inflating mechanical services is not to cause noise nuisance to neighbouring properties.
4. Illumination of signs is not to cause nuisance to neighbouring properties by spillage of light and glare.
5. The size, shape, colour, location and illumination of signs are not to interfere with traffic signals and cause undue distraction to motorists.
6. Any other requirements as may be stipulated by Council and/or other agencies.

26.7 Design Criteria

Specific Requirements Relating to Advertising Structures

Compliance with these requirements does not imply that an application will be approved.

Advertising Panel

(Any advertising structure, other than those described in other parts of this section, which is illuminated, including hoarding or bulletin board)

1. Not to extend laterally beyond or vertically above the top of the wall to which it is attached.
2. Not to cover any windows or architectural features.

Underside Awning Sign

(Sign attached to the underside of an awning, other than the fascia or return end)

1. Maximum size not to exceed 2.5m in length and 0.5m in height.
2. Erected horizontally to the ground and a minimum clearance of 2.6m from the ground level to the underside of the sign.
3. A minimum of 0.6m clearance inside the kerb.
4. Not to project beyond the awning.
5. Securely fixed by metal supports.

Upper side Awning Sign

(Sign attached to the upper side of an awning, other than the fascia or return end)

Normally not permitted, if approved, the design criteria are:

1. Size to be considered on individual merits.
2. Not to project beyond the awning.
3. Securely fixed by metal supports.

Fascia Sign

(Sign attached to the fascia or return of an awning)

1. Not to project above or below the fascia or return end of the awning to which it is attached.
2. Not to extend more than 0.3m from the face of the fascia or return end of the awning.

Fin Sign

(Sign erected on or above the canopy of a building e.g. canopy of a service station)

Normally not permitted, if approved, the design criteria are:

1. Not to extend more than 2.6m above the canopy on or above which it is erected.
2. Securely fixed by metal supports.

Flashing Sign

(Illuminated as to any part of the advertising area at frequent intervals by an internal or external source of artificial light and whether or not included in any other class of advertising sign)

A minimum of 6.1m above ground level.

Floodlit Sign

Illuminated as to any part of the advertising area by an external light source and whether or not included in any other class of advertising sign.

Lighting medium must be at least 2.6m above the ground if the sign projects over a public road.

Moving Sign

Sign attached to a building and capable of movement by any source of power whether or not included in any other class of advertising sign.

A minimum of 4.6m from ground level.

Pole or Pylon Sign

Sign erected on a pole or pylon independent of any building or other structure.

Unless otherwise stated in this DCP, not to project more than 7m from ground level. A minimum of clearance of 2.6m from ground level to the underside of the sign.

Roof/Sky Sign

Sign erected on or above the roof or parapet of a building. (It is also called a sky sign)

Normally not permitted. If approved, subject to specification by Council.

Top Hamper Sign

(Sign attached to the transom of a doorway or display window of a building)

1. Not to extend more than 0.2m beyond any building alignment;
2. Not to extend below the head of the doorway or window above which it is attached.

Flush Wall Sign

(Sign attached to the wall of a building (other than the transom of a doorway or display window) and not projecting more than 300mm from the wall) Painted wall sign:

Sign painted onto a wall of a building.

1. Not to project above or beyond the wall to which it is attached;
2. Where it is illuminated, it must be at least 2.6m above the ground level.

Projecting Wall Sign

(Sign attached to the wall of a building (other than the transom of a doorway or display window) and projecting more than 300mm)

1. Not to project above the top of the wall to which it is attached;
2. Not to project more than 1.2m from the wall to which it is attached;
3. A minimum clearance of 2.6m from the ground level to the underside of the sign;
4. A minimum of 0.6m clearance inside the kerb.

Other types of Signs

Illuminated Street Name Sign

Freestanding pole sign comprising an internally illuminated sponsor panel and up to two internally illuminated street name cabinets erected within a road reservation.

Parapet Sign

Sign attached to or painted on the parapet of a building, but not extending above the parapet.

Spandrel Sign

Sign attached to the wall below the sill of windows.

Street Sign

Sign erected on public road which include guide sign, warning sign, temporary warning sign, regulatory sign, car parking sign, hazardous markers and service symbols as defined under *AS 1742*.

Window Sign

Sign attached to, or displayed on, the shop window.

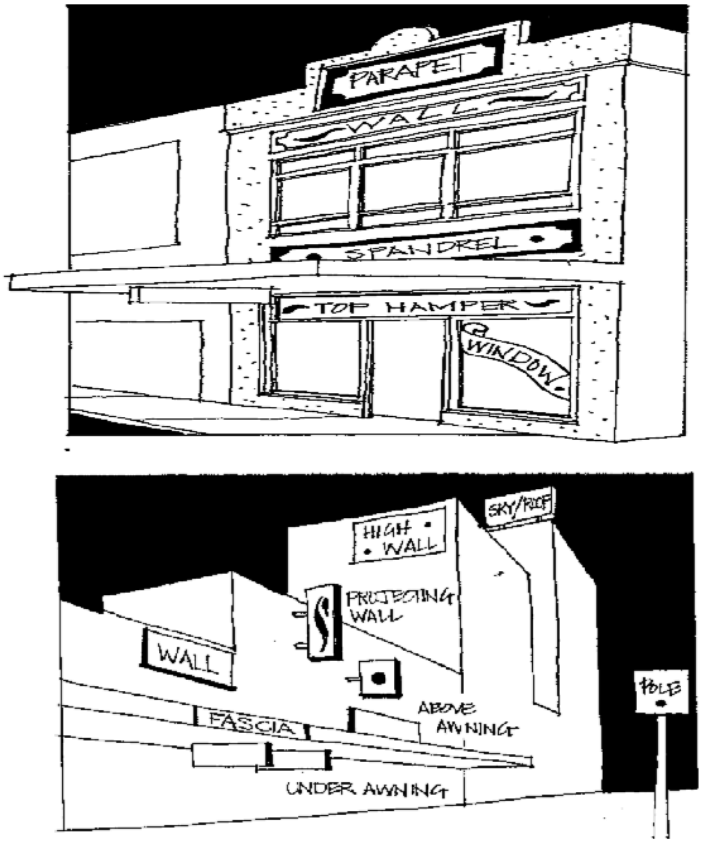


Figure 37 Types of signs

26.8 The Facade - Grid Analysis Technique

While the technique relates specifically to traditional building facades (such as those commonly found in strip-shopping centres), the principles apply to all building forms.

Signs do not have to be on a building's front facade. For example, they can be placed on sidewalls provided they do not interfere with the adjoining development. In these circumstances the principles of the technique still apply.

The technique

Step 1

To identify sign opportunities the facade could be subdivided using the main design lines to form a series of panels. Many traditional building designs can be easily broken into a grid based on the alignments of the parapet (skyline), cornice, verandah, window and door. An example of this procedure is shown in Figure 38.

Step 2

To identify possible sign panels the rectangles of the grid may be used separately or be joined together to form horizontal or vertical panels. Figure 39 shows examples of such panels.

The scale of advertising signs should be compatible with the buildings they are on, as well as with nearby buildings, street widths and other existing signs. In most cases, appropriate dimensions are achieved by restricting signs to grid locations or panels. This ensures that the original architectural character (set by the lines of awnings, windows and door openings, parapet lines and setbacks) remains dominant.

On buildings with decorative facades, signs should not be placed on the decorative forms or mouldings. Instead, they should appear on the undecorated wall surfaces, unless architecturally designed panels are provided.

Figure 39 also shows that a building may be given a horizontal or vertical appearance simply by the way in which the sign panels are arranged across or down a building.

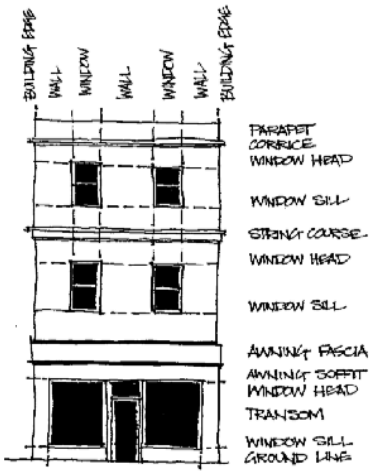


Figure 38 Horizontal or vertical panels

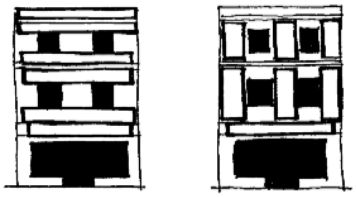


Figure 39 Establishing the façade grid

Step 3

Applying the technique to a series of buildings shows the possible panels for the streetscape and provides the basis for developing patterns and themes. Figure 40 shows how the technique produces a uniform and clean series of sign possibilities instead of a haphazard array.

Figure 40 also shows that sign panels do not have to be rectilinear in design or contained in a perimeter margin unless these impose an architectural formality or introduce continuity with the surrounding area, which is presently lacking in the building.

Figure 41 shows how a variation of the technique can be used to help correct discontinuities in streetscape. The lines of adjacent buildings may be projected across the facade of the building, thereby defining horizontal panels in which signs may be located. This will achieve visual continuity with neighbouring buildings.

Step 4

Not every panel identified using this technique should be used to display a sign. Consideration should be given to placing signs in locations compatible with those on adjoining buildings to develop a pattern or theme in streetscape.

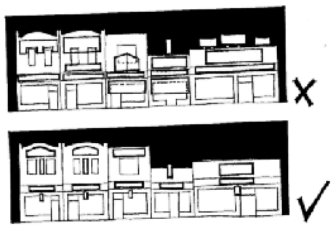


Figure 40 Developing patterns and themes

Figure 41 Improving discontinuities in streetscape

27. Social Impact Assessment

Applies to

This section applies to applications for the types of development listed in Table 1, and any other types of development if notified in writing by Council. This section does not apply to development that is otherwise permitted without consent.

Background

Social impacts include the intended and unintended effects of a change or activity on the well-being of a community, families and individuals. Demand for a greater focus on social impacts has been driven by:

- a changing demographic profile and pressures arising from the growth and positioning of Liverpool as the regional city for South Western Sydney;
- increasing awareness of planning authorities to apply social criteria in making decisions about development and land use;
- increasing emphasis by Council and the community in considering social issues.

Council has a statutory obligation under Section 79C of the Environmental Planning and Assessment Act 1979 to consider the social impacts of development applications. The Liverpool Local Environmental Plan 2008 aims to "foster economic, environmental and social well-being so that Liverpool continues to develop as a sustainable and prosperous place to live, work and visit".

Social impact assessment is a process that aims to identify and manage the potential positive and negative consequences of development to optimise social outcomes, consistent with Council's objectives for the community. Council is committed to the process of social impact assessment as a means of considering social issues more comprehensively and consistently in its planning and decision making. Council requires a social impact assessment to be submitted with development applications for specific types of development. In addition, Council may, at its discretion, require a social impact assessment for other types of development.

Objectives

a) To ensure distributional equity of positive and negative social impacts of development, to help build healthier communities where people want to live and work;

b) To apply a precautionary approach to, and encourage effective community engagement and participation in, planning and development decisions that may have significant impact;

c) To ensure social impact assessments are undertaken in a consistent and transparent manner, by an appropriately trained person, and contain the information required to enable objective evaluation of potential impacts by Council.

Controls

1. A social impact assessment shall be submitted with a development application for all types of development listed in Table 21. The social impact assessment shall take the form of a Social Impact Comment or a Comprehensive Social Impact Assessment, as specified in Table 21.
2. Council may, at its discretion, alter the requirements for social impact assessment at any stage of the development assessment process, if it deems a proposal to foreseeably generate or contribute to social impacts that are substantially less or more significant than envisaged in Table 21. This discretion rests with the

Executive Management Team, with consideration of recommendations made by Council staff.

3. A social impact assessment shall be submitted for any types of development not listed in Table 21 if, at any stage of the development assessment process, Council deems the proposal to foreseeably generate or contribute to significant social impacts. The social impact assessment shall take the form of a Social Impact Comment or a Comprehensive Social Impact Assessment.
4. Any social impact assessment shall be prepared in accordance with Council's Social Impact Assessment Policy.

Note:
Applicants are advised to consult with Council before lodging a development assessment, to discuss Council's specific requirements relating to social impact assessment. Council will notify applicants in writing of any changes to requirements for social impact assessment.

Table 22 Types of development for which a social impact assessment is required

Type of development	Social Impact Comment	Comprehensive Social Impact Assessment
Residential development	Applications for development of, or major changes to: - Residential flat buildings **greater than 20 units** - Multi-dwelling housing **greater than 20 dwellings** - Residential subdivision **greater than 20 dwellings** - Affordable housing, within the meaning of SEPP (Affordable Rental Housing) 2009 – excluding secondary dwellings - Housing for seniors or people with a disability, within the meaning of SEPP (Housing for Seniors or People with a Disability) 2004 - Student housing - Caravan parks	Application for development of, or major changes to: - Residential flat buildings **greater than 250 units** - Development that results in a reduction of affordable housing

Commercial development	Applications for development of, or major changes to: - Entertainment facilities - Amusement centres - Function centres (greater than 100 persons capacity) - Retail centres and other commercial development, including tattoo parlours	Applications for development of, or major changes to: - Packaged liquor outlets - Hotels (bars, pubs, taverns), nightclubs and registered clubs - Applications for liquor licences and gaming machines* - Extension of trading hours for licensed premises - Gaming outlets - Restricted premises (e.g. sex shops) - Sex services premises (e.g. brothels) - Gun shops
Other types of development	Applications for development of, or major changes to: - Childcare centres (more than 20 places) - Places of public worship (greater than 200 persons capacity) - Educational establishments - Health consulting rooms - Council-owned community facilities, including community centres, libraries, childcare centres and recreation facilities - Community land, as classified by the Local Government Act 1993	Applications for development of, or major changes to: - Drug rehabilitation services – including methadone clinics and safe injecting rooms - Hospitals, medical centres and community health service facilities - Freight transport facilities - Major public transport facilities

28. Shopping Trolleys

Applies to

This section applies to any development that will provide shopping trolleys for customers.

Background

Abandoned shopping trolleys are a major problem throughout the Liverpool LGA as they tend to end up in streets, parks and waterbodies.

Objectives

To minimise the abandonment of shopping trolleys.

Controls

1. A management plan is required for all businesses that offer the use of trolleys to their customers. At a minimum the management plan must contain the following elements:
   - A list of contacts for the store/premises (including phone numbers).
   - A statement verifying that trolley management will be undertaken in accordance with the relevant consent (the consent is to be attached as an addendum once issued).
   - Methods for identifying shopping trolleys that belong to a specific business (e.g. serial numbers, company logo, tracking device etc.).
   - A schedule for the daily collection of abandoned shopping trolleys, including details of trolley collection routes.
   - Details of a trolley containment system which restricts the removal of trolleys from the premises.
   - Measures to ensure that any trolleys reported as posing a risk or nuisance, are collected immediately upon notification (this may require an "after hours" collection service).
   - A register of all trolleys that have been reported or collected (including instances where the trolley was not found at the reported location).
   - Methods for warning customers about the consequences of abandoning or removing trolleys from the premises.
   - A site plan of the premises showing the location of trolley bays and exit points.

   Note:

   Council must be notified of any updates to the plan of management.
2. A trolley containment system must be provided for businesses with 20 or more trolleys. Such examples include:
   - Coin/token operated system with refund
   - Trolleys with wheel locks activated by a radio signal or magnetic strip
   - Radio signal transmitters on trolleys

29. Safety and Security

29.1 Safety and Security

Background

The design of buildings and public spaces has an impact on perceptions of safety and security, as well as actual opportunities for crime. A safe and secure environment encourages activity, vitality and viability, enabling a greater level of security.

Objectives

a) To ensure developments are safe and secure for pedestrians.

b) To reduce opportunities for crime through environmental design.

c) To contribute to the safety of the public domain.

d) To encourage a sense of ownership over public and communal open spaces.

Controls

1. Address 'Safer-by-Design' principles in the design of public and private domain, and in all developments including the NSW Police 'Safer by Design' Crime Prevention Though Environmental Design (CPTED) principles.
2. Submit a 'Safer by Design' assessment in accordance with the CPTED principles from a qualified consultant for retail and commercial development with a gross floor area of more than 5000sqm.

29.2 Pedestrian Access and Mobility

Background

New development must be designed to ensure that safe and equitable access is provided to all, including mobility impaired people.

Objectives

a) To provide safe and easy access to buildings.

b) To ensure buildings and places are accessible to people with a disability.

c) To provide a safe and accessible public domain.

Controls

1. Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage and high quality architectural detail.
2. The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428 Pt 1 and 2, or as amended) and the Disability Discrimination Act 1992 (as amended).
3. Barrier free access is to be provided to not less than 20% of dwellings in each multi-dwelling development and associated common areas.
4. One main pedestrian entrance is to be provided with convenient barrier free access in all multi-dwelling developments to the ground floor.
5. Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.

30. Additional Uses

30.1 Restricted Premises

Background

Liverpool LEP 2008 permits restricted premises within the business zones. The following provisions are provisions for that particular land use.

Objectives

a) To ensure that the design and external appearance of restricted premises, including colour scheme and lighting, does not have an adverse impact on the architectural character of the surrounding built environment and streetscape appearance.

b) To ensure that the safety of all staff and visitors to restricted premises is maintained when approaching, entering and leaving the premises.

c) To ensure that restricted premises are provided with appropriate facilities in accordance with the relevant occupational health and safety provisions.

d) To ensure that adequate and suitable facilities are provided within restricted premises to ensure the privacy, comfort, safety and security of staff and patrons.

e) To ensure that advertising and signage associated with restricted premises is discreet, does not draw attention to the use and does not result in visual clutter or other adverse visual impacts on the surrounding area.

f) To minimise the potential for the operation of a restricted premises to cause a disturbance in the surrounding area because of its size, location, hours of operation, number of employees or clients, or proximity to other restricted premises or sex services premises.

g) To ensure the safe and adequate storage, handling and disposal of contaminated waste.

Controls

Siting of Premises

1. Restricted premises shall not be located within 150m of any land zoned residential or any place of worship, school, community facility, child care centre, hospital, rail station, bus stop, taxi stand, licensed premises (i.e. hotel, club, restaurant), or any place regularly frequented by children for recreational or cultural pursuits.
2. Restricted premises shall not be located within 150m of any land for which a consent for the uses listed in item 1 above exists.
3. In determining an application to carry out development for the purpose of restricted premises, the consent authority must consider the following matters:
   - whether the operation of the restricted premises will be likely to cause a disturbance in the neighbourhood because of its size, location, hours of operation, clients or the number of employees and other people working in it;
   - whether the operation of the restricted premises will be likely to interfere with the amenity of the area; and
   - whether the operation of the restricted premises will be likely to cause a disturbance in the neighbourhood when taking into account other businesses operating in the neighbourhood offering similar goods and services and involving similar hours of operation.

Design of Premises

1. No part of the premises (other than an access corridor to the premises) shall be located at ground floor level, mezzanine, sub-basement level or street level or be visible from a public place.
2. Restricted premises must be designed so that there is only one visible pedestrian entrance to the premises from the primary street frontage. In instances where there is no front access and/or front access is impractical, Council will consider a side or rear pedestrian access where adequate attention has been given to safety and security matters.
3. Rear or side pedestrian access is to be limited to one only, unless it can be demonstrated to Council's satisfaction that more than one access contributes to the amenity and functional efficiency of the restricted premises and surrounding uses and does not result in safety and security concerns or visual clutter via the need for additional signage.
4. The external appearance of restricted premises must respect the character and appearance of the streetscape, such that they do not become a prominent feature in the street. In this regard, the external colour scheme of these premises is to be consistent with surrounding colour schemes. Vivid and/or ostentatious colour schemes will not be permitted unless it can be demonstrated that the proposed colour scheme would be in keeping with the existing streetscape.
5. All entrances and exits of restricted premises must have appropriate lighting to ensure the safety of all staff and visitors as they arrive and leave the premises. Any flashing, intermittent etc. lighting used in conjunction with a restricted premises must not be visible from a public place.
6. No merchandising display relating to the sex services premises shall be erected, displayed or exhibited in any location which is visible from a public place or in an access corridor (including any stairwell to the premises).

Signage

1. Signage is to be discreet and is limited to a combination of the business name, address and phone number.
2. There is to be one sign, not exceeding 1.m2 area, per premises. A second sign may be permitted where pedestrian access is provided at the side or rear of the site.
3. The content, illumination and shape of the sign must not interfere with the amenity of the locality. In this regard, signs are not to include suggestive or offensive material, or include colours or designs that may distract passing motorists. Illumination of signs must not cause nuisance to any adjoining premises or interfere with the amenity of the area.
4. In addition to a business identification sign, a clearly visible street number is to be displayed on the premises.

Note: In addition to the above controls, applications for restricted premises must comply with the requirements of the Crimes Act 1900 Section 578 (e) and Classification (Publications, Films and Computer Games) Enforcement Act 1995.

30.2 Non Business Uses

Background

Liverpool LEP 2008 permits a range of Non Business land uses within the business zones. These Non-Business land uses may involve using an existing industrial development or construction of a new development. The following provisions are

additional provisions for particular land uses. These land uses shall also comply with the other provisions of the DCP.

Objectives

a) Ensure that the Non Business developments are compatible with the Business environment.

b) Ensure that the Non Business developments do not unnecessarily restrict the operation of Business and related uses in Business areas.

c) Ensure that Non Business developments are designed to operate without adverse impact from Business developments.

Controls

Site Planning

1. Site planning for a Non Business development shall give consideration to how minimise the impact of uses on the site and how to ensure that a proposed use would not unduly impose restrictions on existing or future nearby business uses.

Building Appearance, Streetscape and Layout

2. All developments in a business area shall present a shop front to the street. Closing in of windows or painting over windows shall not be permitted.

Amenity and Environmental Impact

3. 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; and

4. 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 business area.

30.3 Restaurants/Outdoor Cafes

Background

There is an increasing trend to have outdoor eating in conjunction with restaurants and cafes. This contributes to the activity in business areas. There is however a potential conflict between the users of outdoor eating areas and users of the footpath areas.

Objectives

a) Ensure that outdoor cafes enhance the economic viability for centres.

b) Ensure that outdoor cafes enhance the streetscape to create attractive and vibrant surroundings.

c) Preserve or enhance public amenity, safety and access.

Controls

These controls apply to outdoor eating areas on public footpaths. Other than Hours of operation, these controls do not apply to outdoor eating areas may also take place on private land.

Streetscape and Layout

General Requirements

1. A minimum width of 2.5m of footpath shall be available for pedestrians thoroughfare at all times.

2. There shall be no increase in the number of chairs and tables at each individual cafe site without further approval from Council.
3. Outdoor furniture shall remain at least 3m away from a corner, pedestrian crossing, bus stop, taxi stand or anywhere pedestrians often congregate to cross the road or wait for services.
4. Outdoor furniture shall remain at an appropriate distance from any pedestrian crossing, disabled parking spaces, post box, public telephone, street sign, street tree or other street structure to ensure that these facilities remain accessible and/ or retain function. An appropriate distance will be determined by Council officers.

Controls for footpaths greater than 6m

5. Outdoor furniture must be located at least 2.5m away from the shop front. This leaves an appropriate width to ensure there is unobstructed pedestrian thoroughfare. See Figure 42.
6. Outdoor seating shall be arranged to ensure a minimum of a 1m clearance is retained from the back of the kerb to the furniture. This ensures that passengers in vehicles can enter and exit vehicles safely.
7. In some instances Council may require more than 1m width from the back of the kerb.

Controls for footpaths less than 6m

8. Outdoor furniture shall be located abutting the building frontage/shop front. This provides an appropriate width for safe pedestrian passage.

Written Consent

9. A standard letter of consent must be provided by the owner of the building from which the associated business operates. However in the event that permission is withheld without due cause and Council judges this to be unreasonable consideration will be given to proceeding without it. The owner will be informed by letter of the development application at the commencement of the public exhibition.
10. A standard letter of consent must also be provided by neighbouring tenants on each side of the associated business. However in the event that permission is withheld without due cause and Council judges this to be unreasonable consideration will be given to proceeding without it. The neighbouring tenants will be informed by letter of the development application at the commencement of the public exhibition.

Car Parking and Access

11. No additional car parking is required for any outdoor eating area.

Amenity and Environmental Impact

12. The hours of operation shall be restricted to between 7:00 to 10:00 pm, unless otherwise varied by Council.

Site Services

13. If any of Council's street furniture or other items such as garbage bins, seats and planter boxes has to be removed for the installation of outdoor cafe seating, then that removal and any subsequent re-erection in the vicinity shall be at the permit holder's expense and shall be completed to Council's satisfaction;
14. Any additional lighting to normal street lighting shall be provided at the applicant's expense and shall be completed to the satisfaction of Council; and
15. Any illuminations shall be appropriately managed during operations of the premises.

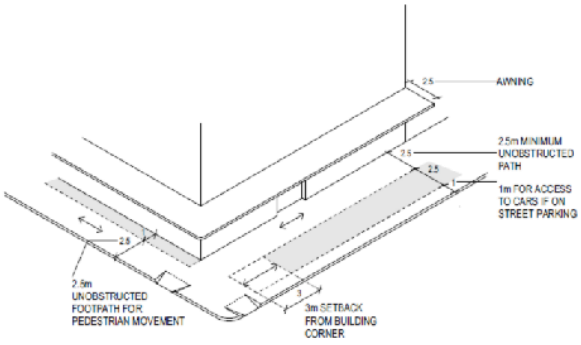


Figure 42 Indicative Outdoor Seating Zones

30.4 Child Care Centres

Background

There is an increasing need to have child care centres in close proximity to work places and places of residence. The need to locate child care centres in close proximity to work places and places of residence in business centres is balanced by the need to ensure that other business uses do not adversely affect the operation of a child care centre and vice versa.

The State Environmental Planning Policy (Educational Establishments and child Care Facilities) 2017 includes planning provisions for the development of centre-based child care facilities. The Child Care Planning Guideline 2017 provides additional guidance that must be addressed by any centre-based child care facility development application.

Provider and Service Approval

In order to operate a child care centre, the applicant needs to obtain the following:

1. Development consent from Council under the *Environmental Planning and Assessment Act 1979*.
2. Provider and service approval to operate from the NSW Department of Education.

Objectives

a) Ensure that Child Care Centres are compatible with the business environment.

b) Minimise any adverse impact of Child Care Centres on surrounding properties.

c) Locate childcare centres where they would not have an adverse impact on the safety and health of children.

It is strongly recommended that applicants arrange a meeting with Council prior to submitting a development application to ensure that all the pre-requisite documentation is in order. This will save time and money for the applicant.

Building Appearance

Objectives

a) Encourage designs that will enhance the character of the City Centre.

b) Ensure high visibility of entrances when the child care facility is located in a multi storey building.

c) Ensure child care buildings address all street frontages.

d) Ensure that the building design, detailing colour and finish shall add visual interest to the street and shall complement the street.

Controls

1. The building shall be designed so:
   - That it is in character with the surrounding residential area in terms of bulk, scale, size and height; and
   - That it employs passive solar and energy saving techniques where possible.
2. The front pedestrian entrance must be visible from the street.
3. Buildings that face two street frontages or a street and public space must address both frontages by the use of verandas, balconies, windows or similar modulating elements.

Landscaping

1. A landscape plan must be submitted to Council with the development application. Refer to Part 1 of the DCP.
2. Areas of grass are to be limited to play areas. Other landscaped areas are to be planted.
3. Trees adjacent to/or within the play area, are to provide shade and allow winter sun entry. Trees adjacent to private open space areas and living rooms should provide summer shade and allow winter sun entry.
4. Landscaping species must be appropriate to prevent injury to children. No toxic, spiky or other hazardous plant species.
5. If there are setback areas these 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 front and rear setback areas. Any tree with a mature height over 8m should be planted a minimum distance of 3m from the building or utility services.
6. Landscape planting should principally comprise of native species to maintain the character of Liverpool and provide an integrated streetscape appearance. 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.
7. Tree and shrub planting alongside and rear boundaries should assist in providing effective screening to adjoining properties. The minimum height of screening to be provided is 2.5m to 3m at maturity.
8. Landscaping on any podium level or planter box shall be appropriately designed and irrigated. See ADG Planting on Structures.

Car Parking and Access

Access for the disabled including those with prams is to be provided from the car parking area to the building.

Amenity and Environmental Impact

1. Child Care Centres shall be designed and operated so that noise generated by the centre does not impact significantly upon adjoining properties.
2. Child Care Centres shall not be constructed on sites that are contaminated.
3. All buildings, whether to be built, extended, renovated or converted to a Child Care Centre shall not contain any material or substance that will cause lead or asbestos or other contamination or poisoning.

Appendix 1 - Definitions

The following list of definitions used in the DCP which are not defined in *Liverpool LEP 2008* or the *Environmental Planning and Assessment Act 1979*. Please refer to these for the appropriate definition.

Access Driveway	A roadway extending from the edge of the frontage to the property boundary to connect with the first ramp, circulation roadway or aisle encountered, and carrying one or two-way traffic.
Active Frontage	A street frontage that is characterised by lively pedestrian activity.
Adaptable Housing	The definition as contained within *Adaptable Housing Australian Standard AS 4299 (1995).*
Adaptation or adaptive reuse	means the modification of a heritage place to a new use that conserves its heritage values. Adaptation may involve the introduction of new services, or a new use, or changes to safeguard a heritage item. A good adaptation is one that is sympathetic to the existing building and its historic context, and inserts new work, or makes changes that enhance and complement the heritage values of the heritage item.
Adjoining land	Land, which abuts the land, which is the subject of an application, or is separated from it only by a pathway, driveway or similar thoroughfare.
Affected person means a person:	(a) who owns or occupies land that adjoins a site which is the subject of an application in which their enjoyment may be detrimentally affected by a proposed development; or (b) who owns or occupies neighbouring land.
ANZECC	(*Australian New Zealand Environmental Conservation* Council) Guidelines for the Assessment and Management of Contaminated Sites.
Annual Exceedance Probability (AEP)	Is the probability of a flood of a given or larger size occurring in any one year, usually expressed as a percentage. For example, if a peak flood discharge of 500m^3/s has an AEP of 1%, it means that there is a 1% probability (that is one-in-100 chance) of a peak flood of 500m^3/s or larger occurring in any one year (see average recurrence interval).
Apron	The area in front of the loading dock including the service bay.
Arborist	A person who is qualified in arboriculture or tree surgery.
Atrium	A void intersecting all building levels that brings light (and sometimes air) into a building core.
Australian Height Datum (AHD)	A common national plain of level corresponding approximately to mean sea level.
Australian Noise Exposure Forecast (ANEF) contour	A contour marked on a map to determine a level of noise exposure by aircraft. Certain restrictions apply to development within these contours.
Average Recurrence Interval (ARI)	The long-term average number of years between the occurrences of a flood as big as, or larger than, the selected event. For example, floods with a discharge as great as, or greater than, the 20 year ARI flood event will occur on average once every 20 years. ARI is another way of expressing the likelihood of occurrence of a flood event.
Basement car parking	Car parking areas generally below ground level, or above natural ground level and enclosed by bunding, where inundation of the surrounding areas may raise water levels above the entry level to the basement, resulting in rapid inundation of the basement to depths greater than 0.8m. Basement car parks are areas where the means of drainage of accumulated water in the car park has an outflow discharge capacity significantly less than the potential inflow capacity.
Batter	The slope of a dam embankment wall.

Berm	Soil piled against the length of a wall at an angle to reduce the exposure of surface area to solar radiation and to assist in the maintenance of equilibrium between subsoil ground temperature and the building's thermal mass. Berms also provide insulation against noise.
Borrow pit	An area from which excavated soil is taken to construct the embankment of a dam.
Buffer zone	An area of land, set aside to minimise the impacts of land uses on each other.
Building footprint	The area of the site occupied by buildings and includes other structures attached to the main building such as decks, verandas, garages and carports.
Bushland	means land on which there is vegetation which is either a remainder of the native plants of the land or, if altered, is still representative of the structure and floristics of the natural vegetation.
Canopy	That part of the tree above the main stem comprising primarily branches and foliage.
Car Space	The area of pavement required to park one car, and is usually delineated.
Character	is defined by the combination of the particular characteristics or qualities of a place.
Collector street	A non-Classified Road, which collects and distributes traffic in an area, as well as servicing the abutting property.
Commercial Vehicle	The trucks and vans used for commercial purposes. Cars, station wagons and utilities may also be used for commercial purposes but are, by definition, not included because they become submerged in the large number of such vehicles, which are used for private purposes. Dimensions of typical commercial vehicles are found in Section 4 of this document.
Compatible use	means a use that involves no change to the culturally significant fabric, changes which are substantially reversible or changes which require a minimal impact.
Composting	The breakdown of organic matter by microbial action.
Conservation	means all the processes of looking after a place so as to retain its cultural significance. It includes maintenance, and may according to circumstance, include preservation, restoration, reconstruction and adaptation and will commonly be a combination of more than one of these.
conservation management plan	means a document prepared in accordance with the NSW Heritage Branch guidelines which establish the heritage significance of an item, place or heritage conservation area, and identify conservation policies and management mechanisms that are appropriate to enable that significance to be retained.
Contaminated soil	Soil that contains a concentration of chemical substances that are likely to pose an immediate or long-term hazard to human health or the environment.
Council	The Council of the City of Liverpool.
cultural significance	means aesthetic, historic, scientific, or social value for past, present or future generations.
dB(A)	Decibels of the 'A-scale' – a set frequency-weighted scale of noise which allows for lack of sensitivity of the ear to sound at very high and very low frequencies.
Design floor level	The minimum floor level that would apply to development if it was not categorised as Concessional Development. The floor level standards specified for the relevant land use category (excluding Concessional Development) in the low flood risk precinct are to be applied.
Drip Line	The area directly beneath the outer canopy of the tree.
Demolish a building	To wholly or partly dismantle the building.

Drive-in Food Outlets	One of three types of drive-in facilities: 1. Where customers park on site and walk to the food outlet, with no seating for the onsite consumption of food. 2. Similar to 1 but with seating for onsite food consumption. 3. With the features of 1 and/or 2 plus a drive through service for customers not wishing to consume food on the premises.
Effective warning time	The time available after receiving advice of an impending flood and before the floodwaters prevent appropriate flood response actions being undertaken. The effective warning time is typically used to move farm equipment, move stock, raise furniture, evacuate people and transport their possessions.
Embankment	The low permeability earth fill wall of a dam comprising crest, batter slopes and foundation.
Extreme flood	An estimate of the probable maximum flood, which is the largest flood that could conceivably occur at a particular location.
fabric	means all the physical material of the place.
Fenestration	The disposition of glazing on a facade.
Flood	A relatively high stream flow, which overtops the natural or artificial banks in any part of a stream, river, estuary, lake or dam, and/or local overland flooding, associated with major drainage as defined by the FMM before entering a watercourse.
Flood awareness	An appreciation of the likely effects of flooding and knowledge of the relevant flood warning and evacuation procedures.
Flood compatible building components	A combination of measures incorporated in the design and/or construction and alteration of individual buildings or structures subject to flooding, and the use of flood compatible materials for the reduction or elimination of flood damage.
Flood compatible materials	Materials used in building which are resistant to damage when inundated. A list of flood compatible materials is attached in Appendix 3.
Flood evacuation strategy	The proposed strategy for the evacuation of areas within effective warning time during periods of flood as specified within any policy of Council, the FRMP, the relevant State government disaster plan, by advices received from the *State Emergency Services (SES)* or as determined in the assessment of individual proposals.
Flood hazard	The potential for damage to property or persons due to flooding.
Flood storage	Parts of the floodplain that are important for the temporary storage of floodwaters during the passage of a flood.
Floodplain	The portion of a river valley, adjacent to the river channel, which is covered with water when the river overflows during floods.
Floodplain Development Manual (FDM)	Refers to the document dated April 2005, published by the New South Wales Government and entitled *"Floodplain Development Manual: the management of flood liable land"*.
Floodplain Risk Management Plan (FRMP)	A plan prepared for one or more floodplains in accordance with the requirements of the FDM or its predecessor.
Floodplain Risk Management Study (FRMS)	A study prepared for one or more floodplains in accordance with the requirements of the FDM or its predecessor.
Floodways	Areas where a significant volume of water flows during floods. They are often aligned with obvious naturally defined channels. Floodways are areas, which, even if only partially blocked, would cause a significant redistribution of flood flow, which may in turn adversely affect other areas. They are often, but not necessarily, the areas of deeper flow or the areas where higher velocities occur.

Form	means the overall shape and volume and the arrangement of its parts.
Freeboard	A factor of safety expressed as the height above the design flood level. Freeboard provides a factor of safety to compensate for uncertainties in the estimation of flood levels across the floodplain, such as wave action, localised hydraulic behaviour and impacts that are specific event related, such as levee and embankment settlement, and other effects such as "greenhouse" and climate change.
Frontage	The width of an allotment at the street boundary.
Full supply level	The top water level of a dam, equivalent to the spillway intake level.
Greenhouses / Igloos / Market Gardening	A free - standing outbuilding covered in plastic / fabric / or other rigid coverings such as glass or poly-carbonate used to provide a controlled environment and improved crop production rates associated with the cultivation / propagation or growth of vegetables, flowers, mushrooms and other agricultural products.
Habitable floor area	means: (a) in a **residential situation**: a living or working area, such as a lounge room, dining room, rumpus room, kitchen, bedroom or workroom; (b) in an **industrial or commercial situation:** an area used for offices or to store valuable possessions susceptible to flood damage in the event of a flood.
Habitable room	A main living room, such as a living room, dining room, family room or bedroom.
Hatchet shaped allotment	A lot which has frontage to a public street by only an access way.
Height	In relation to a building, means the vertical distance measured between ground level at any point at which the building is sited, and the ceiling of the topmost floor of the building above that point.
Hazard	A source of potential harm or a situation with a potential to cause loss. In relation to this plan, the hazard is flooding which has the potential to cause harm or loss to the community.
High hazard	Possible danger to life and limb; evacuation by trucks difficult; potential for structural damage; social disruption and financial losses could be high.
In the vicinity	means surroundings, context, environment or vicinity of a heritage item
Item	means a place, building, work, relic, movable object or precinct.
LEP	Local Environmental Plan
Leasable Floor Area (LFA)	Means the sum of the areas of each floor of a building where the area of each floor is taken to be the area within the outer face of the external enclosure walls as measured at a height of 1400 millimetres above each floor level, excluding: - Columns, fin walls, sun control devices, awnings and any other elements, projections or works outside the general lines of the outer face of the external wall; and - Lift towers, cooling towers, machinery and plant rooms, ancillary storage space and air conditioning ducts; and - Car parking needed to meet any requirements of the Council and any internal designated vehicular or pedestrian access thereto; and - Space for loading and unloading of goods; and - Internal public arcades and thoroughfares, terraces and balconies with outer walls less than 1400 millimetres high and the like.
LGA	Local Government Area

Loading Dock	The specific area set aside for loading and unloading of a commercial vehicle. Commonly the operation is carried out from a raised platform to which the vehicle is backed. Loading and unloading can, however take place from the side and/or ground level.
Local overland flooding	The inundation by local runoff rather than overbank discharge from a stream, river, estuary, lake or dam.
Local street	A road or street used primarily for access to abutting properties.
Loft	The gross floor area contained within the roof space of a dwelling where: (a) the pitch of the roof creating the space does not exceed 35 degrees; and (b) the external enclosing walls do not exceed a height of 300mm measured vertically from the floor level of the loft (not including gabled end walls); and (c) there is no balcony, terrace, and the like forming part of the loft; and (d) the floor space of the loft does not exceed 60% of the footprint of the storey immediately below; and (e) one or more dormers may form part of the loft.
Lopping	The incomplete removal of branches leaving stumps attached to the tree.
Low hazard	Should it be necessary, people and their possessions could be evacuated by trucks. Able-bodied adults would have little difficulty wading.
m	Metre
Merit approach	An approach, the principles of which are embodied in the Floodplain Development Manual which weighs social, economic and ecological impacts of land use options for different flood prone areas together with flood damage, hazard and behaviour implications, environmental protection and wellbeing of the State's rivers and floodplains.
Natural ventilation	A range of techniques that combine natural airflow with building design characteristics to induce fresh air into a building and exhaust stale air. Natural ventilation is also sometimes used as a means to reduce the temperature of a building's thermal mass.
Neighbouring land	Any land, other than adjoining land, which in the opinion of Council, may be detrimentally affected by a proposed development (and may include properties in a neighbouring Local Government area).
Notified Development	Where Council writes to those people identified as requiring notification advising of the submission of an application.
Number of Employees	The number of persons anticipated to be working for re-numeration at a given development site, whether for salary or wages, part time or full time at the time of day, day of the week, which is being assessed. It should not be confused with employment which is the expected number of persons registered as working and which is thus equal to or greater than the number of employees on site at any given time.
Outbuilding	A building, which is ancillary to a principal residential building and includes sheds, garages, car ports and similar buildings**.**
Outdoor cafes	An area that exhibits these characteristics: (a) Food and drink are provided for public consumption. (b) Items of furniture, such as tables and chairs, are provided for use by cafe patrons. (c) The site is accessible, out-of-doors and available for public use. (d) There is an adjacent associated business such as a cafe, coffee bar, milk bar, restaurant, ice-cream parlour, dining hall, food court or sandwich shop. *(e)* The associated business extends its supervised activities within the outdoor cafe location.

Outdoor Markets	Places or temporary structures / stalls for the purpose of retailing goods able to be carried away by the purchaser. Stalls are combined on suitable sites to form an outdoor market place.
Permeable ceiling	A false ceiling that allows air to come in direct contact with a slab above it.
Place	means an area of land, with or without improvements.
Potential koala habitat	Areas of native vegetation where the trees of the types listed in Schedule 2 of the *State Environmental Planning Policy No 44 - Koala Habitat Protection* constitute at least 15% of the total number of trees in the upper or lower strata of the tree component.
Poultry	All forms of farmed bird including chickens, waterfowl, turkeys, ostriches, quail, squab and emus.
Poultry farming	Birds such as domestic fowls, turkeys, ducks geese, game birds, squab, quail and emus, whether as meat birds, layers or breeders and whether as free range or shedded birds.
Poultry processing plants	Poultry abattoirs and plants for the further processing of poultry (e.g. cutting up, filleting etc.), packaging and dispatch.
Probable maximum flood (PMF)	The largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation.
Probable maximum precipitation (PMP)	The greatest depth of precipitation for a given duration meteorologically possible over a given size storm area at a particular location at a particular time of the year, with no allowance made for long-term climatic trends (World Meteorological Organisation, 1986). It is the primary input to the estimation of the probable maximum flood.
Probability	A statistical measure of the expected chance of flooding (see ARI).
Private open space	An open area of land or building attached to a dwelling (e.g. balcony or roof garden) intended for the exclusive use of the occupants of the dwelling, being located and designed so as to offer maximum privacy to occupants and neighbours.
Primary frontage	means: (a) the single frontage where an allotment has a single frontage to the street; or (b) the shortest frontage where an allotment has two or more frontages to the street; or (c) the two frontages where an allotment (not including a corner allotment) runs between two streets.
Prune	To remove some of the branches or roots of a tree.
Ramp	The circulation roadway, which connects an access driveway to an off-street car park, or service facility on a substantially different level, or which, connects two levels in a multi-level development.
Rebuilt dwelling	Refers to the construction of a new dwelling on an allotment where an existing dwelling is demolished.
Reliable access	*During a flood* means the ability for people to safely evacuate an area subject to flooding, having regard to the depth and velocity of flood waters, the suitability of the evacuation route, and without a need to travel through areas where water depths increase.
Remnant vegetation	Any patch of native vegetation around which most or all of the native vegetation has been removed. Remnant vegetation can range in size from a few plants to a very large group of plants.
REP	Regional Environmental Plan
Ridgeline	The highest point at which upward angled roof planes meet.

Ring barking	Cutting through the bark and sapwood of the tree so as to stop the flow of water and nutrients between roots and leaves.
Riparian Corridor	That component of land (including floodplains) adjacent to creeks.
Riparian vegetation	Any vegetation, which is adjacent to a water body and is reliant upon and contributes to the hydrological regime and ecology of that water body.
Risk	The chance of something happening that will have an impact. It is measured in terms of consequences and probability (likelihood). In the context of this plan, it is the likelihood of consequences arising from the interaction of floods, communities and the environment.
Road	A public thoroughfare used for the passage of vehicles or animals.
Root plate	The volume of roots of a mature tree.
Run-off	The amount of water that actually ends up as storm flow.
Rural shed	A building or structure erected on a rural zoned property for uses associated with agriculture or other permissible rural land uses on the site. This does not include buildings for the keeping of poultry or intensive horticultural activities.
Scale	means the size of a building and its relationship with its surrounding buildings or landscape.
Secondary frontage	means: (a) the longer frontages where an allotment has two or more frontages to the street; or (b) the frontage that adjoins a lane where an allotment (not including a corner allotment) runs between a street and a lane. A lane is a roadway that is 6mwide or less.
Sensitive populations	Population groups that include Childcare centres, Hospitals, Education facilities and Retirement villages.
Separation distance	The distance between the point of generation of an environmental impact and a receptor sensitive to that impact that will allow for the effects to be minimised.
SEPP	State Environmental Planning Policy
Service Aisles	The roadways, which connect, service areas with driveways and the street system. They may be part of the internal circulation road system. Required widths for straight sections of service aisles are 4.5mon way and 6.5mtwo-way. The width of curved sections should be determined by the swept path of the largest, relevant design vehicle.
Service Bay/Area	The service bay/area is the specific area delineated for a commercial vehicle to stand within a service area.
Service Facility	The service facility is the area in a development set aside for the manoeuvring lay-by, loading and unloading of commercial vehicles, together with shelter and equipment, which might be provided for the receipt and dispatch of freight. Normally included among the facilities is the storage of waste (garbage), prior to its removal by a special purpose vehicle.
Setback	The horizontal distance measured from an external enclosing wall (including an above ground deck, balcony, and the like), a window, or the eaves of a building, to the: (a) allotment boundary; or (b) a window to a bedroom or living area of another dwelling.
Setting	means the area around a heritage item that contributes to its heritage significance. It may include views to and from the heritage item. The listing boundary of a heritage item does not always include the whole of its setting
Shopping Trolley	A basket, frame or flat base on wheels (or castors), usually of metal construction that is provided by a business for customers to transport items within the store and within any car parking area allocated for use by customers of the store.

Side Boundary	The boundary between adjacent properties
Site Emergency Response Flood Plan	A management plan that demonstrates the ability to move goods above the flood level within the available warning time, and includes a strategy to safely evacuate persons.
Spillway	The earth swale (or pipe) used to divert water from a dam.
sqm	Square metre
Stacked Car Parking	The car parking, which may require the removal of other vehicles in order to gain access
Street sign	A street name sign or a sign under *Australian Standard AS 1742* being (a) guide sign; (b) warning sign; (c) temporary warning sign; (d) regulatory sign; (e) parking sign; (f) hazardous markers; (g) service symbol; (h) which is on a public road.
Survey plan	A plan prepared by a registered surveyor, which shows the information required for the assessment of an application in accordance with the provisions of this Policy.
The Act	The *Environmental Planning and Assessment Act 1979*.
The Plan	This *Development Control Plan*.
Third party advertising	The content of the advertisement is not related to the land, building or premises or goods sold on the land, building or premises to which the advertisement is attached.
Threatened species, population or community	means any species, population or ecological community which is scheduled under the Threatened Species Conservation Act 1995.
Topping	The removal of the top portion of a tree including a section of trunk.
Vegetative screening	Naturally occurring or purpose planted vegetation (preferably species native to an area) to lessen the impacts of a development on the surrounding area.
Waste Data File	A File or Folder containing the Waste Management Plan together with records (waste receipts or dockets) of disposal and/ or recycling of demolition and construction materials. The Waste Data File is to be retained by the person responsible for the site.
Waste Management Plan or WMP	An outline of any waste or recycling materials to be produced during (a) Demolition (b) Construction and (c) Future Use for a particular demolition and/ or construction project. It is to include estimates of volumes or weights of waste produced as well as a description of reuse, recycling and final destination. A blank Waste Management Plan is shown in Appendix 4.

Appendix 2 - Recommended Plant Species List for Landscaping

1. The following plant list is a guide only. It is a list of shrub and tree species known to grow well in the heavy clay soils of Liverpool. The list is a substitute for independent Landscape Architectural advice. It is recommended that a qualified Landscape Architect shall prepare all Landscape Plans submitted for Council approval.

Tall Evergreen Shrubs up to 3m high

Botanic Name	Common Name	Yr 1	Yr 2	Maturity
Westringia fruticosa	Coast Rosemary	0.5 m	1 m	1.5 m
Westringia longifolia	Westringia	0.5 m	1 m	1.5 m
Grevillea 'Robyn Gordon'	Grevillea 'Robyn Gordon'	0.5 m	1.5 m	1.5 m
Grevillea rosmarinifolia	Rosemary Gevillea	0.5 m	2 m	2 m
Melaleuca hypericifolia	Hillock Bush	0.5 m	1 m	2 m
Callistemon 'Captain Cook'	Bottlebrush	0.5 m	1 m	2 m
Grevillea 'Sandra Gordon'	Grevillea 'Sandra Gordon'	0.5 m	1.5 m	3 m
Banksia ericifolia	Heath Banksia	0.5 m	2 m	3 m
Leptospermum laevigatum	Coast Tea Tree	0.5 m	2 m	3 m
Melaleuca ericifolia	Melaleuca ericifolia	0.5 m	2 m	3 m
Melaleuca nesophyla	Melaleuca nesophyla	0.5 m	2 m	3 m
Hakea salicifolia	Silky Hakea	0.5 m	2 m	3 m
Doryanthes excelsa	Gymea Lily	0.5 m	2 m	3 m
Leptospermum spp.	Tea tree	0.5 m	2 m	3 m
Baekea spp.	Heath Myrtle	0.5 m	2 m	3 m
Pittosporum tenuifolium	New Zealand Pittosporum	0.5 m	2 m	3 m
Michelia figo	Port Wine Magnolia	0.5 m	2 m	3 m

Small Trees less than 9m high (D) = Deciduous

Botanic Name	Common Name	Yr 1	Yr 3	Maturity
Planted a minimum of 1.5mfrom the building				
Callistemon hannah ray	Hannah Ray Bottlebrush	2 m	3 m	4 - 5 m
Callistemon citrinus	Lemon Scented Bottlebrush	2 m	3 m	4 - 5 m
Leptospermum petersonii	Lemon-scented Tea tree	1.5 m	3 m	4 - 6.m
Acacia floribunda	Gossamer Wattle	2 m	3.m	4 - 6.m
Acacia baileyana	Cootamundra Wattle	2 m	3 m	5 - 8.m
Ceratopelum gummiferum	NSW Christmas Bush	2 m	4 m	5 - 8 m
Elaeocarpus reticulatus	Blueberry Ash	1.5 m	2 m	6 - 8 m
Banksia integrifolia	Coast Banksia	2 m	5 m	6 - 8 m
Tristaniopsis laurina	Water Gum	2 m	3 m	6 - 8 m

Medium Sized Trees 9 - 15m high

Botanic Name	Common Name	Yr 1	Yr 3	Maturity
Planted a minimum of 3mfrom the building				
Melaleuca bracteata	Melaleuca bracteata	3 m	5 m	8 - 10 m
Melaleuca decora	White Cloud Tree	3 m	5 m	6 - 12 m
Melia azedarch	White Cedar (D)	2 m	4 m	8 - 12 m
Brachychiton acerifolium	Illawarra Flame Tree (D)	2 m	4 m	8 - 12 m
Hymenosporum flavum	Native Frangipani	2 m	4 m	8 - 12 m
Melaleuca quinquenervia	Broad-leaved Paper bark	3 m	5 m	8 - 15 m
Eucalyptus scoparia	Willow Gum	3 m	5 m	8 - 15 m
Angophora bakeri	Narrow leaved Apple	2 m	4 m	9 - 15 m
Brachychiton populneus	Kurrajong	2 m	4 m	9 - 15 m

Large Trees greater than 15m Tall

Native

Botanic Name	Common Name	Yr 1	Yr 3	Maturity
Planted a minimum of 4.0mfrom the building				
Acacia elata	Cedar Wattle	2 m	5 m	10 –18 m
Casuarina glauca	Swamp She Oak	3 m	5 m	10 –18 m
Casuarina littoralis	Black She Oak	3 m	5 m	10 –18 m
Callistemon viminalis	Weeping Bottlebrush	3 m	5 m	10 –18 m
Planted a minimum of 5.0mfrom the building				
Eucalyptus molucanna	Grey Box	3 m	5 m	12 -18 m
Eucalyptus crebra	Narrow Leaved Ironbark	3 m	5 m	12 -18 m
Eucalyptus fibrosa	Broad Leaved Ironbark	3 m	5 m	12 -18 m
Eucalyptus sclerophylla	Hard Leaved Scribbly	3 m	5 m	12 -18 m
Eucalyptus haemastoma	Scribbly Gum	3 m	5 m	12 -18 m
Planted a minimum of 6.0mfrom the building				
Eucalyptus microcorys	Tallow-wood	3 m	5 m	15 - 20 m
Eucalyptus botryoides	Bangalay Tree	3 m	5 m	15 - 20 m
Eucalyptus tereticornis	River Red Gum	3 m	5 m	15 - 20 m
Eucalyptus sideroxylon	Red Ironbark	3 m	5 m	15 - 20 m
Syncarpia glomulifera	Turpentine	2 m	4 m	15 - 20 m
Casuarina cunninghamiana	River She Oak	3 m	5 m	15 - 20 m

Appendix 3 - List of Noxious Plants for Liverpool LGA

The following weeds are declared noxious in the Liverpool LGA:

Weed	Class	Legal requirements
African feathergrass [Pennisetum macrourum]	5	1
African turnipweed [Sisymbrium runcinatum]	5	1
African turnipweed [Sisymbrium thellungii]	5	1
Alligator weed [Alternanthera philoxeroides]	3	2
Anchored water hyacinth [Eichhornia azurea]	1	3
Annual ragweed [Ambrosia artemisiifolia]	5	1
Arrowhead [Sagittaria montevidensis]	5	1
Artichoke thistle [Cynara cardunculus]	5	1
Athel pine [Tamarix aphylla]	5	1
Bear-skin fescue [Festuca gautieri]	5	1
Bitou bush [Chrysanthemoides monilifera subspecies rotundata]	3	4
Black knapweed [Centaurea nigra]	1	3
Blackberry [Rubus fruticosus aggregate species] except cultivars Black satin, Chehalem, Chester Thornless, Dirksen Thornless, Loch Ness, Murrindindi, Silvan, Smoothstem, Thornfree	4	5
Boneseed [Chrysanthemoides monilifera subspecies monilifera]	3	4
Bridal creeper [Asparagus asparagoides]	5	1
Broomrapes [Orobanche species] Includes all Orobanche species except the native O. cernua variety australiana and O. minor	1	3
Burr ragweed [Ambrosia confertiflora]	5	1
Cabomba [Cabomba caroliniana]	5	1
Castor oil plant [Ricinus communis]	4	5
Cayenne snakeweed [Stachytarpheta cayennensis]	5	1
Chilean needle grass [Nassella neesiana]	4	5
Chinese violet [Asystasia gangetica subspecies micrantha]	1	3
Clockweed [Gaura lindheimeri]	5	1
Clockweed [Gaura parviflora]	5	1
Corn sowthistle [Sonchus arvensis]	5	1
Dodder [Cuscuta species] Includes All Cuscuta species except the native species C. australis, C. tasmanica and C. victoriana	5	1
East Indian hygrophila [Hygrophila polysperma]	1	3
Espartillo [Achnatherum brachychaetum]	5	1
Eurasian water milfoil [Myriophyllum spicatum]	1	3
Fine-bristled burr grass [Cenchrus brownii]	5	1
Fountain grass [Pennisetum setaceum]	5	1
Gallon's curse [Cenchrus biflorus]	5	1
Glaucous starthistle [Carthamus glaucus]	5	1

Weed	Class	Legal requirements
Golden thistle [Scolymus hispanicus]	5	1
Green cestrum [Cestrum parqui]	3	2
Harrisia cactus [Harrisia species]	4	5
Hawkweed [Hieracium species]	1	3
Horsetail [Equisetum species]	1	3
Hygrophila [Hygrophila costata]	2	3
Hymenachne [Hymenachneamplexicaulis]	1	3
Karoo thorn [Acacia karroo]	1	3
Kochia [Bassia scoparia] except Bassia scoparia subspecies trichophylla	1	
Lagarosiphon [Lagarosiphon major]	1	3
Lantana [Lantana species]	4	6
Lantana [Lantana species]	5	1
Leafy elodea [Egeria densa]	5	1
Long-leaf willow primrose [Ludwigia longifolia]	3	2
Long-leaf willow primrose [Ludwigia longifolia]	5	1
Ludwigia [Ludwigia peruviana]	3	2
Mexican feather grass [Nassella tenuissima]	1	3
Mexican poppy [Argemone mexicana]	5	1
Miconia [Miconia species]	1	3
Mimosa [Mimosa pigra]	1	3
Mossman River grass [Cenchrus echinatus]	5	1
Onion grass [Romulea species] Includes all Romulea species and varieties except R. rosea var. australis	5	1
Oxalis [Oxalis species and varieties] Includes all Oxalis species and varieties except the native species O. chnoodes, O. exilis, O. perennans, O. radicosa, O. rubens, and O. thompsoniae	5	1
Pampas grass [Cortaderia species]	3	2
Parthenium weed [Parthenium hysterophorus]	1	3
Pellitory [Parietaria judaica]	4	6
Pond apple [Annona glabra]	1	3
Prickly acacia [Acacia nilotica]	1	3
Prickly pear [Cylindropuntia species]	4	5
Prickly pear [Opuntia species except O. ficus-indica]	4	5
Red rice [Oryza rufipogon]	5	1
Rhus tree [Toxicodendron succedaneum]	4	6
Rubbervine [Cryptostegia grandiflora]	1	3
Sagittaria [Sagittaria platyphylla]	5	1
Salvinia [Salvinia molesta]	2	3

Weed	Class	Legal requirements
Sand oat [Avena strigosa]	5	1
Senegal tea plant [Gymnocoronis spilanthoides]	1	3
Serrated tussock [Nassella trichotoma]	4	5
Siam weed [Chromolaena odorata]	1	3
Smooth-stemmed turnip [Brassica barrelieri subspecies oxyrrhina]	5	1
Soldier thistle [Picnomon acarna]	5	1
Spotted knapweed [Centaurea maculosa]	1	3
St. John's wort [Hypericum perforatum]	4	6
Texas blueweed [Helianthus ciliaris]	5	1
Water caltrop [Trapa species]	1	3
Water hyacinth [Eichhornia crassipes]	2	3
Water lettuce [Pistia stratiotes]	1	3
Water soldier [Stratiotes aloides]	1	3
Willows [Salix species] Includes all Salix species except S. babylonica, S. x reichardtii, S. x calodendron	5	1
Witchweed [Striga species] Includes all Striga species except native species and Striga parviflora	1	3
Yellow burrhead [Limnocharis flava]	1	3
Yellow nutgrass [Cyperus esculentus]	5	1

1 The requirements in the Noxious Weeds Act 1993 for a notifiable weed must be complied with.

2 The plant must be fully and continuously suppressed and destroyed

3 The plant must be eradicated from the land and the land must be kept free of the plant

4 The plant must be fully and continuously suppressed and destroyed

5 The growth and spread of the plant must be controlled according to the measures specified in a management plan published by the local control authority and the plant may not be sold, propagated or knowingly distributed

6 The growth and spread of the plant must be controlled according to the measures specified in a management plan published by the local control authority

7 except B.scoparia subspecies trichophylla
The plant must be eradicated from the land and the land must be kept free of the plant

Appendix 4 - Flood Compatible Materials

Building Component	Flood compatible material	Building Component	Flood compatible material
Flooring and Sub-floor	Concrete slab-on-ground monolith construction	**Doors**	Solid panel with water proof adhesives
Structure	Suspension reinforced concrete slab.		Flush door with marine ply filled with closed cell foam
			Painted metal construction
			Aluminium or galvanised steel frame
Floor Covering	Clay tiles	**Wall and Ceiling Linings**	Fibro-cement board
	Concrete, precast or in situ		Brick, face or glazed
	Concrete tiles		Clay tile glazed in waterproof mortar
	Epoxy, formed-in-place		Concrete
	Mastic flooring, formed-in-place		Concrete block
	Rubber sheets or tiles with chemical-set adhesives		Steel with waterproof applications
	Silicone floors formed-in-place		Stone, natural solid or veneer, waterproof grout
	Vinyl sheets or tiles with chemical-set adhesive		Glass blocks
	Ceramic tiles, fixed with mortar or chemical-set adhesive		Glass
	Asphalt tiles, fixed with water resistant adhesive		Plastic sheeting or wall with waterproof adhesive
Wall Structure	Solid brickwork, block work, reinforced, concrete or mass concrete	**Insulation**	Foam (closed cell types)
		Windows	Aluminium frame with stainless steel rollers or similar corrosion and water resistant material.
Roofing Structure (for Situations Where the Relevant Flood Level is Above the Ceiling)	Reinforced concrete construction	**Nails, Bolts, Hinges and Fittings**	Brass, nylon or stainless steel
	Galvanised metal construction		Removable pin hinges
			Hot dipped galvanised steel wire nails or similar

Article II. Electrical and Mechanical Equipment **Article III.** For dwellings constructed on land to which this DCP applies, the electrical and mechanical materials, equipment and installation should conform to the following requirements.	**Heating and Air Conditioning Systems** **Article IV.** Heating and air conditioning systems should, to the maximum extent possible, be installed in areas and spaces of the house above the relevant flood level. When this is not feasible every precaution should be taken to minimise the damage caused by submersion according to the following guidelines.
Main power supply **Article V.** Subject to the approval of the relevant authority the incoming main commercial power service equipment, including all metering equipment, shall be located above the relevant flood level. Means shall be available to easily disconnect the dwelling from the main power supply.	**Fuel** **Article VI.** Heating systems using gas or oil as a fuel should have a manually operated valve located in the fuel supply line to enable fuel cut-off.
Wiring Article VII. All wiring, power outlets, switches, etc., should, to the maximum extent possible, be located above the relevant flood level. All electrical wiring installed below the relevant flood level should be suitable for continuous submergence in water and should contain no fibrous components. Earth core linkage systems (or safety switches) are to be installed. Only submersible-type splices should be used below the relevant flood level. All conduits located below the relevant designated flood level should be so installed that they will be self-draining if subjected to flooding.	**Installation** **Article VIII.** The heating equipment and fuel storage tanks should be mounted on and securely anchored to a foundation pad of sufficient mass to overcome buoyancy and prevent movement that could damage the fuel supply line. All storage tanks should be vented to an elevation of 600mmabove the relevant flood level.
Equipment **Article IX.** All equipment installed below or partially below the relevant flood level should be capable of disconnection by a single plug and socket assembly.	**Ducting** **Article X.** All ductwork located below the relevant flood level should be provided with openings for drainage and cleaning. Self-draining may be achieved by constructing the ductwork on a suitable grade. Where ductwork must pass through a watertight wall or floor below the relevant flood level, the ductwork should be protected by a closure assembly operated from above relevant flood level.
Reconnection **Article XI.** Should any electrical device and/or part of the wiring be flooded it should be thoroughly cleaned or replaced and checked by an approved electrical contractor before reconnection.	**Article XII.**

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Liverpool Development Control Plan 2008

Part 4

Development in

Liverpool city centre

DRAFT

Part 4 must be read in conjunction with Part 1

LIVERPOOL CITY COUNCIL

LIV ERP OOL THE GREAT SOUTH WEST

Liverpool Development Control Plan 2008
Part 4 Liverpool city centre

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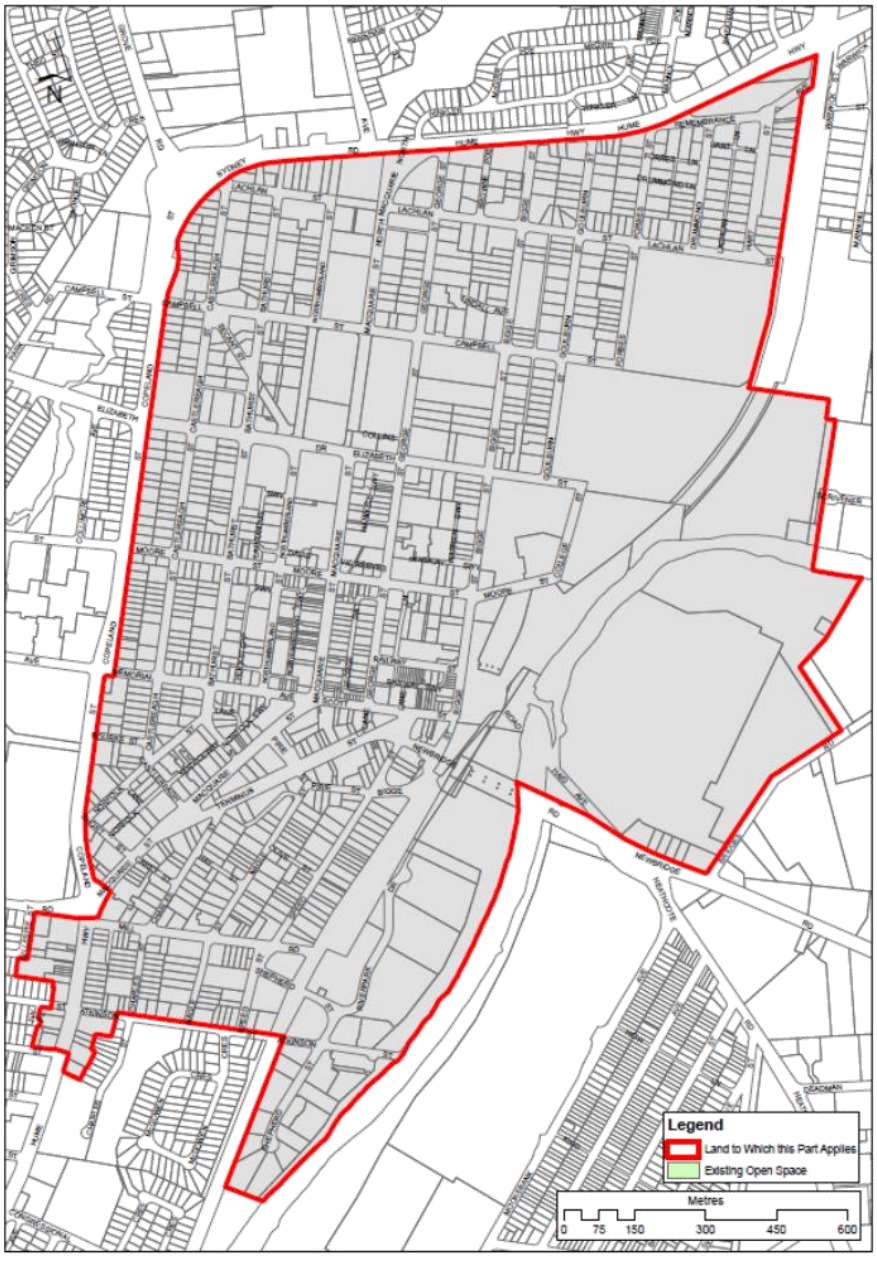
4.1. PRELIMINARY

Applies to

This Part applies to the area shown in Figure 4-1.
Part 1 also applies to the area shown in Figure 4-1.

Figure 4-1: Land to which this Part applies



Background
The Liverpool city centre was identified by the Department of Planning as a regional city through the Sydney Metropolitan Strategy – A City of Cities in 2005. This status was confirmed in A Plan for Growing Sydney released by the Department of Planning and Environment in December 2014.

In March 2018 the Sydney Regional Plan, *A metropolis of three cities* was published by the Greater Sydney Commission (GSC), establishing a renewed planning framework for the Sydney region as a whole towards 2056. The Western City District Plan — connecting communities (WCDP), was finalised by the GSC in March 2018 also. The WCDP provides detailed planning direction for the future development of Liverpool city centre, as part of the Liverpool LGA.

Liverpool city centre LEP revision
In 2015 Council launched a review of the planning controls applying to Liverpool city centre. The city centre LEP review sought to revitalise Liverpool city centre, to create a mixed-use, vibrant 18-hour city centre, a walkable city that offers living, recreation and work opportunities and a city focused along the river. To this end it was decided to significantly expand the area of B4 – Mixed Use zoned land and reduce the area of land zoned B3 – Commercial Core. This amendment to Liverpool Local Environmental Plan (LLEP) 2008 — Amendment 52, was gazetted and came into force on 5 September 2018.

In addition to rezoning land to reduce the size of the Commercial Core and expand the area of Mixed Use zoned land, Amendment 52 defined legible character precincts based on ownership, subdivision, street block patterns, and the role of the public domain. It also specified an urban form that responds to the character of each precinct, has different building typologies, and offers different economic opportunities.

Amendment 52 enables individual owners to develop sites without the requirement for amalgamation, improves connectivity to and within the city centre, de-couples car parking from development where appropriate and develops consistent urban form, where possible, for new development within the city centre. It is envisaged that increasing the number of residents in the city centre will activate the city centre, and will lead to increased demand for retail and services, resulting in more jobs.

This Part of Liverpool Development Control Plan (LDCP) 2008 seeks to provide appropriate development objectives and controls that will facilitate development in Liverpool city centre in concert with the Liverpool Local Environmental Plan (LLEP) 2008.

Characteristics of the Liverpool city centre
The character of Liverpool city centre can be divided into specific areas which have a number of character elements as described below. The character areas are illustrated in **Figure 4.2** below. However, where appropriate, reference is also made to which precinct, illustrated on the FSR map as amended by Amendment 52, also applies:

- Mixed Use (Area 7 and Area 8).
- High Density Residential.
- Education and Medical Precinct (Area 9).
- Commercial Core (Area 10)
- Standalone sites (including Area 11)
- City Centre Riverfront.
- Georges River Precinct.

Commercial Core
Land considered as part of Amendment 52, but which retains the B3 — Commercial Core zoning. Council aims to increase employment in the city centre to a total of 30,000 jobs by 2031. Commercial development is encouraged throughout the Mixed Use and Commercial Core areas of the city centre.

Liverpool city centre's commercial core is located near the public transport interchange on land bounded by Elizabeth Street to the north, Bigge Street to the east, George Street to the west and Railway Street to the south. In addition, the existing Westfield shopping centre is also part of the Commercial Core. Preservation of a Commercial Core in the city centre will support the broader base of uses likely to arise in the Mixed Use areas. Retail development will continue to be focused around the Macquarie Street Mall and Westfield shopping centre, though retail uses will also be permitted throughout the Mixed Use and Commercial precincts.

Mixed Use
Amendment 52 expanded the area of Liverpool city centre zoned B4 – Mixed Use. Land zoned B4 – Mixed Use may be developed for a range of retail/commercial and residential uses. Three new precincts have been defined for the rezoned sites in Liverpool city centre and some existing B4 sites. These precincts relate to the existing site characteristics, ownership patterns and subdivision patterns. The precincts are identified as Fine Grain, Midrise and Long Term Civic Sites. Certain lots within the Mid-Rise and Long-term Civic Sites (in addition to the Commercial Core) precincts may be developed pursuant to clause 7.5A of LLEP 2008, but only if they meet lot size and access requirements.

The Fine Grain and the Midrise sites use a perimeter block typology, defined by building envelopes (see 4.22 below). The building envelopes enable buildings constructed to these profiles to relate to each other and the street network.

Lots that may be developed pursuant to clause 7.5A are large, strategically located sites, which can be developed subject to a concept development application as defined by section 4.23 of the Environmental Planning and Assessment (EP&A) Act 1979 and the delivery of a public benefit, as defined by clause 7.5A(3)(b) of LLEP 2008 (see 4.2.5 below).

High Density Residential
Liverpool city centre is an increasingly popular residential destination. The Commercial Core and Mixed Use areas of the city centre are surrounded by R4 – High Density Residential zoned land. With the growth of the hospital, there will be increasing demand for accommodation for health workers. One of Council's aims is to improve access to residential areas and the city centre.

In addition to significant residential development in the Mixed Use areas of the city centre, residential development will be focused around the northern, western and southern periphery. It is desirable that the frontages to Macquarie Street at Pioneer Park accommodate retail/café/restaurant activities at ground floor with residential and potentially some office space on floors above. Shepherd Street (at the southern extremity of the city centre) offers the potential to accommodate residential development with good access to the Georges River. Planning controls have been reviewed to assist this outcome.

Education and Medical Precinct
The Education and Medical precinct is located on the eastern edge of the city centre. It is defined by the South-Western Sydney Area Health Service (Liverpool Hospital) and attendant medical centres and clinics, the Liverpool Private Hospital, public and private schools, and the Liverpool TAFE buildings. The precinct is centred on historic Bigge Park and the Francis Greenway-

designed old Liverpool Hospital, now part of TAFE.

LLEP 2008 identifies Liverpool Hospital as a Long-Term Civic Site so that the site may develop using a concept development application and with a full range of building typologies.

Standalone sites
Standalone sites, as illustrated in **Figure 4.2**, describes a number of sites in certain locations around the city centre, which have been rezoned by Council independently of Amendment 52. The sites have been recognised by Council with development standards which will encourage architecturally significant buildings. It is envisaged that these buildings will develop using the tower on podium building typology.

City centre riverfront
Liverpool city centre was the first of the 'Macquarie towns', chartered by Governor Lachlan Macquarie in 1810. From its foundation, the city identity was closely connected to the Georges River. Since the development of the railway line along the river as early as 1856, the city centre has become increasingly divorced from the river. The State Rail Freight Line, which runs alongside the passenger line immediately adjacent to the river, has further divided the city and obstructs connections across the Georges River, both physically and visually.

The natural edge of the Georges River and the Chipping Norton lakes system is one of Liverpool's most valuable assets. Opportunities exist to create continuous urban parkland. Council is committed to exploring improved connections from the city centre to the river and to Moorebank.

Georges River Precinct
The Georges River Precinct has been identified for potential city centre expansion due to the large sites, the limited ownership and proximity to the train station. The site has a number of constraints however, including the location of the railway line, which presents a barrier to access to the city centre, the river and the site's location within the 1% AEP (i.e. 100 year flood). There is limited existing connectivity to the city centre.

Streets, Laneways and Serviceways
The Hoddle grid, adopted as the township plan shortly after Governor Macquarie founded Liverpool, provides an excellent and legible framework for development. It has a vital role in determining the city's built form.

Streets make up the largest area of public space in Liverpool city centre. Used primarily for traffic and pedestrian movement, they also accommodate business, shopping, festivals, dining, socialising and entertainment. Within the formal grid of north-south and east-west streets there are serviceways (lanes) and arcades. Currently the serviceways do not generally provide direct connections between streets but the arcades do.

In the southern part of the city centre, the grid distorts in response to the topography, forming a secondary grid. The meeting of the regular Hoddle grid with the secondary grid along Memorial Avenue creates corner blocks with obtuse and acute angles. This provides a valuable opportunity to reinforce the character and streetscape quality of Liverpool city centre.

The core of the city centre is bounded by Bathurst Street, Campbell Street, Bigge Street, Pirie Street and Terminus Street. These streets carry the bulk of through traffic around the city centre to access the major arterials – Newbridge Road, Hoxton Park Road, the Hume Highway, Elizabeth Drive and the Cumberland Highway.

The network of serviceways complements the dominant qualities of the main streets. Hidden within the blocks, the serviceways have the potential to be extended to provide important direct pedestrian links to the streets. If this can be achieved, the serviceways have the capacity to improve permeability and provide spaces that diversify and enrich the city structurally and economically. The active street frontages along Macquarie Street and throughout the city centre are also an asset that should be maintained and expanded.

The development controls in this Part complement the amended LLEP 2008 and define the built form required to ensure that the amenity of the streets and lanes/serviceways is protected and enhanced.

Satisfactory arrangements

At the request of Transport for NSW, Council conducted a review of the transport needs that would be created by the additional residential development that would be made possible by rezoning much of the existing commercial core of the city centre to permit residential development. The review made a number of recommendations, including that a range of improvements to designated State public infrastructure would be required to support the planned residential growth.

In order to fund the required infrastructure improvements, clause 6.4A of LLEP 2008 indicates that the development of any and all residential accommodation on land within the intensive urban development area of Liverpool city centre (i.e. "Area 7", "Area 8", "Area 9", "Area 10" or "Area 11" shown on the Floor Space Ratio Map), must demonstrate via written confirmation from the Secretary of the DP&E that, according to clause 6.4A(2), "satisfactory arrangements have been made to contribute to the provision of designated State public infrastructure in relationship to the land on which the development is to be carried out."

The satisfactory arrangements provision must be satisfied prior to the determination of a DA which includes residential development. It is expected that the satisfactory arrangements will take the form of an additional levy on residential development, and may require the making of the planning agreement with the DP&E.

Development of hotel, motel, backpacker, bed-and-breakfast or serviced apartment accommodation is not considered "residential development" and will not be subject to satisfactory arrangements as described in clause 6.4A of LLEP 2008.

Site-specific Development Control Plan

Clause 6.6, Development control plan, of LLEP 2008 requires that:

> *(1) Development consent must not be granted for development on land in an urban release area or intensive urban development area unless a development control plan that provides for the matters specified in subclause (2) has been prepared for the land.*

The "intensive urban development area" is defined in clause 6.4A as being "Area 7", "Area 8", "Area 9" or "Area 10" shown on the Floor Space Ratio Map.

Proposed development that does not rely on clause 7.5A of LLEP 2008 (see Section 2.1.4 below), would not require the lodgement of a site-specific DCP. Council will accept an assessment of compliance with Part 1 and Part 4 of LDCP 2008 in lieu of the submission of a site-specific DCP. For development undertaken pursuant to the floor space bonuses described in clause 7.5A of LLEP 2008, please refer to Section 4.2.5 of this Part.

4.2. CONTROLS FOR BUILDING FORM

4.2.1 Building form

Background

Building form refers to the individual elements of building design that collectively contribute to the character and appearance of the built environment. LLEP 2008 includes provisions for land use, building heights, sun access, floor space ratio (FSR) and design excellence. The development controls in this Part of the DCP are intended to reinforce the desired outcomes for the city centre. The resulting built form and character of new development should contribute to an attractive public domain in Liverpool city centre and produce a desirable setting for the intended uses.

The provisions in the Apartment Design Guidelines (ADG) associated with State Environmental Planning Policy No.65 – Design Quality are incorporated in this DCP to apply to all residential development in the Liverpool city centre including apartments, any residential component of a mixed use development, and serviced apartments that are strata titled. Where there is an inconsistency between other provisions in the ADG and this DCP, the ADG prevails to the extent of the inconsistency.

Within the existing Liverpool city centre, the diversity of uses is reflected in the different building typologies. These are:

- Perimeter Block (accommodating commercial and residential uses).
- Towers on a Podium (accommodating commercial and residential uses).
- Detached Buildings (apartment buildings, religious, commercial, education and medical uses).

LLEP 2008 identifies specific precincts on the FSR map for Liverpool city centre (Area 7, Area 8, Area 9, Area 10 and Area 11). The precincts relate to specific character areas defined in this Part as follows:

- "Area 7" is the Fine Grain Precinct;
- "Area 8" is the Midrise Precinct;
- "Area 9" is the Long-Term Civic Sites Precinct;
- "Area 10" is the Commercial Core Precinct; and
- "Area 11" is the Standalone site known as 77-83 Moore Street and 193 Macquarie Street.

The precincts are shown in **Figure 4-2**.

Objectives

1. Establish the scale, dimensions, form and separation of buildings as appropriate for the city centre and the range of uses.
2. Provide a strong definition of the public domain with buildings on a common alignment.
3. Promote building frontages with good connections to the street.

Controls

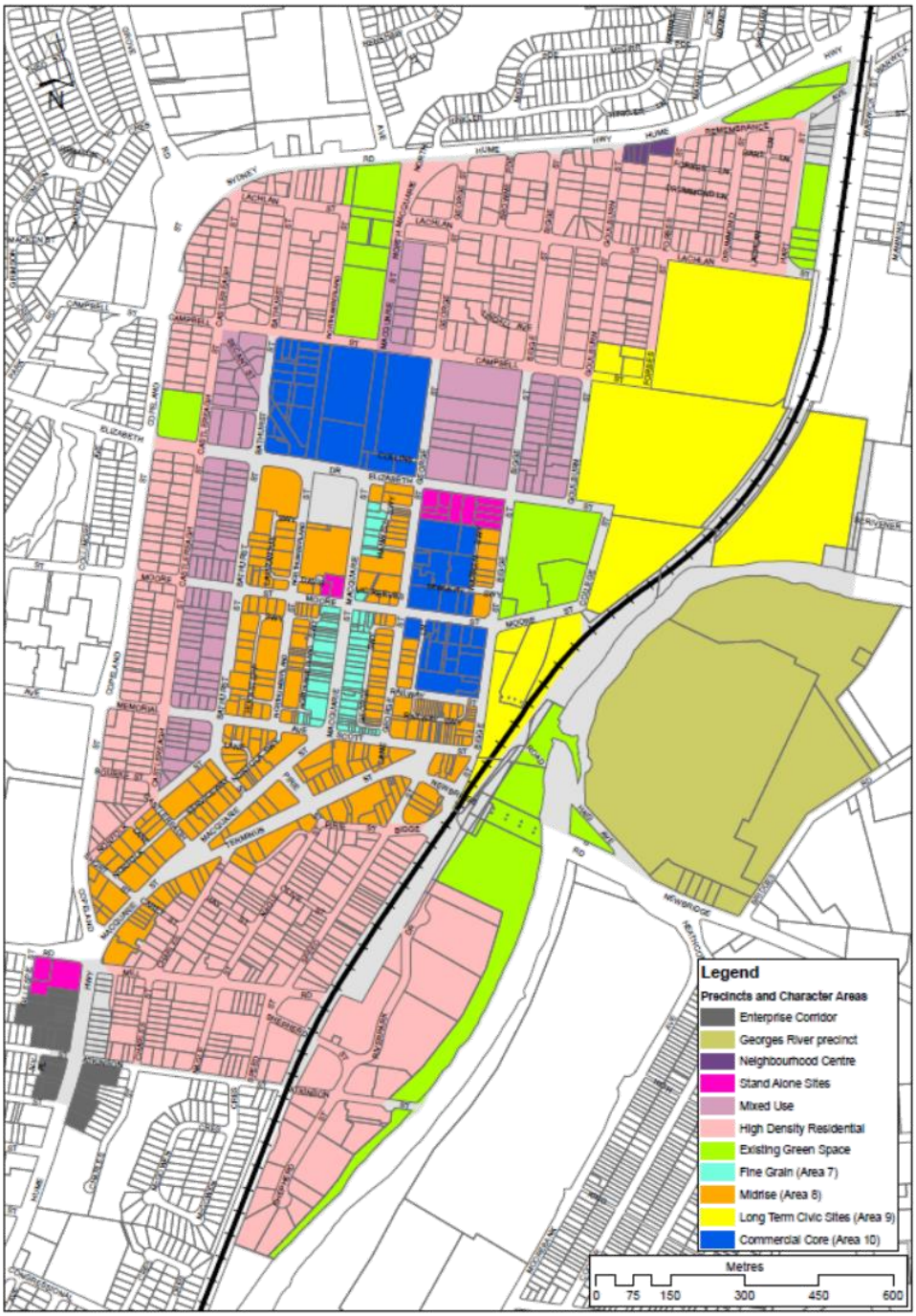
Develop new buildings in Liverpool city centre using the following building typologies for precincts as identified in **Figure 4-2**:

1. Perimeter block typology for Fine Grain precinct.
2. Perimeter block typology for Midrise precinct, with the exception of those Midrise sites

developed pursuant to clause 7.5A of LLEP 2008 (which may also be developed with a tower on podium typology).

3. Perimeter block, tower on podium or detached building typology for Long Term Civic Sites.
4. Tower on podium or detached building typology for standalone sites.
5. Perimeter block, tower on podium or detached building typology for Commercial Core sites.
6. Perimeter block, or detached building typology for Mixed Use.
7. Detached building typology for High Density Residential sites.
8. Perimeter block, or detached building typology for Enterprise Corridor sites and Neighbourhood Centre sites.

Figure 4-2 Precincts



4.2.2 Building Envelopes

Background

Building envelopes provide buildings with a strong address to the street, ensure compatibility between sites and maintain a suitable relationship to the scale of existing buildings. The lower scale buildings on the Fine Grain and Midrise sites contribute to the character of the existing city centre and make a positive contribution to its vitality, image and identity.

Midrise and Commercial Core sites of over 1,500m^2 in area may be developed as described in clause 7.5A of LLEP 2008 in certain circumstances. See section **4.2.5 Controls for sites requiring the submission of a DCP** for greater clarification.

4.2.3 Controls for the Fine Grain Precinct

Background

The Fine Grain Precinct is identified on **Figure 4-2**. Fine Grain Sites are small sites that have a very important role for pedestrian interface along streets. They are important because of their short frontages to streets, variety of uses, but also because the diverse ownership offers significant contrast of character, opening hours and price-point for retail offerings.

Objectives

1. Create a contiguous street wall even though sites are developed independently.
2. Address solar access/privacy and light within the building envelope so that separate studies are not required.
3. Provide active street and lane/serviceway frontages.
4. Encourage development without car parking on site.

Controls

Design new buildings in the Fine Grain Precinct as follows:

1. Construct a maximum of four storeys to the street and four storeys to the serviceway frontages, with an additional two storeys set back to street frontages in accordance with **Figures 4-3** and **4-4**.
2. Locate retail uses at the ground floor on street and lane/serviceway frontages (where possible).
3. Develop no more than one level of (at grade) car parking (where necessary), which is to be appropriately screened or sleeved.
4. Provide parking in accordance with LLEP 2008 provisions or make an alternative arrangement to the satisfaction of Council.

Figure 4-3: Fine Grain/Mid-Block

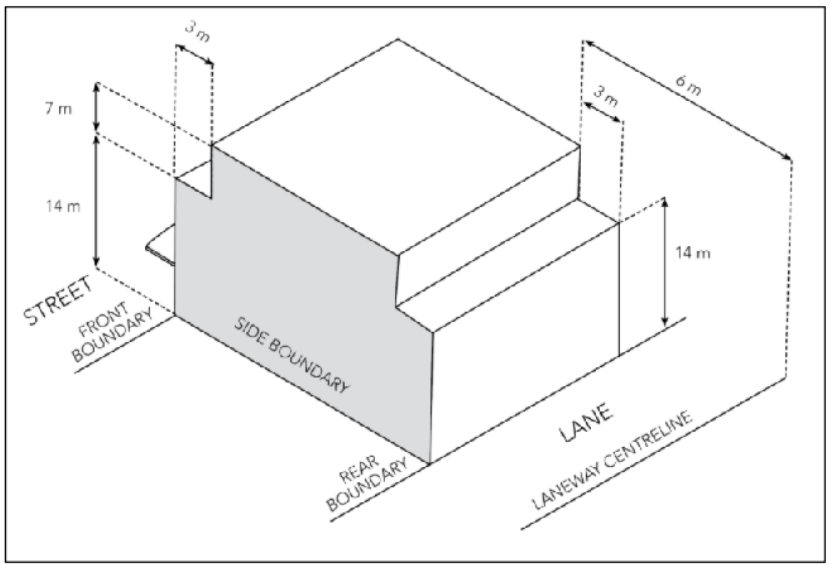
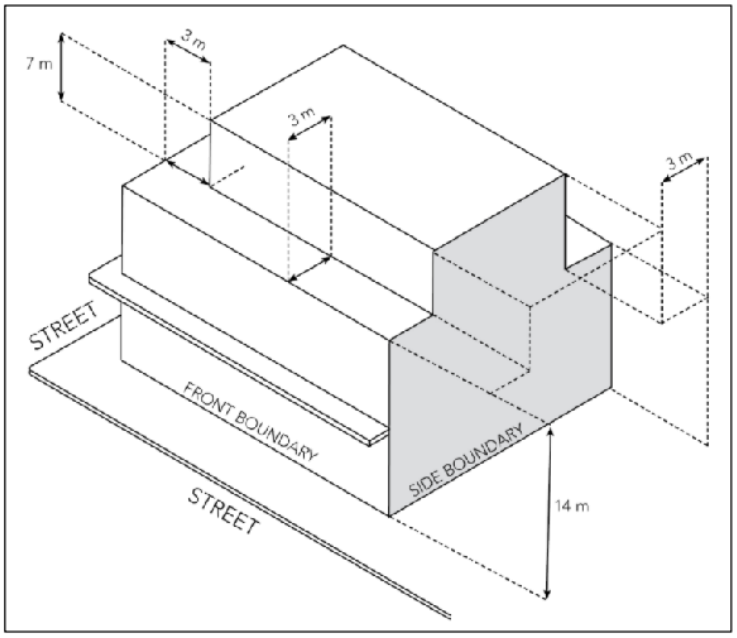


Figure 4-4: Fine Grain/Corner



4.2.4 Controls for the Midrise Precinct

Background

The Midrise Precinct is identified on **Figure 4-2**. Midrise Sites are capable of accommodating more development than Fine Grain Sites. They are important because of the relatively short-frontages to streets and their diverse range of uses. Differing ownership also provides a variety of use and form that single ownership of large city buildings does not achieve.

Objectives

1. Form a contiguous street wall even though sites are developed independently.
2. Address solar access/privacy and light within the building envelope so that separate studies are not required.
3. Provide active street and lane/serviceway frontages.
4. Allow flexibility of uses within the building envelope (long life/loose fit) that can change over time.
5. Provide parking for the development on site.

Controls

Design new buildings in the Midrise Precinct as follows:

1. Construct buildings to a maximum of six storeys to the street and four storeys to the lane/serviceway frontages, with an additional two storeys set back to both frontages in accordance with **Figures 4-5** and **4-6**.
2. Develop retail uses at the ground floor at street and lane/serviceway frontages (where possible).
3. Develop at least one level above the ground floor for a commercial use, or that is capable of being adapted to a commercial use.
4. Provide parking in a basement car park. No more than one level of service (at grade) car parking is permitted and this is to be appropriately screened or sleeved.
5. Provide parking in accordance with the LLEP 2008.

Figure 4-5: Mid-Rise/Mid-Block

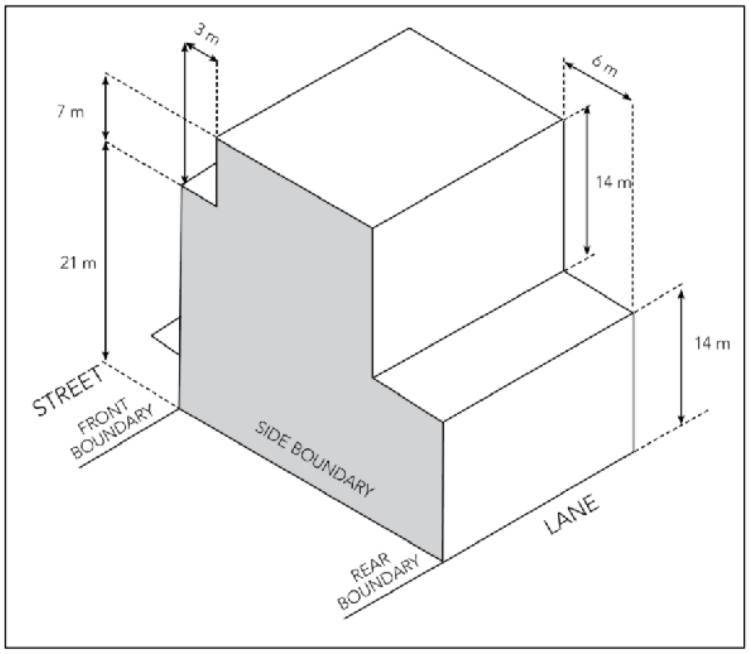
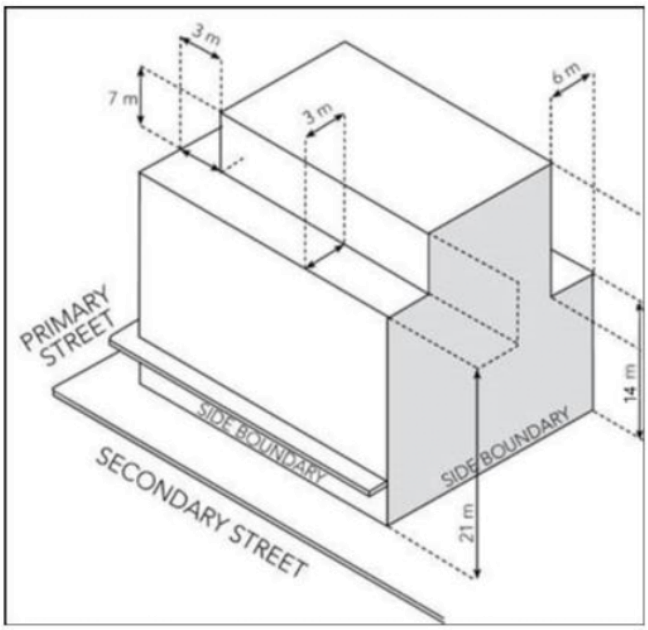


Figure 4-6 Mid-Rise/Corner



4.2.5 Controls for sites that require the submission of a site specific DCP or concept DA

Background

Clause 7.5A of LLEP 2008 provides additional provisions relating to certain land in Liverpool city centre. This section specifies the requirements for a lot to be developed according to the provisions of clause 7.5A.

The provisions of clause 7.5A are not considered development standards and therefore may not be varied according to clause 4.6 of LLEP 2008. Minimum requirements for the development of a lot pursuant to clause 7.5A are:

- That the lot is situated within "Area 8", "Area 9" or "Area 10" on the Floor Space Ratio Map; and
- Has a lot size exceeding 1500m2; and
- Has two or more street frontages.

Pursuant to clause 7.5A(2), any building which is proposed to exceed the maximum height shown for the land on the Height of Buildings Map, and the maximum floor space ratio shown for the land on the Floor Space Ratio Map for the site (to a maximum FSR of 10: 1 in "Area 8" or "Area 10" and 7:1 in "Area 9"), must be developed so that at least 20% of the gross floor area is used for the purposes of:

- business premises;
- centre based childcare facilities;
- community facilities;
- educational establishments;
- entertainment facilities;
- food and drink premises;
- functions centres;
- information and education facility;
- medical centres;
- public administration buildings; or
- retail premises.

The Dictionary of LLEP 2008 defines the meaning and development requirements of each of the specified uses.

Development of sites pursuant to clause 7.5A of LLEP 2008 will require the submission of a DCP. According to section 4.23(2) of the EP&A Act 1979:

(2) However, if an environmental planning instrument requires the preparation of a development control plan before any particular or kind of development is carried out on any land, that obligation may be satisfied by the making and approval of a concept development application in respect of that land.

In other words, the requirement to lodge a DCP pursuant to clause 7.5A(3)(a) of LLEP 2008, may be satisfied by the lodging of a concept development application pursuant to the requirements of section 4.23 of the EP&A Act 1979 instead. It is to be noted however, that section 4.23(3) of the EP&A Act also applies to any such application meaning that:

3) Any such concept development application is to contain the information required to be

included in the development control plan by the environmental planning instrument or the regulations.

Objectives

1. That development of sites within Liverpool city centre pursuant to clause 7.5A demonstrates the appropriate mix of uses and standards of design excellence.
2. Provide appropriate parking for the development on site.
3. Provide active street and lane/serviceway uses .

Controls

1. Sites that require the submission of a DCP are to be developed pursuant to the adopted site specific DCP or a concept development application consistent with Division 4.4 of the EP&A Act 1979 and clause 7.5A of LLEP 2008.
2. Clause 7.5A(3)(b) of LLEP 2008 specifies that any proposed development which seeks to utilise the additional provisions relating to certain land in Liverpool city centre must yield a public benefit, in that the site on which the building is to be located must also include one or more of the following uses (NB: in order to provide the required public benefit, these uses must be publicly accessible):
    - recreation areas;
    - recreation facilities (indoor);
    - community facilities;
    - information and education facilities;
    - through site links; or
    - public car parks.

    Each land use that is required to yield public benefit (with the exception of "through site links" and "public car parks", defined below), is defined in the Dictionary of LLEP 2008. The size, scale, location and detailed use of any such proposed development, must be included in the required site specific DCP or concept development application, and be to the satisfaction of Council.

    Through site links are only to be developed on those sites indicated in Figure 4.12 and must be developed in accordance with the requirements of section 4.3 Pedestrian Amenity.

    Public car parks are only to be developed with the written permission of Council and must be vested in or under the control of Council. Provision of public car parking must be consistent with Council's Parking Strategy and locational requirements. Any such public car park must be of sufficient scale and located so as to be of a public benefit acceptable to Council.

3. The concept development application lodged pursuant to clause 7.5A of LLEP 2008, must demonstrate how the proposal addresses all matters described in 7.5A(4)(a-m), as follows:

    (a) the suitability of the land for development.
    The site specific DCP or concept development application must articulate planning and design principles relating to development of the land and explain how these address Part 4 of Liverpool Development Control Plan 2008 and any other relevant documents or plans. It must include an analysis of the characteristics and the local context of the land to which it applies.

It must conceptually outline and show graphically the proposed site layout and planning for the development of the land, including the conceptual vertical and horizontal distribution of potential future uses, arrangement, footprint, envelopes and mix of building types. Through analysis of a number of illustrated options for redevelopment it must determine the preferred approach,

(b) the existing and proposed uses and use mix.

The site specific DCP or concept development application must describe the existing uses of any building currently occupying the site, and the proposed use mix to be developed on the site (noting additional use requirements outlined in control 1 above),

(c) any heritage issues and streetscape constraints.

The site specific DCP or concept development application must describe how the proposal will address all heritage items in the vicinity, in accordance with the requirements of clause 5.10 of LLEP 2008 and section 4.6.1 of this Part,

(d) the impact on any conservation area.

The site specific DCP or concept development application must indicate how any proposed development within the Bigge Park Conservation Area addresses the requirements of clause 5.10 of LLEP 2008 and section 5.10 of this Part,

(e) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form.

Liverpool city centre is a mixed-use environment. The site specific DCP or concept development application must ensure that any proposed residential tower is consistent with ADG separation and side setback distances, taking into account existing or proposed towers on the same site or neighbouring sites. Siting of all proposed towers, residential or commercial, must be consistent with clause 7.4 of LLEP 2008 Building separation in Liverpool city centre,

(f) the bulk, massing and modulation of buildings

The site specific DCP or concept development application must illustrate the proposed bulk, massing and modulation of buildings to be developed on the site,

(g) street frontage heights.

The site specific DCP or concept development application must indicate the street frontage heights of any proposed building. A tower on podium building is to be designed so that the podium is:

a. four to six storeys in height at the primary street frontage;
b. four storeys in height to the lanes and/or serviceways; and
c. 6 metres from a side/rear boundary if the site is adjoining a property that is not zoned B4 – Mixed Use or contains a stand-alone building. The setback should be in accordance with the ADG,

(h) environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity.

The site specific DCP or concept development application must illustrate how the proposed design will satisfactorily address environmental impacts on the public domain and other sites in proximity, depending on the scale of the development. Designs must ensure the streetscape environment is of pedestrian scale and ensures human qualities of solar access, shade and amenity are provided and negative elements such as noise and wind are minimised,

(h) the achievement of the principles of ecologically sustainable development.

The site specific DCP or concept development application must illustrate the ways by which the development proposed maximises ecological sustainability,

(i) encouraging sustainable transport, including increased use of public transport, walking and cycling, road access and the circulation network and car parking

provision, including integrated options to reduce car use.
The site specific DCP or concept development application must incorporate a Transport Management and Access Plan (TMAP). The TMAP must illustrate how the proposed development will encourage sustainable transport including:

- measures to encourage increased use of public transport, walking and cycling;
- provisions for access (for pedestrians, cyclists and vehicles including heavy vehicles), circulation and car parking; and
- other measures to reduce car use (e.g. carpooling and car-share services),

(j) the impact on, and any proposed improvements to, the public domain.
The site specific DCP or concept development application must demonstrate how the proposed development will integrate with and/or make improvements to the existing public domain, including the provision of setbacks where required. The site specific DCP or concept development application must include a detailed public domain plan.

Improvements to the public domain include:

1. Contributing to the urban tree canopy through new street tree plantings consistent with the Liverpool CBD Streetscape and Paving Manual 2018.
2. Providing street furniture and pedestrian amenity items.
3. Installing high quality pedestrian paving consistent with the Liverpool CBD Streetscape and Paving Manual 2018.
4. Integrating public art in accordance with section 4.3.10 of this Part.
5. Making provision for pedestrians to access to sunlight and shade.
6. Providing a design that contributes to activation of street frontages.
7. Integration of WSUD elements to improve vegetation success within the public domain,

(k) achieving appropriate interface at ground level between buildings and the public domain.
The site specific DCP or concept development application must demonstrate how all buildings, including any proposed tower building, achieves an appropriate interface at ground level with existing and proposed buildings and the public domain, according to the requirements of Section 4.3.1 to 4.3.10 of this Part.

Electricity substations and waste collection points must be appropriately integrated into the building design to minimise disruption and visual clutter in the ground plane and streetscape,

(l) the excellence and integration of landscape design.
The concept development application must demonstrate compliance with section 4.2.13 of this Part.

4. Locate non-residential uses at ground level that address all street frontages (and laneway/service way frontages, where possible).
5. Develop a maximum of two levels of above-ground car parking, provided it is sleeved by other uses on street frontages and appropriately screened or sleeved by other uses on lane/serviceway frontages. Aboveground parking must achieve minimum floor to ceiling heights that would permit adaption for another use (e.g. commercial/retail or residential).
6. Construct buildings according to the requirements illustrated in **Figure 4.7**, **Figure 4.8** or **Figure 4.9**, depending on the location of the site.

Figure 4-7: Tower on a Podium/Mid-Block

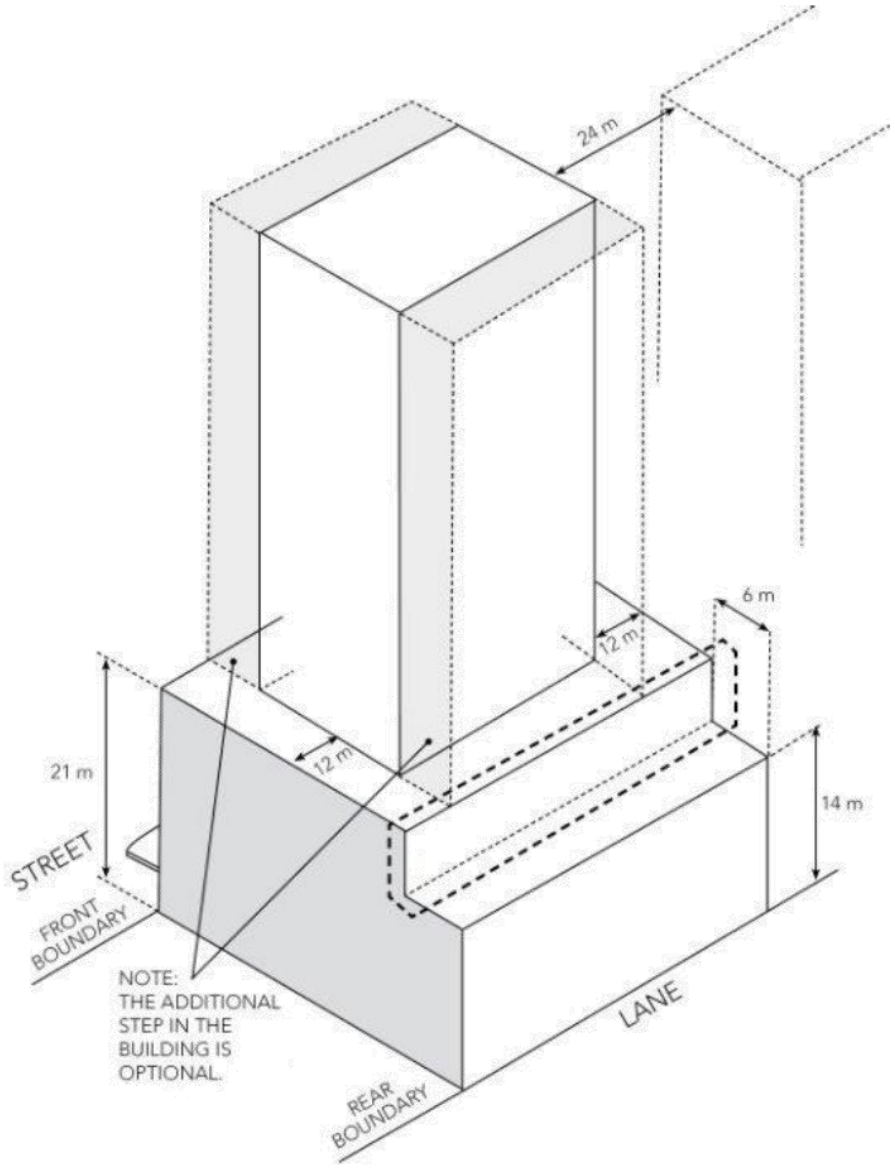


Figure 4-8: Tower on a Podium/Corner Site

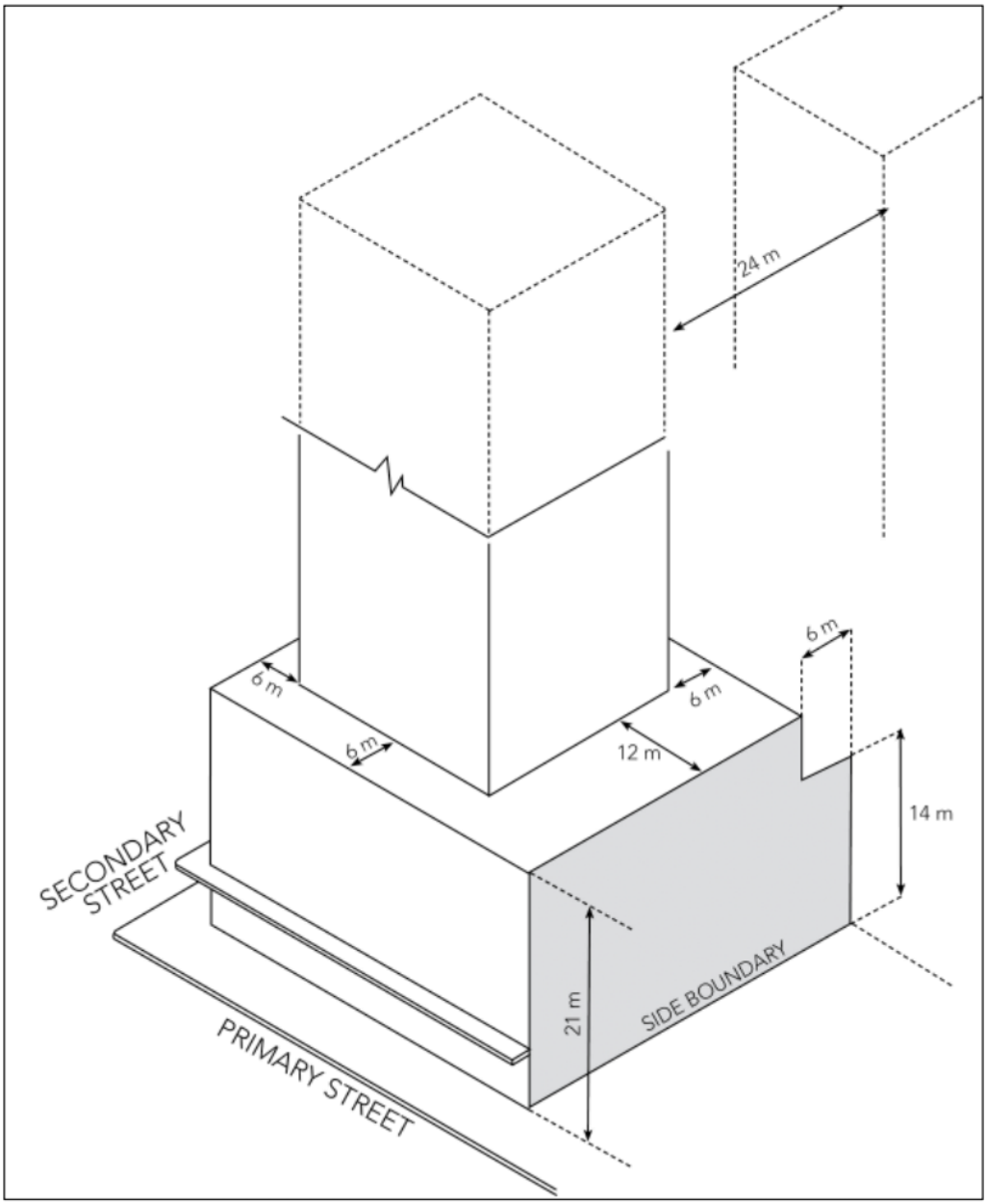
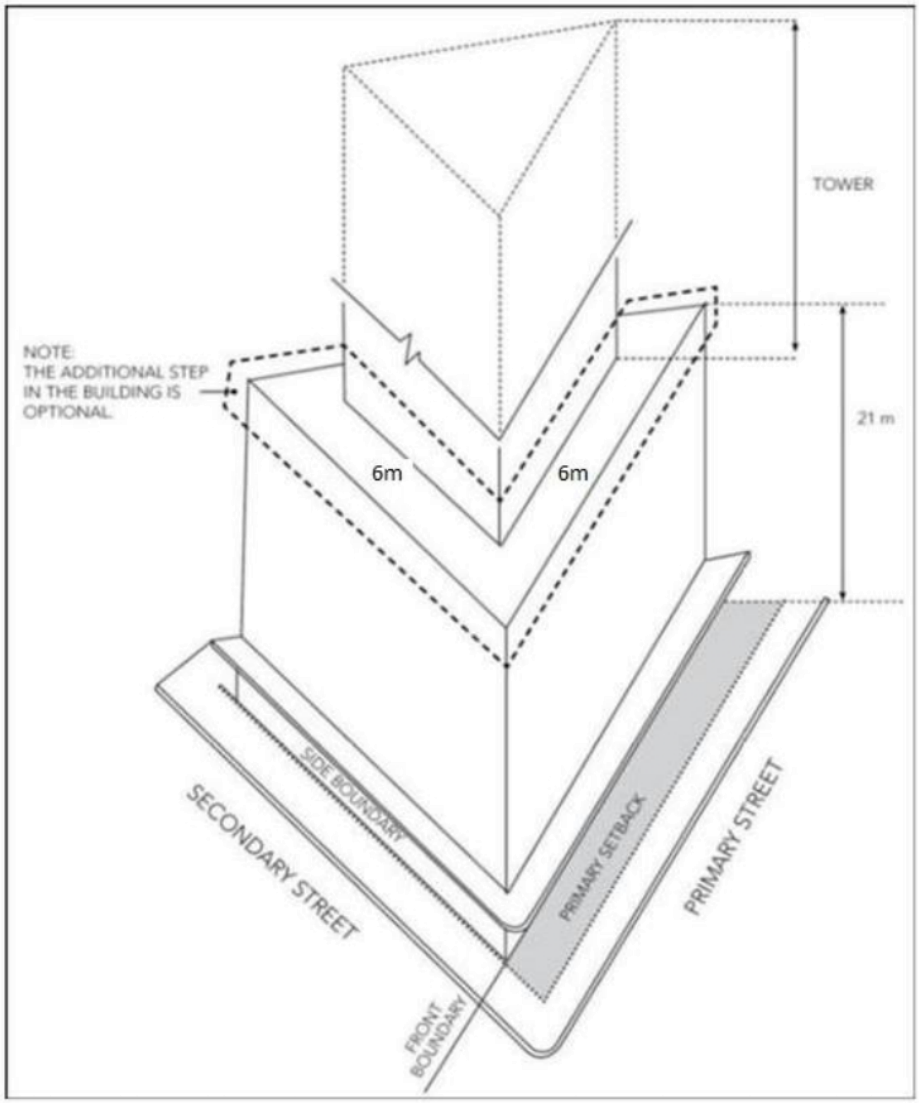


Figure 4-9: Tower on a Podium/Acute Corner Site



4.2.6 Building Floor Plates

Background

Limiting the size of tower floor plates allows for good internal amenity in terms of natural light and ventilation, while mitigating the potentially adverse impacts that tall and bulky buildings may have on the public domain including overshadowing and poor street amenity. Building depth is related to building use, meaning that commercial floor plates are typically deeper and larger than residential floor plates.

Objectives

1. Achieve living and working environments with good internal amenity and minimise the need for artificial heating, cooling and lighting.
2. Provide viable and useable commercial and/or residential floor space.
3. Contribute to useable and pleasant streets and public domain at ground level by controlling the size of upper level floor plates of buildings.
4. Reduce the apparent bulk and scale of buildings by limiting the size of the building.

Controls

1. Design the floor plate sizes and depth of buildings for Fine Grain and Midrise sites as indicated in the building envelopes.
2. Provide a maximum GFA of 700m2 per level for residential towers with maximum length of elevation of 45m.
3. Comply with ADG standards for building depth and number of apartments.
4. Provide a maximum GFA of 1,000m2 per level for commercial towers with maximum length of elevation of 45m. Where sites are greater than 2,000m² a proportionally larger GFA per floor may be considered.

4.2.7 Street Alignments and Street Setbacks

Background

Buildings define the street network and public domain. For this reason, the alignment and setbacks of buildings are critical to the quality of internal and external environments. Land in the setback areas may be utilised as outdoor dining and may have basement car parking located under it if required.

Objectives

1. Create a strong and consistent definition of the public domain.
2. Define the street as a spatial entity. Reinforce the importance of the public role of the street.
3. Provide front setbacks appropriate to building function and character.
4. Establish the desired spatial proportions of the street.
5. Provide sunlight access to streets, comfortable wind conditions, a generous footpath for pedestrians, and to assist growing conditions for street trees. Allow for street landscaping.
6. Locate active uses, such as shopfronts, close to pedestrian activity areas. Allow an outlook to, and surveillance of, the street.
7. Create a transition between public and private space.

Controls

1. Buildings are to comply with the front setbacks as set out in **Figures 4-12**.
2. Upper level frontages to a lane/serviceway must be setback 6 metres from the centre line of the lane/serviceway.
3. Construct perimeter block buildings and podiums, which comply with the building envelope requirement, to the street and side boundaries (0m setback).

4. Buildings with a boundary to the Hume Highway have a minimum setback of 8m.
5. Buildings on the southern side of streets identified in **Figure 4-10** have minimum front setbacks as follows, in order to maximise solar access:
   a. Elizabeth Street between Bathurst Street and George Street - 6m.
   b. Railway Street, Scott Street and Memorial Avenue - 3m.
   c. Parts of George, Bathurst, Terminus and Bigge Streets – 2.5m.

Figure 4-10 Street Setbacks

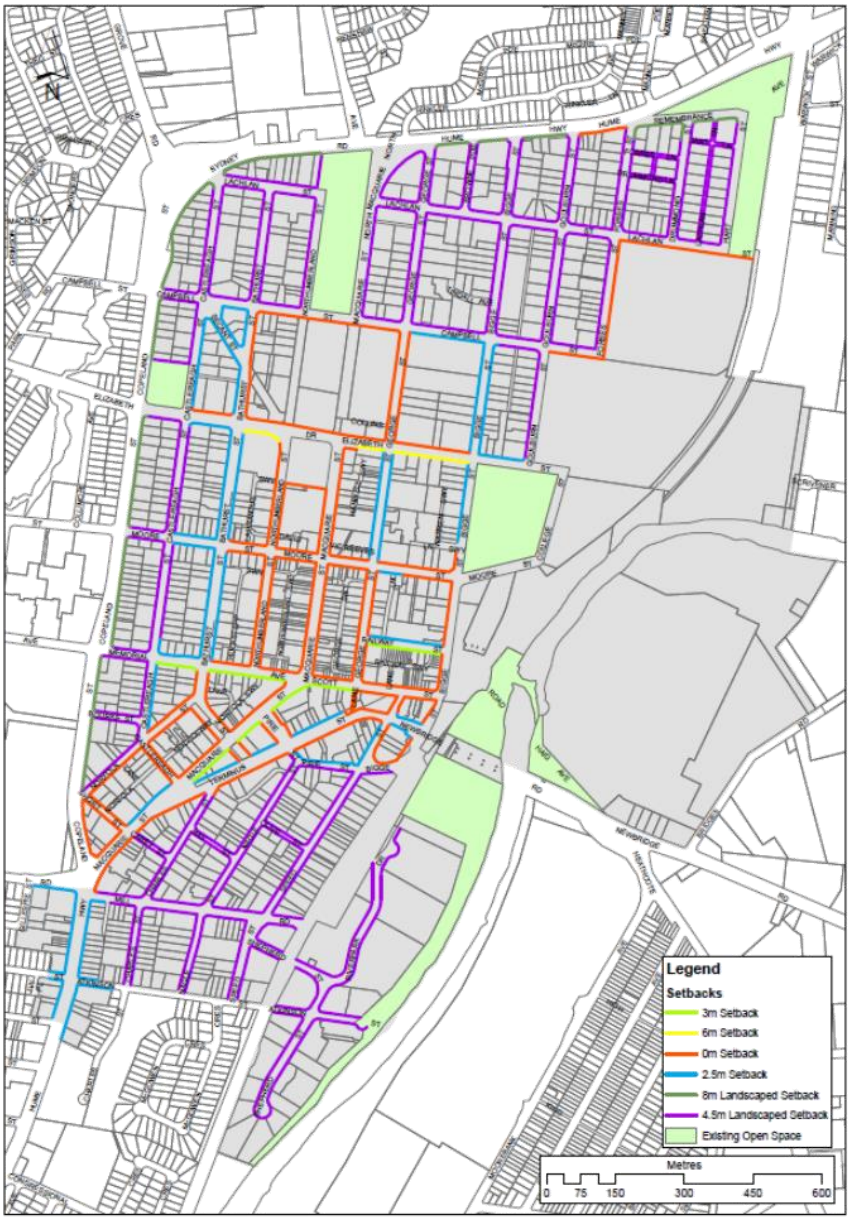
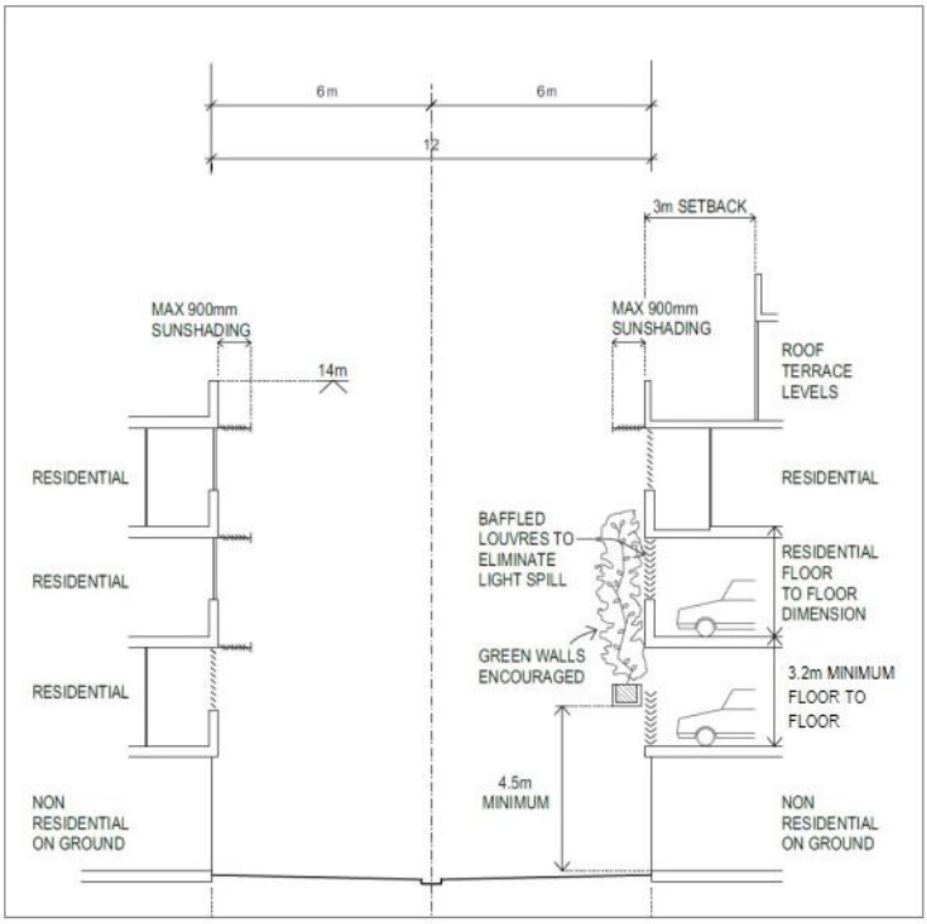


Figure 4-11 Laneway and Serviceway Setbacks



6. Pave the land in the set-back zone to match the paving in the public street so that it provides a seamless and level ground plane.
7. Ensure that no columns, blade walls or other building elements encroach the ground level of the front setback.
8. Ensure that balconies project a maximum of 1.2 metres into front building setbacks in the R4 - High Density Residential Zone.
9. Ensure that minor projections into front building lines and setbacks above ground level are designed for sun shading, entry protection or building articulation and enhance the amenity of the public domain.
10. Allow enclosures or screening of balconies only if they are moveable and aid the amenity of the apartments.

4.2.8 Side and rear boundary setbacks

Background

Side and rear setbacks, where provided, allow ventilation, solar and daylight access, assist with visual privacy, acoustic amenity, view sharing, and can reduce adverse wind effects. Building separation should relate to building height to ensure appropriate urban form, amenity and privacy for building occupants.

Objectives

Side and rear boundary setbacks must:

1. Ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy.
2. Achieve usable and pleasant streets and public domain areas in terms of wind mitigation and daylight access.

Controls

1. All residential and commercial buildings must comply with the separation distances in SEPP 65 and the ADG unless otherwise agreed with Council in an approved concept development application.
2. For existing buildings that do not comply with the setback requirements identified in control 1 above, appropriate screening must be installed should the building be refurbished or converted.
3. Buildings with a rear or side boundary to the rail corridor are to provide a minimum setback of 12m. The setback is to be appropriately landscaped.
4. Buildings on land zoned B6 – Enterprise Corridor and B1 – Neighbourhood Centre located in the Liverpool city centre, to have setbacks consistent with Table 4-1 below.
5. Construct buildings across the site facing the street and the rear boundaries rather than facing side boundaries.

Table 4-1 Side and rear boundary setbacks

Enterprise Corridor, Neighbourhood Centre and Existing Mixed Use areas	Setbacks	
	Side	Rear
Podium up to six levels :		
- If adjoining development built to boundary	0m	0m
- If adjoining stand-alone development	ADG	ADG
Stand-Alone Buildings		
- Building height up to 12m	ADG	6m
- Building height 12-25m	ADG	9m
- Building height over 25m	ADG	12m

4.2.9 Minimum Floor to Ceiling Heights

Background

The height of a ceiling contributes to amenity within an apartment and the perception of space. Well designed and appropriately defined ceilings can create spatial interest and hierarchy in apartments. Ceiling height is directly linked to achieving sufficient natural ventilation and daylight access to habitable rooms. The ground and first floor levels of mixed use apartment buildings should have increased ceiling heights to ensure their longer term adaptability for non-residential uses.

Objectives

Minimum floor to ceiling heights must:

1. Address the internal amenity of all users.
2. Assist in ensuring buildings are well-proportioned, articulated and modulated.
3. Allow for the potential for commercial uses in the first floor of any new building.

Controls

The minimum floor to ceiling heights are:

1. Ground floor: 3.6m.
2. Above ground level:
   a) Commercial office 3.3m.
   b) Capable of adaptation to commercial uses 3.3m.
   c) Residential 2.7m.
   d) Active public uses, such as retail and restaurants 3.6m.
3. Car Parks: Sufficient to cater to the needs of all vehicles that will access the car park and, if aboveground, adaptable to another use, as above.

4.2.10 Housing Choice and Mix

Background

A mix of dwelling types is essential to cater for different family groups and lifestyles, and to achieve housing affordability. Dwellings require internal flexibility as well as a variety of outdoor and recreational areas.

Objectives

Developments must:

1. Provide a mix of dwelling types, sizes and open space to cater for a range of household types and living styles.
2. Provide dwelling layout that is sufficiently flexible for residents' changing needs over time.
3. Meet the Australian Adaptable Housing Standard (AS 4299-1995) and provide a sufficient proportion of dwellings that include accessible layouts and features to accommodate the changing requirements of residents.

Controls

1. In addition to the provisions for dwelling mix in the ADG, residential apartment buildings and shop-top housing must comply with the following apartment mix and size:
   - Studio and one bedroom units must not be less than 10% of the total mix of units within each development;
   - Three or more bedroom units must not be less than 10% of the total mix of units within each development;
   - Dual-key apartments must not exceed 10% of the total number of apartments; and
   - A minimum of 10% of all dwellings (or at least one dwelling – whichever is greater) to be capable of adaptation for disabled or elderly residents.
2. Adaptable dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995).
3. Provide 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).
4. Ensure car parking and garages allocated to adaptable dwellings comply with the requirements of the relevant Australian Standard for disabled parking spaces.

4.2.11 Deep Soil Zones and Site Cover

Background

Deep soil zones are areas of natural ground retained within a development, uninhibited by artificial structures and with relatively natural soil profiles. Deep soil zones have important environmental benefits, including promoting healthy growth of large trees with large canopies, protecting existing mature trees, and allowing stormwater infiltration.

Limiting site cover provides separation between buildings. This space may be public (accessible and useable by the general public), communal (shared by all occupants of a development) or private (for the exclusive use of a single dwelling or tenancy).

Objectives

1. Provide an area on site that enables soft landscaping and deep soil planting, permit the retention and/or planting of trees that will grow to a large or medium size.
2. Improve amenity by allowing for good daylight access, ventilation, and assisting improved visual privacy.
3. Integrate with the open space and provide passive and active recreational opportunities.

Controls

1. The maximum permitted site coverage for development is specified in **Table 4-2**.

Table 4-2 Site coverage

Zone	Commercial & Mixed Use	Residential
Commercial Core, Fine Grain and Midrise	Up to 100%	N/A
Existing Mixed Use	75%	N/A
Enterprise Corridor and Infrastructure	75%	50%
All other zones	60%	50%

2. Include a deep soil zone as per Section 3E of the ADG in all developments with a residential component in all areas other than the Fine Grain Precinct and Midrise Precinct, or where perimeter block buildings are developed.

4.2.12 Public Open Space and Communal Open Space

Background

Public and communal open spaces are critically important for outdoor recreation opportunities for residents, connection to the natural environment, and valuable 'breathing space' between apartment buildings and within the city centre.

They also contribute to the appeal of the city, the individual development and the wellbeing of residents. High quality open space is essential in higher density urban precincts. The size, location and design of public and communal open space will vary depending on the site context and the scale of development.

Council encourages the development of the rooftop of residential flat buildings and mixed-use developments for the purposes of communal open space, including rooftop gardens, where possible. Better use of the rooftop space will increase the overall amenity and quality of new development in Liverpool city centre.

Objectives

Open space must:

1. Provide amenity in the form of:
   a) landscape character and design;
   b) opportunities for group and individual recreation and activities, including on the roof space of new residential flat buildings and mixed-use developments;
   c) opportunities for social interaction;

d) environmental and water cycle management; and
e) opportunities to enhance microclimate.

2. Allow for a range of activities.
3. Provide an attractive outlook for residents.
4. Respond to and enhance site characteristics and context.
5. Optimise safety.

Controls

Existing Public Open Space

1. Ensure that at least 70% of Bigge Park, Apex Park, Pioneer Park and any other public open space in the city centre has a minimum of 3 hours of sunlight between 10am and 3pm on 21 June (Winter Solstice).

New Public Open Space

2. Dedicate open space to Council, where required, as part of an approved concept development application if the space meets the requirements of Council in terms of:
   a) location;
   b) aspect;
   c) accessibility;
   d) safety; and
   e) solar access. The open space must be located and designed so that at least 50% of the open space provided has a minimum of 3 hours of sunlight between 10am and 3pm on 21 June (Winter Solstice).
3. Developments with a residential component in all zones must comply with the sections 3D Communal Public Open Space and 4F Common Circulation and Spaces, of the ADG. Consistent with the requirements of the ADG, communal open space is to be collocated with areas of deep soil, where possible.
4. The roof space of residential flat buildings (RFBs) and mixed-use development (including shop-top housing) is to be developed for the purposes of communal open space that incorporate shade structures and amenity facilities (barbecue and rooftop garden) that complement the development.

4.2.13 Landscape Design

Background

Landscape design includes the planning, design, construction and maintenance of all utility, open space and garden areas. The landscape qualities of the city centre are an important influence on its image, comfort, public and private amenity. Landscaping within the public domain will be implemented within the framework established by the Liverpool CBD Streetscape and Paving Manual 2018. In the private domain, it is important that a strong and consistent approach to landscaping is achieved in order to contribute to both a high level of amenity and a cohesive image for the city centre.

Objectives

1. Enhance quality of life for residents and occupants within a development in terms of privacy, outlook, views and recreational opportunities.
2. Ensure potable water for irrigation is minimised. Incorporate passive irrigation where possible.
3. Ensure landscaping is integrated into the design of development.
4. Improve stormwater quality and control run-off.
5. Improve the microclimate and solar performance within the development.
6. Improve urban air quality and contribute to biodiversity.

Controls

1. Submit a landscape plan prepared by a registered landscape architect that demonstrates consistency with the above objectives and section 4V, water management and conservation, of the ADG.

4.2.14 Planting on Structures

Background

The following controls apply in the Commercial, Mixed Use and Enterprise Corridor zones (as identified in **Figure 4-2**) for planting on roof tops or over car park structures, particularly for communal open space required as a component of mixed use residential development, and in non-residential developments where the landscaping proposed is not on natural ground.

Objectives

1. Contribute to the quality and amenity of open space on roof tops and internal courtyards.
2. Encourage the establishment and healthy growth of trees in urban areas.
3. Minimise the use of potable water for irrigating planting on structures.

Controls

1. Comply with the Section 4P, planting on structures in the ADG in all developments with a residential component and/or communal open space.

4.3. PEDESTRIAN AMENITY

Pedestrian amenity incorporates all those elements of individual developments that directly affect the quality and character of the public domain. These provisions are intended to achieve a high standard of public domain design and pedestrian comfort in city centre public spaces. The pedestrian environment is to be characterised by excellence of design, high quality materials and a standard of finish appropriate to a regional city centre. The city's lanes, arcades and through-site links are to form an integrated pedestrian network providing a choice of routes at ground level for pedestrians.

The controls in this section aim to increase the vitality, safety, security and amenity of the public domain by:

1. Developing future through-site links at ground level;
2. Ensuring active street frontages;
3. Ensuring a positive relationship between the building and the public domain;
4. Ensuring provision of awnings along the retail frontages; and
5. Mitigating adverse impacts on the street arising from driveway crossings.

4.3.1 Pedestrian Permeability

Background

The existing serviceways and through-site links are an integral component of the pedestrian movement system, providing direct access between the street frontage, serviceways and rear parking areas. The north-south oriented street grid in the city centre provides excellent connectivity in this direction, but the city's street pattern would benefit from additional through-site links in an east-west direction. This will assist in reducing the overall street block size.

In some blocks, additional north-south connections will also improve accessibility and choice. Additionally, laneways provide for site servicing in a manner that protects the quality of main street

frontages in the city centre.

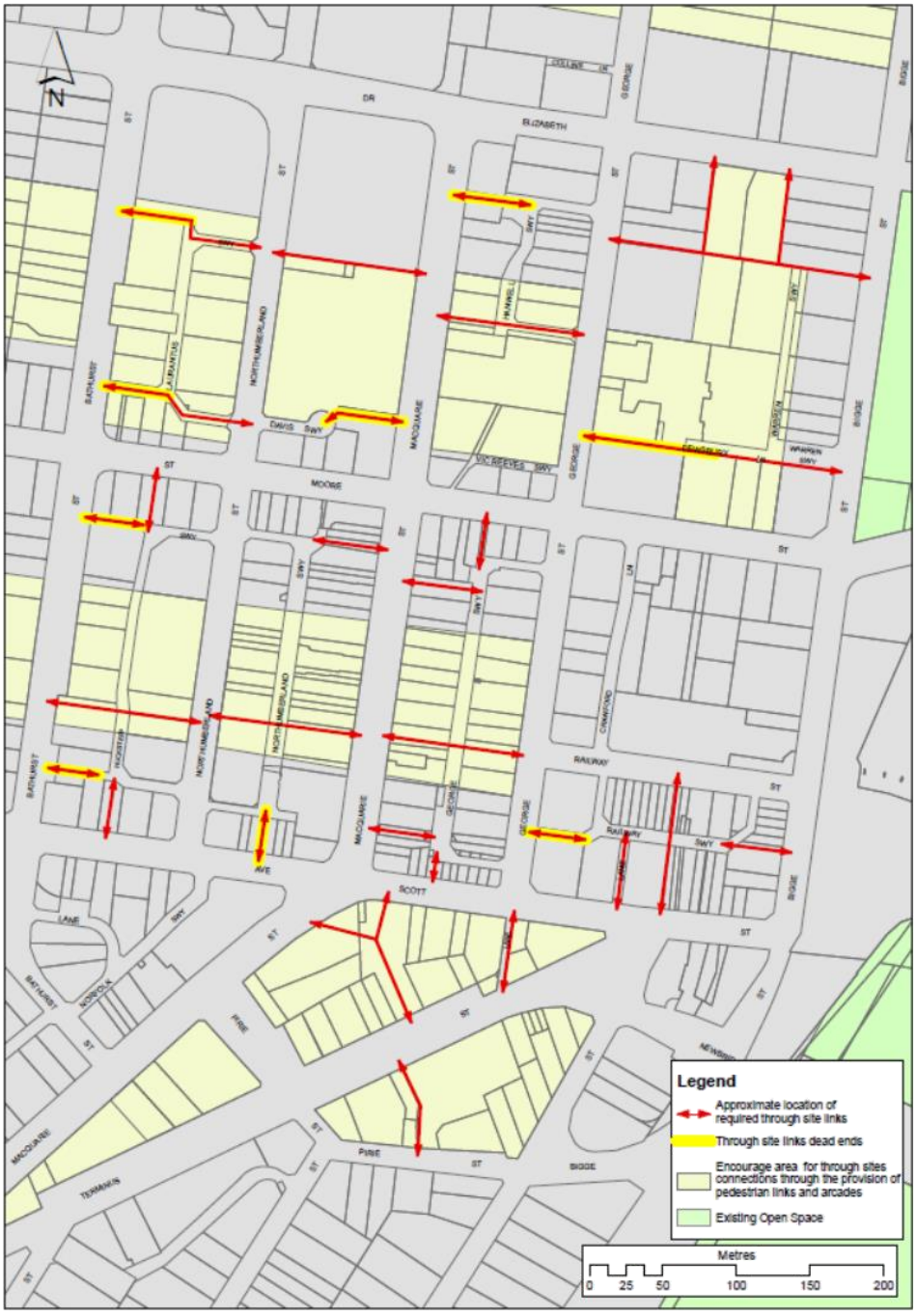
Objectives

1. Improve access and choice in the city centre by providing through-site links as redevelopment occurs.
2. Reduce the size of large street blocks to provide greater movement choice.
3. Create clear and direct throughways for pedestrians.
4. Increase the range of economic opportunities.
5. Retain and enhance existing through site links as redevelopment occurs.
6. Enable active street frontages on through site links.
7. Discourage vehicular access from the primary street frontages. Vehicular access shall be provided from secondary streets or laneways.

General Controls

1. Design through-site links to have direct sight lines.
2. Locate through-site links as shown in **Figure 4-12**.
3. Locate through-site links within "through site link encouragement areas" (as identified in **Figure 4-12**) opposite other through site links.
4. Extend existing dead end lanes (as identified in in **Figure 4-12**) through to the next street as redevelopment occurs.
5. Connect new through site links with existing and proposed through site links, serviceways, shared zones, arcades and pedestrian ways.
6. The siting of new through site links may be varied where new links cannot be directly aligned with existing links.
7. Retain existing, publicly and privately owned, through-site links.
8. Locate active uses on through site links where possible.
9. Nominate sites for through-site links, shared zones etc. that may be acquired by Council or may be dedicated to Council at no cost as part of a concept development application.
10. Vehicular access shall be provided from secondary streets or laneways only. Vehicular access will not be allowed from the primary street.

Figure 4-12 Through Site Links



Specific Controls for Different Link Typologies

1. Shareway | Pedestrians and Cars (Public) Through Site Links must:
   a) Be a minimum width of 6m and clear of all obstructions.
   b) Be open to the sky and to be publicly accessible at all times.
   c) Display signage at street entries indicating public accessibility and the street to which the through site link connects.

2. Pedestrian Paths | (Public) Through Site Links must:
   a) Be a minimum width of 3m clear of all obstructions.
   b) Be open to the sky and to be publicly accessible at all times.
   c) Have signage at street entries indicating public accessibility and the street to which the through site link connects.

3. Pedestrian Arcades and Through Site Links must:
   a) Be a minimum width of 5m and clear of all obstructions (including columns, stairs, and escalators).
   b) Provide public access at all business trading times.
   c) Be at least 2 storeys high.
   d) Have access to natural light for at least 50% of their length, where appropriate.
   e) Incorporate clear glazed entry doors comprising at least 50% of the entrance where air conditioned, and to be accessible at least 18 hours per day, 7 days per week.
   f) Display signage at street entries indicating public accessibility and the street to which the through site link connects

4.3.2 Pedestrian Overpasses and Underpasses

Background

Streets provide the best amenity and safety when activated by pedestrians. Pedestrians should be encouraged to use the street to enhance and contribute to street life, and to maximise safety and security of the public domain.

Pedestrian overpasses linking commercial or retail buildings over the public street are discouraged as they can have a negative impact on the streetscape quality and on views and vistas along streets. New pedestrian overpasses or underpasses will only be considered where they directly connect to major transport nodes (such as Liverpool railway station), and/or can substantially improve pedestrian safety and access over major arterial roads (such the Hume Highway).

Objectives

1. Promote pedestrian activation of streets and public places by limiting pedestrian overpasses and underpasses.
2. Encourage pedestrian circulation at street level.
3. Protect views and vistas along streets.

Controls

1. Design underpasses or overpasses in accordance with *Crime Prevention Through Environmental Design* principles and compliant with the applicable Australian Standard for Disabled Access.
2. Design overpasses to be fully glazed or open, and not greater than 3m wide or more than one level high.
3. Consider underpasses for direct connection under adjacent streets to the railway station where they:

a) would substantially improve pedestrian safety and accessibility;
b) incorporate active uses, particularly at entry and exit points; and
c) have a minimum width of 4.5m clear of all fixed obstructions and a minimum ceiling height of 6m.

4.3.3 Active Street Frontages

Background

Active street frontages promote an interesting and safe pedestrian environment.
Active frontage uses are defined as one or a combination of the following at street level:

- entrance to retail;
- glazed entries to commercial and residential lobbies;
- café or restaurant, if accompanied by an entry from the street;
- active office uses, such as reception, if visible from the street; and/or
- public building if accompanied by an entry.

Objectives

1. Promote pedestrian activity and safety in the public domain.
2. Maximise active street frontages in Liverpool city centre.
3. Development in Liverpool city Centre is consistent with the Liverpool City Activation Strategy 2019-24.

Controls

1. Locate active street frontages on the ground level of all commercial or mixed use buildings, including adjacent through-site links.
2. Locate active street frontages in the Mixed Use, Commercial Core, Enterprise Corridor and Neighbourhood zones (as identified in **Figure 4-2**), on ground level. This does not preclude servicing activities particularly in the serviceways.
3. Locate active street frontages at first floor level in addition to ground for sites addressing major roads as depicted in **Figure 4-16**.
4. Locate street fronts at the same level as the footpath and with direct access from the street.
5. Use only open grill or transparent security (at least 50% visually transparent) shutters to retail frontages.

4.3.4 Street Address

Background

Street address is defined as that part of a building that has a frontage to the street, contains entries, lobbies, balconies and habitable rooms overlooking the street. Buildings can contribute positively to the street by providing a clear address to, direct access from and outlook over, the street.

Objectives

1. The street address for buildings must provide:

a) An attractive interface between the public and private domains.
b) Legible entries to the building from the street.
c) Opportunities for surveillance of the street and public domain.

Controls

1. Provide a clear street address and direct pedestrian access off the primary street frontage in mixed use and residential developments.
2. Provide multiple entrances to large developments on all street frontages.

3. Provide direct 'front door' and/or garden access to the street in ground floor residential units.

4.3.5 Street and Building Interface

Background

Buildings are to provide privacy if dwellings are located on the ground floor. Where fences are used, they need to be designed to enable a positive relationship between the building and the street. Front fences include all fences to the primary and secondary street frontages, and side boundary fences forward of the building alignment.

Objectives

1. Clearly define the interface between the public and private domain.
2. Provide privacy for dwellings on the ground floor of buildings.
3. Ensure front fences allow for passive surveillance of the street.
4. Encourage the preservation and/or construction of fences, walls and landscaped areas that contribute to the character of the locality.

Controls

1. Design the area between the building and the public footpath so that it:
   a) provides visibility to and from the street (if non-residential use);
   b) provides privacy if residential uses are on the ground floor;
   c) introduces paving and/or landscaping between the street and the building; and/or
   d) screens any above ground car parking.
2. Use front fences that:
   a) do not present a solid edge to the public domain greater than 1.2 m above the footpath / public domain level; and
   b) are not constructed of sheet metal or opaque glass.

4.3.6 Lane / Serviceways and Building Interface

Background

Council envisages lane ways and serviceways in Liverpool city centre developing to offer some of the higher order functions of streets. While preserving functions necessary to the servicing of businesses, lane ways and serviceways may develop to include independent/niche retail businesses and/or residential accommodation in addition in addition to providing back of house services. Active street frontages on service ways can assist in promoting interesting and safe environments in which vehicles and pedestrians have access and a range of uses may flourish.

Objectives

1. Clearly define the interface between the public and private domain.
2. Provide for passive surveillance of the street from the building to the serviceway.
3. Minimise the impact of above ground car parking.
4. Provide suitable non-residential uses with direct pedestrian access to the lane/serviceway.
5. Ensure the effective operation of loading facilities.

Controls

1. Set back all levels above ground of buildings 6m from the centre line of the lane/serviceway so that residential uses can be accommodated on opposite sides of the serviceway, as described in **Figure 4-11**.
2. Provide active uses and/or entries at ground level where possible.
3. Screen or sleeve above ground car parking with green walls or other screening devices.
4. Electricity substations (where required) shall be situated within the building or its basement.
5. Vehicular entry points must be of high quality design. The impact of vehicular entry points

on pedestrians must be minimised.

6. Garbage collection points, fire services and other service requirements are to be integrated into the design of the building.

4.3.7 Awnings

Background

Awnings increase the useability and amenity of public footpaths by protecting pedestrians from sun and rain. Awnings provide a public presence and interface within the public domain to contribute to the identity of a development.

Objectives

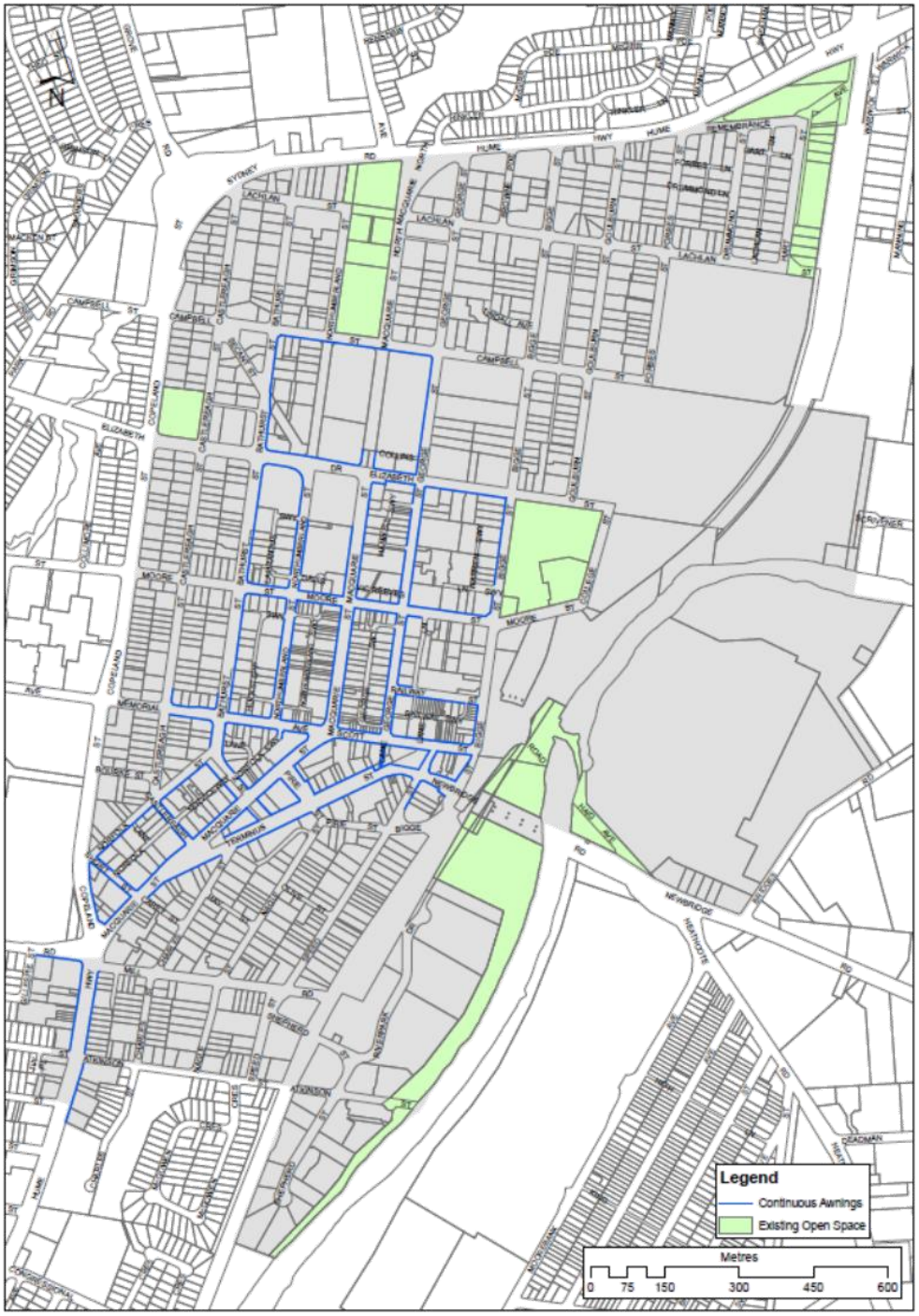
Awnings on buildings must:

1. Provide shelter for public streets where most pedestrian activity occurs.
2. Address the streetscape by providing a consistent street frontage.

Controls

1. Provide street frontage awnings for all new developments on streets identified in **Figure 4-13**.
2. Awnings must be:
   a) horizontal in form;
   b) minimum 2.4m deep (dependent on footpath width);
   c) minimum soffit height of 3.2m and maximum of 4m;
   d) stepped to accommodate sloping streets;
   e) integral with the building design;
   f) slim vertical faciae or eaves (generally not to exceed 300mm height); and
   g) setback 1.2m from kerb to allow for clearance of street furniture, trees, and other public amenity elements.
3. Match awning design to building facades, so that they maintain continuity and are complementary to those of adjoining buildings.
4. Include appropriate sun shading device for the outer edge of awnings along east-west streets if required. These blinds must not carry advertising or signage.
5. Provide lighting recessed into the soffit of the awning to facilitate night use and to improve public safety.
6. Maintain a minimum clearance of 2.8m from the level of the pavement to the underside of awning signage.
7. Provide all residential buildings in areas not identified for continuous awnings in **Figure 4-13** with awnings or other weather protection at their main entrance area.

Figure 4-13 Awnings



4.3.8 Building Design and Public Domain Interface

Background

Liverpool's public domain is defined by the buildings, streets and public places. The quality of the public domain is dependent on a consistent approach to the design of new development including the articulation and finish of building exteriors.

Dark coloured finishes (e.g. black, charcoal) can tend to increase heat absorption and add to the urban heat island effect, whereby the urban environment is hotter than surrounding land. Council encourages the use of lighter coloured finishes to help reduce the urban heat island effect in Liverpool city centre.

Objectives

The design of new/modified buildings in Liverpool city centre must:

1. Contribute positively to the streetscape and public domain by means of high quality architecture and robust selection of materials and finishes.
2. Provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops.
3. Clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security.
4. Seek to reduce the urban heat island effect by selecting lighter coloured external finishes.

Controls

1. Design new buildings that adjoin existing buildings, particularly heritage buildings and those of architectural merit so that they consider:
   a) the street 'wall' alignment and building envelope;
   b) the 'depth' within the façade;
   c) facade proportions; and
   d) the response to the corners at street intersections.
2. Provide balconies and terraces appropriately orientated where buildings face public spaces.
3. Articulate façades to address the street, proportion the building, provide 'depth' in the street wall when viewed obliquely along the street and add visual interest.
4. Use high quality robust finishes and avoid finishes with high maintenance costs, and those susceptible to degradation due to a corrosive environment. Large expanses of rented concrete finish is discouraged.
5. Select lighter-coloured materials for external finishes including roofs and avoid the use of darker-coloured materials (e.g. black, charcoal) to reduce the urban heat island effect.
6. Maximise glazing in the facades for retail uses.
7. For residential components of buildings, do not use highly reflective finishes and curtain wall glazing above ground floor level.
8. Construct only minor projections up to 600mm from building walls into the public space. These must not add to the GFA and must provide a benefit, such as:
   a) expressed cornice lines that assist in enhancing the definition of the street; or
   b) projections such as entry canopies that add visual interest and amenity.
9. Do not locate communication towers such as mobile phone towers, but excluding satellite dishes, on residential buildings or mixed use buildings with a residential component.
10. Incorporate roof top structures, such as air conditioning and lift motor rooms, into the architectural design of the building.
11. Screen air conditioning units on balconies.
12. No clothes drying facilities to be allowed on balconies.

4.3.9 Street Intersections and Corner Buildings

Background

As buildings located on corner sites address two street frontages instead of one, they are more visibly prominent than mid-block buildings. Corner buildings therefore play a particularly important role in the city centre. Corners can strengthen the form of city blocks, streets and intersections, identify important junctions, assist in revealing topographic features and define pedestrian routes.

Objectives

Corner buildings must:

1. Contribute to the legibility of the city.
2. Ensure they address all street frontages.
3. Support the role of corner sites in creating a clear skyline and minimising apparent density.
4. Respond to any heritage buildings on opposing corner sites.

Controls

1. Address all street frontages in the design of corner buildings.
2. Design the corner buildings to respond to the character of the intersection by recognising the different hierarchies of the street typologies.

Note: Intersections of different street types all require varied design responses.

4.3.10 Public Artworks

Background

Public Art enhances the visual quality and cultural influence of both the public domain. It contributes to people feeling positive about their surroundings. Public Art may be ephemeral, temporary or permanent in nature. **It** may be located in or part of a public space or facility and may be commissioned by either the public or private sector.

Public art also includes the conceptual contribution of an artist to the design of public spaces and facilities. Public Art is crucial to the development of public places which are innovative, vibrant and meaningful and allow curiosity, playfulness and or a sense of connection to form. Public art may take any of the following forms:

a) Functional Connection; seating, lighting, bollards
b) Decorative: Incorporated into structures eg paving, awnings
c) Iconic: Stand-alone sculptural works
d) Integrated: fully incorporated within the design eg flooring, windows
e) Interpretative: describe, inform or educate, on issues, events, situations eg signage, plaques, text based work

Objectives

Public Art in Liverpool city centre must:

1. Contribute to the city's physical attractiveness and the quality of life that it offers visitors and residents.
2. Interpret and express Liverpool's historical and cultural themes, particularly as identified in *Our Home, Liverpool 2027. Community Strategic Plan*
3. Improve the quality of public artworks in Liverpool.
4. Encourage the development of public art as consistent with Council's Public Art Policy.

Controls

1. Design public art to respond to the particular site of the development as well as the city as

a whole.

2. Provide well designed and visually interesting public art created by artists or organisations that are competent in the selected field and committed to best practice.
3. Construct Public Art of materials that are durable, resistant to vandalism, safe for the public and constructed to ensure minimal maintenance.
4. Develop clear and concise agreements with artists/organisations in relation to expectations and deaccession (the process used to permanently remove an object, artwork or assemblage).

4.4. TRAFFIC AND ACCESS

Background

This section contains objectives specifically related to pedestrian access, vehicular access, on-site parking and site facilities in the city centre. An upgrade of the intersection of the Hume Highway and Hoxton Park Road is also under consideration.

4.4.1 Vehicular Access and Manoeuvring Areas

Background

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

Objectives

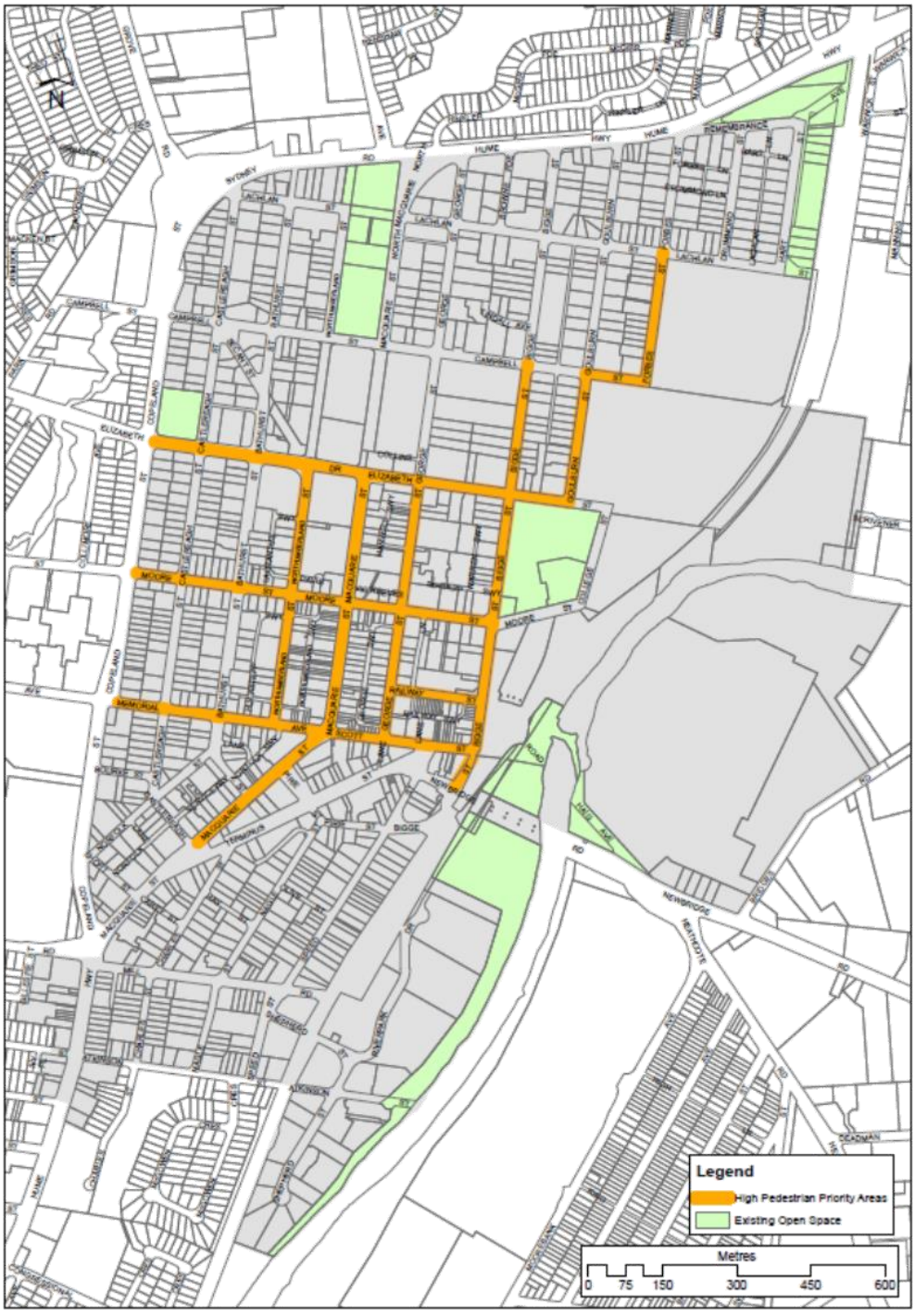
The design and location of vehicular access to developments must:

1. Avoid or minimise conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian priority areas identified in **Figure 4-14**.
2. Not intrude visually into the streetscape continuity.

Controls

1. Vehicular access shall be restricted to the secondary street (other than along a High Pedestrian Priority Area) where possible.
2. Design of vehicle entry points must be of high quality and relate to the architecture of the building, including being constructed of high quality materials and finishes.
3. All weather access:
   a) Locate and design porte cochere (for hotels only) to address urban design, streetscape, heritage and pedestrian amenity considerations.
   b) Design porte cochere to be internal to the building, where practical, with one combined vehicle entry and exit point, or one entry and one exit point on two different frontages of the development.
   c) In exceptional circumstances for buildings with one street frontage only, an indented porte cochere with separate entry and exit points across the footpath may be permitted, as long as it is constructed entirely at the footpath level and provides an active frontage at its perimeter.

Figure 4-14 High Pedestrian Priority Areas



4.4.2 On Site Parking

Background

On-site parking includes underground (basement), surface (at grade) and above ground parking, including parking stations. Parking requirements for buildings on land zoned B3 — Commercial Core B4 — Mixed Use within Liverpool city centre are detailed in clause 7.3 of LLEP 2008. For other development (including buildings on land zoned R4 — High Density Residential, B1 — Neighbourhood Centre or B6 — Enterprise Corridor) are detailed below. Bicycle parking requirements are detailed in section 21.3 of Part 1 LDCP 2008, On-Site Car Parking Provision and Service Facilities by Land Use.

Objectives

On site car parking must:

1. Provide a sufficient supply of on-site parking on the outskirts of the city centre to cater for a mix of development types.
2. Encourage economic growth within the city centre.
3. Enable the conversion of above ground parking to other uses in the future.
4. Encourage a modal shift in transport and recognise the complementary use and benefit of public transportation and non-motorised modes of transport such as bicycles and walking.

Controls

1. All required car parking is to be provided on site in an underground (basement) carpark except to the extent provided below:
   a) On Fine Grain and Midrise sites, a maximum of one level of surface (at grade) parking may be provided where it is fully integrated into the building design; and
   b) On sites requiring the lodgement of a concept DA, a maximum of one level of surface (at grade) and one additional level of above ground parking may be provided where it is fully integrated into the building design.
2. Provide car parking for buildings developed on land in the R4 - High Density Residential zone as follows:
   a) 1 space per two studio apartments.
   b) 1 space per one bedroom or two bedroom apartments.
   c) 1.5 spaces per three or more bedroom apartments.
3. Provide car parking for buildings developed on land in other zones (B1 — Neighbourhood Centre and B6 — Enterprise Corridor) as follows:

a) 1 space per 100 m² of floor area

4. Service and visitor parking is to be provided for all development within the city centre. For sites zoned B3 — Commercial Core or B4 — Mixed Use, service and visitor parking is to be provided as part of the parking required according to clause 7.3 of LLEP 2008, Car parking in Liverpool city centre. For all other sites, service and visitor parking requirements are additional to that specified in controls 2 and 3 above.

   Service and visitor parking is to be provided In accordance with the following formula:

   Residential (including residential components of mixed-use or other developments)
   - 1 space per 10 apartments or part thereof, for visitors; and
   - 1 space per 40 apartments for service vehicles (including removalist vans and car washing bays) up to a maximum of 4 spaces per building

   All other development

5. Sufficient service and delivery vehicle parking adequate to provide for the needs of the development.

Provision is to be made for motorcycle parking at the rate of 1 motorcycle space per 20 car spaces.

6. No less than 2% of the total parking demand generated by development shall be accessible parking spaces, designed and appropriately signposted for use by persons with a disability.

4.5. ENVIRONMENTAL MANAGEMENT

4.5.1 Wind Mitigation

Background

Windy conditions can cause discomfort and be dangerous to pedestrians. Downdrafts from buildings can inhibit the growth of street trees. Conversely, moderate breezes that penetrate streets can enhance pedestrian amenity and disperse vehicle emissions and air conditioning plant exhausts.

Objectives

Wind mitigation measures must:

1. Ensure that new developments satisfy nominated wind standards and maintain comfortable conditions for pedestrians.
2. Ensure that the moderate breezes are able to penetrate the streets of Liverpool city centre.

Controls

1. Design all new buildings to meet the following maximum wind criteria :
   a) 10m/second in retail streets;
   b) 13m/second along major pedestrian streets, parks and public places; and
   c) 16m/second in all other streets.
2. Submit a Wind Effects Report with the DA for all buildings greater than 35m in height.
3. Submit results of a Wind Tunnel Testing report for buildings over 48m in height.

4.5.2 Noise

Background

Noise sources from major road and railway corridors and mixed-use and commercial development have been identified within and adjacent to the city centre. It is important for the amenity and comfort of future occupants of buildings in proximity to these areas that appropriate measures are put in place.

Objectives

1. Noise mitigation measures must achieve appropriate amenity in noise affected locations.

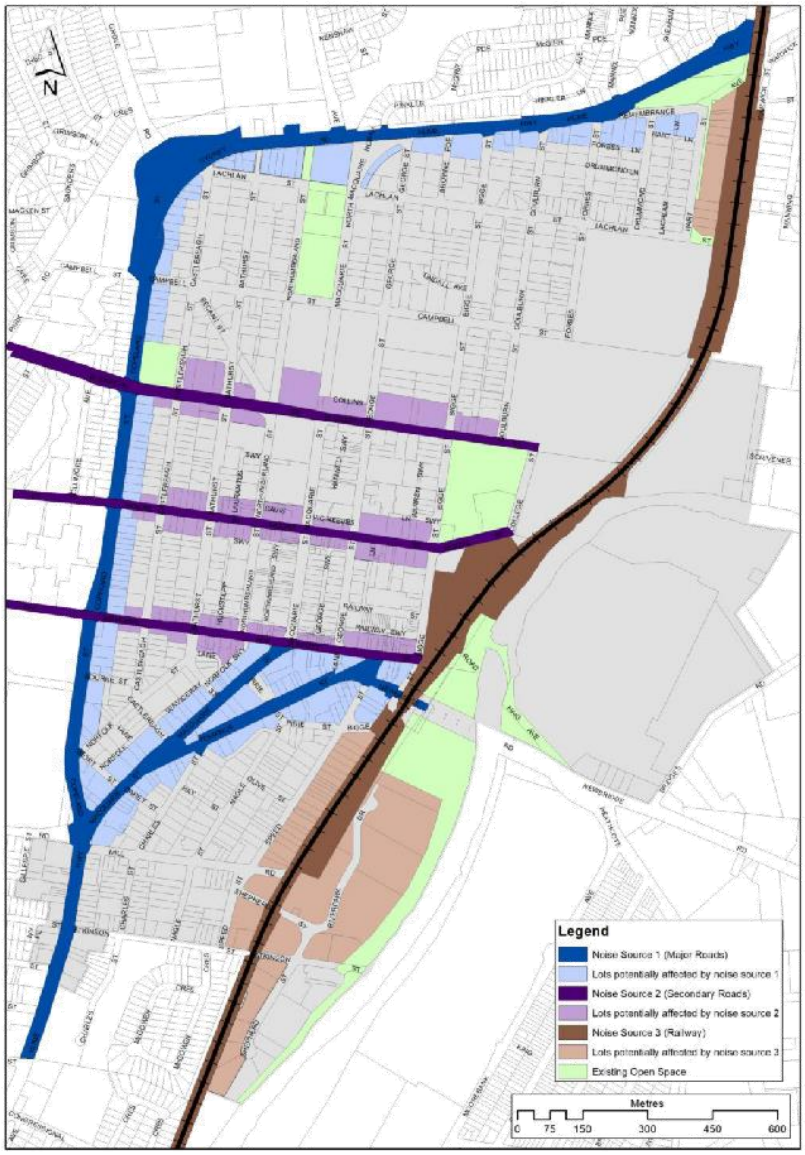
Controls

1. Design development on sites adjacent to road and rail noise sources identified in **Figure 4-15**, in a manner that shields any residential development from the noise source through the location and orientation of built form on the site, supported by an appropriate acoustic report as required by the State Environmental Planning Policy (Infrastructure) 2007.

2. Provide an 8m setback from the primary street frontage to any residential component of development located along Terminus Street and the Hume Highway.

3. All residential apartments and / or serviced apartments within a mixed use development should be designed and constructed with double-glazed windows and / or laminated windows, solid walls, sealing of air gaps around doors and windows as well as appropriate insulating building elements for doors, walls, roofs and ceilings etc; to provide satisfactory acoustic privacy and amenity levels for occupants within the residential and / or serviced apartment(s).

Figure 4-15 Noise



4.6. CONTROLS FOR SPECIFIC AREAS

Background

The following controls are in addition to the general controls elsewhere in this DCP. The purpose of this section is to provide additional, site specific controls for areas of sensitivity within the city centre. These included heritage areas and sites requiring the lodgement of a site-specific DCP.

4.6.1 Heritage Items and Conservation Areas

Background

Heritage items and heritage conservation areas identified on the heritage map and in Schedule 5 of the LLEP 2008. Works affecting listed heritage items or areas, or development on listed heritage sites, are subject to the provisions of the LLEP 2008. As part of the assessment process, the consent authority must have regard to:

- Heritage provisions outlined in Clause 5.10 of the LLEP 2008;
- Heritage objectives, controls and conservation criteria as listed below;
- The relevant Statement of Significance for each item;
- Any conservation management plan, heritage impact statement or study required by the consent authority in response to proposed development of these areas;
- For development that may impact a heritage item, information addressing relevant issues must be included in a Statement of Heritage Impact submitted with the DA; and
- Development within the curtilage of a listed item, or a heritage conservation area, or which will impact upon the setting of a heritage item or heritage conservation area is also subject to the following provisions. Where there is a discrepancy with general controls elsewhere in this DCP, the following objectives and controls are to apply.

Objectives

1. Facilitate the conservation and protection of heritage items and heritage conservation areas and their settings.
2. Reinforce the special attributes and qualities of the heritage significance by ensuring that development has regard to the fabric and prevailing character of the item or conservation area, including scale, proportions, materials and finishes.
3. Design infill development to complement the heritage values and address the desired future character.
4. Conserve, maintain and enhance existing views and vistas to buildings and places of heritage significance.
5. Ensure new buildings and landscaping in heritage precincts recognise community values and provide a sense of continuity. Refer to the joint NSW Heritage Office and RAIA publication "Designing in Context: Guidelines for Infill Development in the Historic Environment" (2005) for further guidance.

Controls

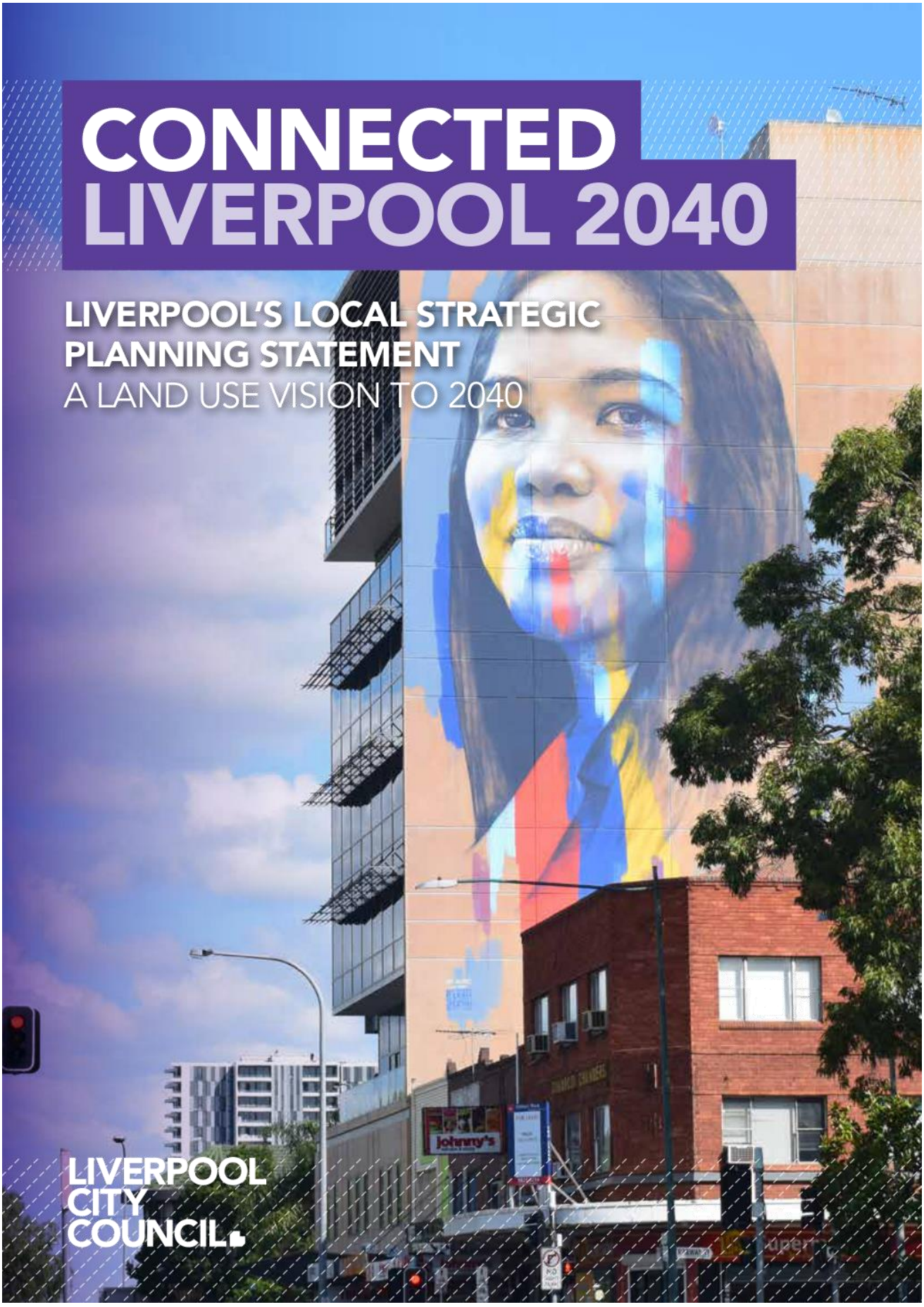
1. Submit a Conservation Management Plan prior to the submission of any development application for the following sites:
   a) St Luke's Church;
   b) Liverpool Railway Station; and
   c) Liverpool College of TAFE (Francis Greenway Building).
2. Ensure that all development in the Bigge Park Conservation Area addresses any potential impact on the heritage significance of the area as a whole.
3. Retain and enhance the significance of heritage items and their setting in any new development within Liverpool city centre.

4. Undertake an assessment for sites in the vicinity of heritage items or heritage conservation areas, of the impact of the proposal on the setting of nearby heritage items or heritage conservation areas.
5. Establish the relevant criteria for each proposal depending on the nature of development, the proximity of the development to surrounding heritage items and conservation areas in addition to any other factors considered in the design of the subject building.
6. Infill building must not precisely imitate its neighbour but use recognisable tools such as spatial organisation, massing, scale, alignment, detailing, materials, roof forms and coursing lines to complement adjacent heritage items.
7. New buildings must not obstruct important views and vistas of a heritage item.

4.6.2 Site specific DCPs

Background

As noted in Section 4.2.5 above, certain sites in Liverpool city centre (having a minimum lot size of 1500 m² with two or more Street frontages and situated in "Area 8", "Area 9" or "Area 10") may be developed pursuant to Clause 7.5A of LLEP 2008. While Council's preferred option is that development of these sites proceeds pursuant to a concept developed application, the option is to lodge a site specific DCP which meets all the requirements of clause 7.5A(4) of LLEP 2008. Any such site-specific DCPs are to be considered as amendments to Part 4 LDCP 2008 and included in this section.


CONNECTED
LIVERPOOL 2040
LIVERPOOL'S LOCAL STRATEGIC PLANNING STATEMENT
A LAND USE VISION TO 2040
LIVERPOOL CITY COUNCIL

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Active and public transport reflecting Liverpool's strategic significance

PLANNING PRIORITY 2
A rapid smart transit link between Liverpool and Western Sydney International Airport /Aerotropolis

PLANNING PRIORITY 3
Accessible and connected suburbs

PLANNING PRIORITY 4
Liverpool is a leader in innovation and collaboration

Liveability – Our Home 37

PLANNING PRIORITY 5
A vibrant, mixed-use and walkable 24-hour City Centre with the Georges River at its heart

PLANNING PRIORITY 6
High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth

PLANNING PRIORITY 7
Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport

PLANNING PRIORITY 8
Community-focused low-scale suburbs where our unique local character and heritage are respected

PLANNING PRIORITY 9
Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community

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PLANNING PRIORITY 10
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PLANNING PRIORITY 11
An attractive environment for local jobs, business, tourism and investment

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ABBREVIATIONS

CAV	Connected and Autonomous Vehicles
CHP	Community Housing Provider
CSP	Community Strategic Plan
DCP	Development Control Plan
DPIE	Department of Planning, Industry and Environment
EP&A	Environmental Planning and Assessment Act 1979
FAST	Fifteenth Avenue Smart Transit
IP&R	Integrated Planning and Reporting
LALC	Local Aboriginal Land Council

LEP	Local Environmental Plan
LGA	Local Government Area
LIP	Liverpool Innovation Precinct
LSPS	Local Strategic Planning Statement
NARCliM	NSW and ACT Regional Climate Modelling
TfNSW	Transport for NSW
WSA	Western Sydney Airport (Company)
WSI	Western Sydney International (Nancy-Bird Walton) Airport
WSPP	Western Sydney Planning Partnership

Front cover image:
The mural featured on the front cover of Connected Liverpool 2040 is by artist Claire Foxton, and portrays University of Wollongong student and social justice advocate Adi Holmes.

MAYOR'S MESSAGE

The next 20 years promise to be an exciting time for Liverpool. Connected Liverpool 2040, our Local Strategic Planning Statement (LSPS), represents the shared vision of Council and the community and will inform future land use planning for Liverpool, one of the fastest growing areas in Sydney.

Thank you to everyone who contributed to the development of Connected Liverpool 2040. We heard from a large number of residents, ratepayers and businesses during our extensive consultation on this document.

I'm looking forward to seeing Liverpool grow over the next 20 years. The new Western Sydney International (Nancy-Bird Walton) Airport will open, providing local employment, education and business opportunities for our community. Council's flagship Fifteenth Avenue Smart Transit (FAST) Corridor project will make sure our residents can take advantage of these opportunities with a short and comfortable trip to work.

Liverpool's CBD will transform into a vibrant destination with a strong 24-hour economy. The city will be more walkable, cooler and greener, with the Georges River at its heart.

The Liverpool Innovation Precinct, anchored by Liverpool Hospital, will grow, providing high-value health, education, research and advanced manufacturing jobs for the local community.

The population will also grow, but as it does we will make sure we channel that growth into the right places, and that there are the modern, high-quality facilities, services and amenities that our residents and visitors need and deserve.

While many aspects of Liverpool are changing and opportunities abound, I am also mindful of the things about Liverpool we love and want to remain – the local character of our suburbs, our significant heritage, our fantastic bushland, our civic pride and our commitment to diversity.

The 16 priorities of Connected Liverpool 2040 capture our goals for Liverpool over the next 20 years and provide a clear plan of how we're going to achieve them. The future is looking bright.

MAYOR WENDY WALLER

CEO'S MESSAGE

A clear vision for Liverpool's future and a robust plan for getting there are vital if we are to harness the rapid change and growth the city is experiencing.

The nation's largest infrastructure project – Western Sydney International (Nancy-Bird Walton) Airport – is located entirely within our Local Government Area (LGA). The Western Sydney Aerotropolis is already attracting global corporations as our city centre continues its transformation into a vibrant, productive, mixed-use CBD.

We will attract more businesses, more people and more jobs. We need to make sure that the opportunities these changes create are maximised to benefit the whole community. To do this we must plan ahead, implement city-shaping projects and work to safeguard the elements that make Liverpool a great place in which to live, work and play.

The Local Strategic Planning Statement (LSPS), Connected Liverpool 2040, details our priorities over the next 20 years of development, and provides a list of actions that make sure we can meet our goals.

These actions include the completion of some of Council's most ambitious strategic projects ever attempted – realigning our CBD around the Georges River including a river-edge promenade and new river crossings; developing Woodward Park into our own 'Central Park' – an iconic lifestyle precinct that will be a thriving hub of community activity known as Woodward Place; creating a rapid transit link between the Liverpool City Centre and the new Western Sydney International Airport; and transforming our ageing stock of community facilities into a world-class network of modern, attractive facilities that address community needs.

The LSPS is our strategic roadmap for the future. It is based on and expands upon the priorities of our Community Strategic Plan, *Our Home, Liverpool 2027*, and provides a one-stop resource for the major planning work we're doing to make Liverpool a vibrant, diverse and attractive place.

I thank the community for its contribution to developing the LSPS. We had thousands of survey responses, close to 150 formal submissions, and countless conversations that all shaped the final document making it stronger and more reflective of our shared vision for Liverpool's continued success.

CEO, KIERSTEN FISHBURN

OUR PEOPLE

Liverpool City Council acknowledges the original inhabitants of the Liverpool Local Government area being the Darug and Dharawal Aboriginal People. We acknowledge that Aboriginal culture continues to strengthen and enrich our community.

We commit ourselves to preserve past, present and future identified Aboriginal sites and cultural landscapes, and to recognise and accept the significance of the Georges River as a 'Meeting Place' for the Darug, and Dharawal Aboriginal people.

Liverpool City Council supports and encourages Aboriginal and non Aboriginal people working together towards reconciliation.

Liverpool is one of the first official settlements in Australia, built by convicts and free settlers, and has become home to people from more than 150 nations.

We recognise the diversity of many cultures who share the values of tolerance and respect for one another. This diversity of our community is a great strength and we commit to working together to advance the interests of all residents.

ABOUT THE PLAN

The Local Strategic Planning Statement (LSPS) has been created to set Liverpool City Council's strategic planning vision for the next 20 years.

It lists our planning priorities across four areas: Connectivity, Productivity, Liveability, and Sustainability. The LSPS will inform what type of growth occurs in our local government area (LGA), where it occurs and when it occurs. It sets out actions to deliver on our planning priorities in order to meet the community's future vision for Liverpool.

The LSPS has been prepared in accordance with the *Environmental Planning and Assessment Act 1979* (the EP&A Act). It identifies:

- The **basis for strategic planning** in Liverpool, having regard to economic, social and environmental matters;
- The **planning priorities** for Liverpool that are consistent with the *Western City District Plan* and the *Community Strategic Plan*;
- The **actions** required for achieving the planning priorities; and
- How Council will monitor and report on the **implementation of those actions.**

The LSPS gives effect to the *Greater Sydney Region Plan* and *Western City District Plan*. It also takes into consideration State Environmental Planning Policies (SEPPs) and Ministerial Directions issued under Section 9.1 of the EP&A Act.

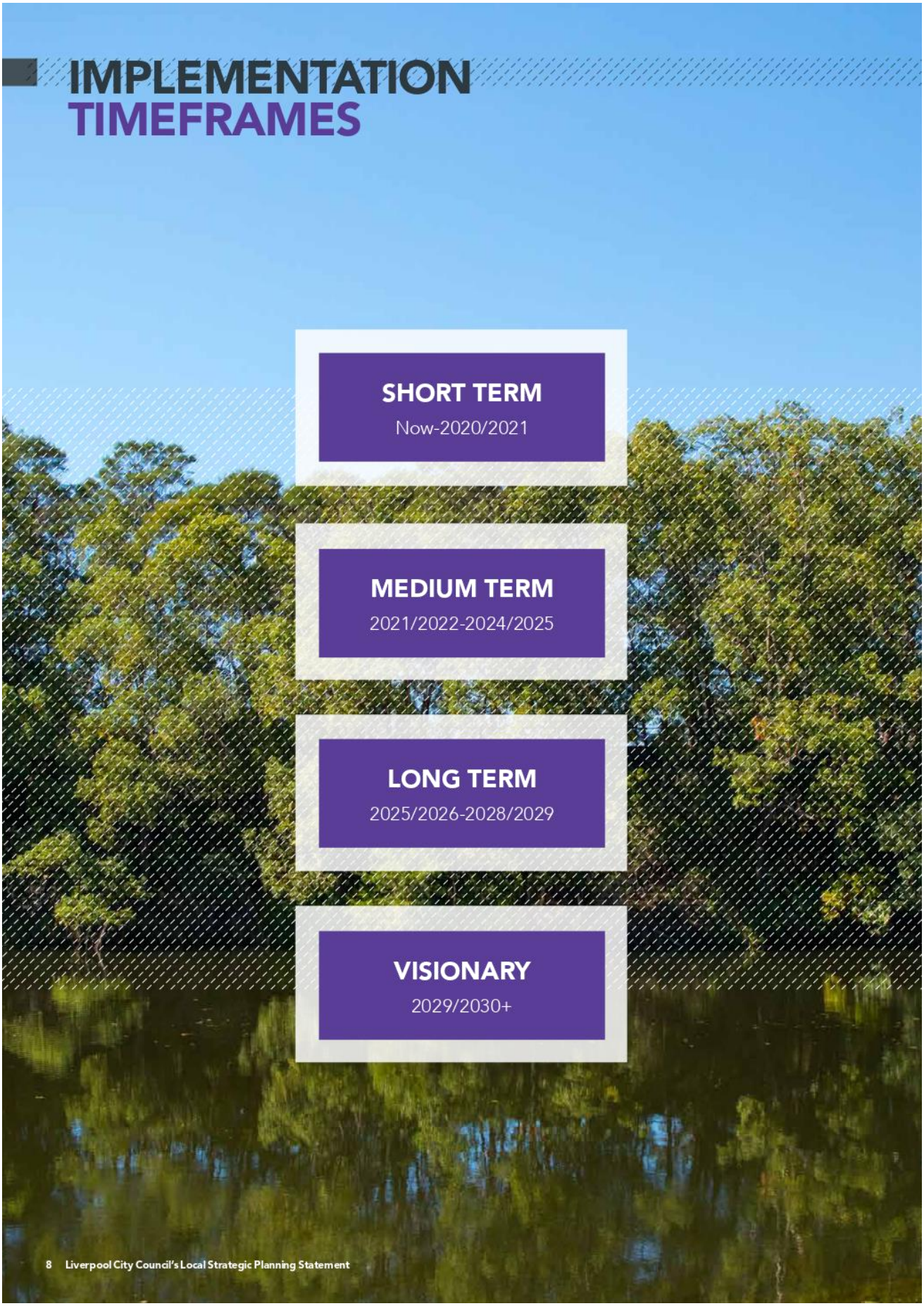
It has also been informed by Council's Community Strategic Plan (CSP) – *Our Home, Liverpool 2027* – and aligns with the CSP's directions.

DIRECTION 1
Creating Connection

DIRECTION 2
Strengthening and Protecting our Environment

DIRECTION 3
Generating Opportunity

DIRECTION 4
Leading through Collaboration


IMPLEMENTATION
TIMEFRAMES
SHORT TERM
Now-2020/2021
MEDIUM TERM
2021/2022-2024/2025
LONG TERM
2025/2026-2028/2029
VISIONARY
2029/2030+

WHAT WE'VE HEARD

The LSPS has been informed by extensive community consultation including:

Preliminary consultation (Feb – May 2019):

- A flyer to residents in the Liverpool LGA;
- An online survey on Council's 'Liverpool Listens' webpage (approximately 500 responses);
- Feedback provided at District Forums;
- Feedback provided at the Moorebank Community Forum
- Planner for a Day preschool excursion; and
- A Youth Workshop held in May 2019.

Public Exhibition (28 June 2019 – 9 August 2019):

- An online survey on Council's 'Liverpool Listens' webpage (approximately 500 responses);
- Ideas wall / interactive online map;
- Pop Ups at Shopping Centres across the Liverpool LGA;
- Drop-in sessions at libraries and community centres;
- Business and Developer Breakfast; and
- Feedback provided at District Forums.

Council has also built upon the extensive consultation undertaken when developing our Community Strategic Plan – *Our Home, Liverpool 2027*. It has also been developed in consultation with Councillors, staff, state agencies and neighbouring councils.

During the exhibition period, Council received a positive response from the community including through 147 formal submissions; 542 survey responses; and over 680 big ideas.

147 FORMAL SUBMISSIONS

542 SURVEY RESPONSES

OVER **680** BIG IDEAS

What makes my suburb a great place to live?

The culture – everyone is welcome

The rich history of Liverpool, recent education opportunities, an Airport in the future, and a very diverse population.

Great community, sports facilities nearby

Location, hospital, shopping malls, university, restaurants, access to main roads

Location, not too far from the Sydney CBD and close to the outer west

Proximity to major transport routes

What would make your suburb better?

A **clean** and **safer community**

More jobs, less traffic and cheaper housing

Express train to the city

Greater employment opportunities

Increase commuter parking spaces at Edmondson Park Station

LIVERPOOL TODAY
OUR HOME

A growing city with a diverse community and rich heritage.

Liverpool is a growing city with a bright future. Spanning the Georges River in the east to the Nepean River in the west, it is a diverse local government area (LGA) featuring city, suburban and rural living.

Liverpool is the modern face of multicultural Australia. We are proudly one of the most culturally diverse cities in NSW with around 40% of people born overseas and half the population speaking a language other than English at home. We have high levels of refugee and migrant settlement, which Council has been vocal in supporting, so our diversity is growing. We also have a significant Aboriginal community, and celebrate the original inhabitants – the Darug and Dharawal people.

Liverpool is experiencing substantial growth, with the population expected to increase by around 60% between 2019 and 2036. This growth is due to increased residential development in our city centre and near train stations, and through new release development in our growth areas.

The city is working to solidify its position as a strategic centre. The Liverpool City Centre is being revitalised to support increased commercial and residential uses and will develop into a walkable, active river city with attractive open spaces and increased transport connections. A burgeoning health and education-focused innovation precinct could see additional health and knowledge workers attracted to the area, beyond the 30,000 health and knowledge workers already expected by 2036.

We are also proudly home to the Western Sydney International (Nancy-Bird Walton) Airport, set to open in 2026. The airport and associated Aerotropolis are expected to generate significant employment and economic opportunities for Liverpool, including knowledge-intensive jobs. The Liverpool City Centre is equidistant from Western Sydney International Airport and Sydney Airport, making it a natural location for development supporting the new airport.

Liverpool has substantial environmental assets, with a wide variety of plants, animals and ecosystems, including a significant number of threatened species. As Liverpool grows and the effects of climate change become more pronounced, protecting our trees, waterways and open space is critical to our success as an attractive, welcoming city.

Liverpool has a rich heritage with a major cultural and arts focus. A number of significant heritage buildings and places are protected at the local and state levels, including Rosebank Cottage, Pioneers' Memorial Park, the Casula Powerhouse Arts Centre, the TAFE college building, which is formerly Liverpool Hospital (1820-1958), and St Luke's Church (1819-present). There are also significant Aboriginal sites and cultural landscapes, which we are committed to preserving.

THE ORIGINAL INHABITANTS OF LIVERPOOL ARE THE DARUG AND DHARAWAL ABORIGINAL PEOPLE

Liverpool LGA in context

DID YOU KNOW?

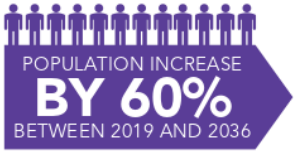
305
SQ KM
42
SUBURBS

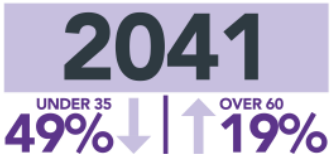
1/3 OF LIVERPOOL
IS COVERED IN
VEGETATION
INCLUDING MORE THAN
500 OPEN SPACE
RESERVES

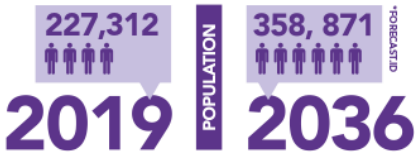
CLIMATE CHANGE
PROJECTIONS INDICATE
THAT THE LIVERPOOL
CITY AREA WILL BECOME
Warmer,
with more
hot days

33
YEARS
LIVERPOOL
AVERAGE AGE
36
YEARS
SYDNEY

51%
UNDER
35
AGE SPLIT
15%
OVER
60


POPULATION INCREASE
BY 60%
BETWEEN 2019 AND 2036


2041
UNDER 35
49%
OVER 60
19%


227,312
2019
POPULATION
358, 871
FORECAST
2036

6
LIBRARIES

1
REGIONAL
MUSEUM

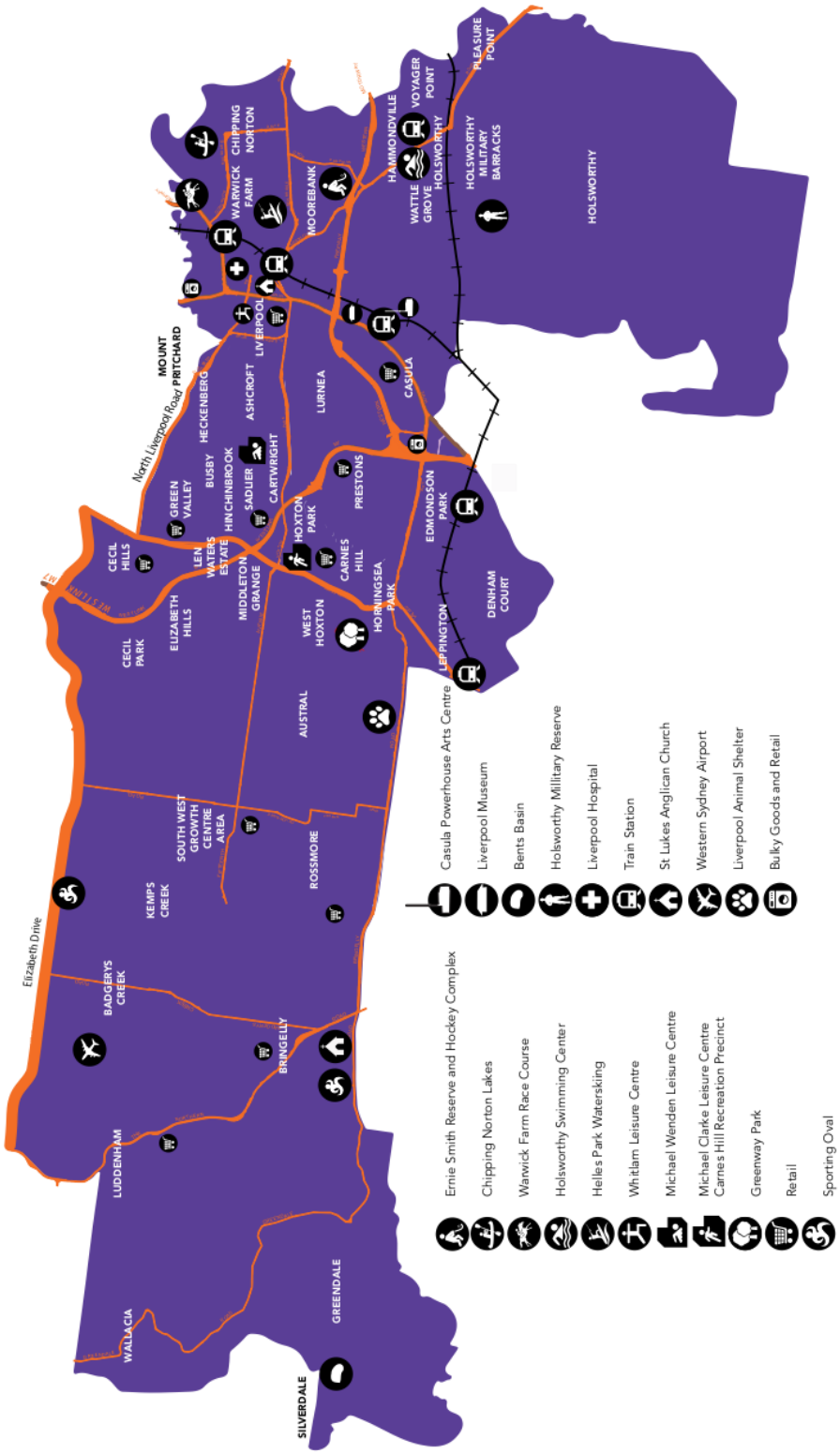
41
COMMUNITY
VENUES

5000
CULTURAL
ASSETS

40%
BORN OVERSEAS

52%
SPEAK A LANGUAGE
OTHER THAN
ENGLISH AT HOME

OUR HOME
OUR CULTURE



KEY CHALLENGES AND OPPORTUNITIES

Transport Accessibility

Liverpool has good access to Sydney's major motorways, including the M5 and M7, providing direct routes to the wider Western City District and beyond. However, congestion during peak periods is a major challenge. Many residents use cars as opposed to public transport, and the growing population is placing demands on existing infrastructure.

Roads are being enhanced through key projects including The Northern Road Upgrade, the Bringelly Road Upgrade, the M9 and M12 motorways, and the Outer Sydney Orbital. Council also is working with external stakeholders to improve access in and around the CBD and investigate options for public parking to support growth.

Council advocates a modal shift to public transport, however new or additional, better and faster services are required to make public transport a more attractive option. Council will continue to push for new and improved public transport services that match Liverpool's status as a metropolitan cluster, as identified in the Greater Sydney Region Plan. We will also work to improve active transport options, such as cycling, that can reduce congestion while improving health.

Council's flagship project – the Fifteenth Avenue Smart Transit Corridor – will provide our residents with a rapid public transit connection from Liverpool city centre to the many opportunities provided by Western Sydney Airport, including new high-value jobs. It will also link existing suburbs such as Miller and Middleton Grange, redressing past public transport disadvantage.

City Economy

While Liverpool's rapid population growth creates momentum for new business opportunities, significant challenges exist in ensuring that local employment growth keeps pace with population growth. Currently close to 70% of Liverpool's population works outside the LGA, reflecting a long-standing structural imbalance of jobs between Western and Eastern Sydney. A key Council priority is providing local jobs for local people. As part of the Western Sydney City Deal, we are committed to supporting an increase in jobs in the Western City District by 200,000 over the next 20 years. Focus will be placed on supporting Liverpool's competitive advantages – health, education, distribution and logistics, professional services and advanced manufacturing. While we will be investing in opportunities to grow and transition industries, we will also support and nurture the significant number of skilled trade jobs operating in the LGA.

Liverpool continues to experience growth in commercial and industrial development. Its status as the key regional centre of South West Sydney, and its strong transport links to other areas of Sydney, place it in prime position to attract a range of industries. This is heightened by the new Western Sydney International Airport and Aerotropolis – which promises growth in industries such as agriculture, agribusiness, aerospace and tourism – as well as the Moorebank Intermodal Terminal.

The revitalisation of the city centre is a key Council priority to support economic growth. Council has implemented several strategies aimed at revitalising the city centre, developing key economic, cultural, recreation and entertainment activities, and creating a place in which people want to live and business wants to invest.

The Natural Environment & Sustainability

Liverpool's growth, while increasing opportunities for the community, also places pressure on our environment – a challenge Council is working to address.

Maintaining and enhancing natural values in the Liverpool LGA has the potential to increase the area's attractiveness as a place to live, work and play. Council is actively pursuing opportunities to increase connections to the Georges River and Chipping Norton Lakes, which involves improving community access to riverfront land and increasing opportunities for recreation while also protecting and enhancing environmental values such as water quality.

The Western District is noted for having significantly lower tree canopy cover, which along with geography and continued increases in impermeable surfaces associated with urban development,

KEY CHALLENGES AND OPPORTUNITIES

contributes to an urban heat island effect that makes temperatures significantly higher than in eastern Sydney areas. Climate change projections from the NSW and ACT Regional Climate Modelling (NARCliM) Project indicate that the Liverpool City area will become warmer, with more hot days and fewer cold nights. Extreme temperatures will become more severe and droughts will be more frequent and last longer. There will be slightly more rainfall overall, and storm rainfall intensity will increase, adding to flood risk. The risk of bushfire will grow. Extreme weather events are projected to become more severe. This can place human life, property and natural ecosystems at increased risk.

Council will work to both mitigate and adapt to climate change, in partnership with the State and Federal governments. Because Council has limited ability to influence sustainability outcomes for the vast majority of development, we will advocate strongly for improvements to building codes and other associated State planning instruments in order to help us to address issues of urban heat and climate change. We will also pursue opportunities to address energy, waste and water efficiency, such as the creation of solar farms, better design of precinct-wide systems; increased tree canopy; and water-sensitive urban design.

Approximately one-third of Liverpool's land is covered by native vegetation and the LGA contains a number of significant biodiversity values, including vegetation communities, threatened ecological communities, and threatened and migratory species and populations. This includes the critically endangered Cumberland Plain Woodlands, which are at threat from increasing suburban development. We will protect, enhance and connect areas of high conservation value bushland and corridors to offer the best chance of long-term survival of flora and fauna. It should be noted, however, that the State Government's biocertification process has a dominant influence over ecological outcomes, particularly given that the extent of biocertified land is likely to be expanded within Western Sydney. Council continues to advocate for the protection of its important high conservation value land.

Significant amounts of Liverpool's rural lands are earmarked for urban development, making it important that we protect remaining rural and scenic lands from urban development into the future, and that there are clear boundaries between urban, non-urban and scenic lands.

Social connection

Liverpool is one of the most culturally diverse cities in NSW with around 40% of people born overseas and almost half the population speaking a language other than English at home.

Liverpool is also a young LGA, with a median age of 33 and 37% of the population under the age of 25. While there is currently a lower number of people in older age groups (60+ years), demographic trends point to a rapid increase in older people over the next 30 years.

Liverpool also has a slightly higher level of disadvantage than the rest of Greater Sydney, and has a high number of households in rental and mortgage stress. This disadvantage is not evenly distributed across the LGA, with some areas featuring much higher levels of hardship, particularly in areas with high proportions of social housing, such as the 2168 District. Census 2016 data indicates 6.2% of the Liverpool population identify as living with disability and requiring some form of assistance. This is higher than the Greater Sydney average of 4.9%, suggesting that people with disability represent a significant portion of the Liverpool community.

Council acknowledges that planning plays an integral role in determining the health and wellbeing outcomes of people. It also acknowledges that socially diverse communities are inclusive, healthy and creative. Liverpool needs to continue efforts to create a harmonious society where differences are appreciated and celebrated, while working to address inequality. There is also a challenge for the Council to ensure its services reach a broad range of citizens in an equitable way while still accommodating those most in need. Council will continue to work with government, non-government organisations and community groups to create social connections among our broad and diverse population, including residents living with a disability, young people, Aboriginal communities, migrants and refugees. This is achieved through various channels and strategic community engagement mechanisms such as committees, Liverpool District Forums, community events, libraries, arts and cultural programs, and utilisation of community centres and precincts.

Local character

Liverpool is growing rapidly, putting pressure on both growth areas, which are seeing major increases in greenfield development, and established areas, where we are seeing more infill development. Council is working hard to accommodate this significant growth and the opportunities it brings while ensuring that local character and heritage are preserved and Liverpool's renowned community pride remains intact.

Key issues for Council include ensuring development is of an appropriate scale, that congestion is properly managed and that service delivery is improved – both for new suburbs where services are being rolled out and in our established areas where services need to be upgraded to ensure great liveability outcomes.

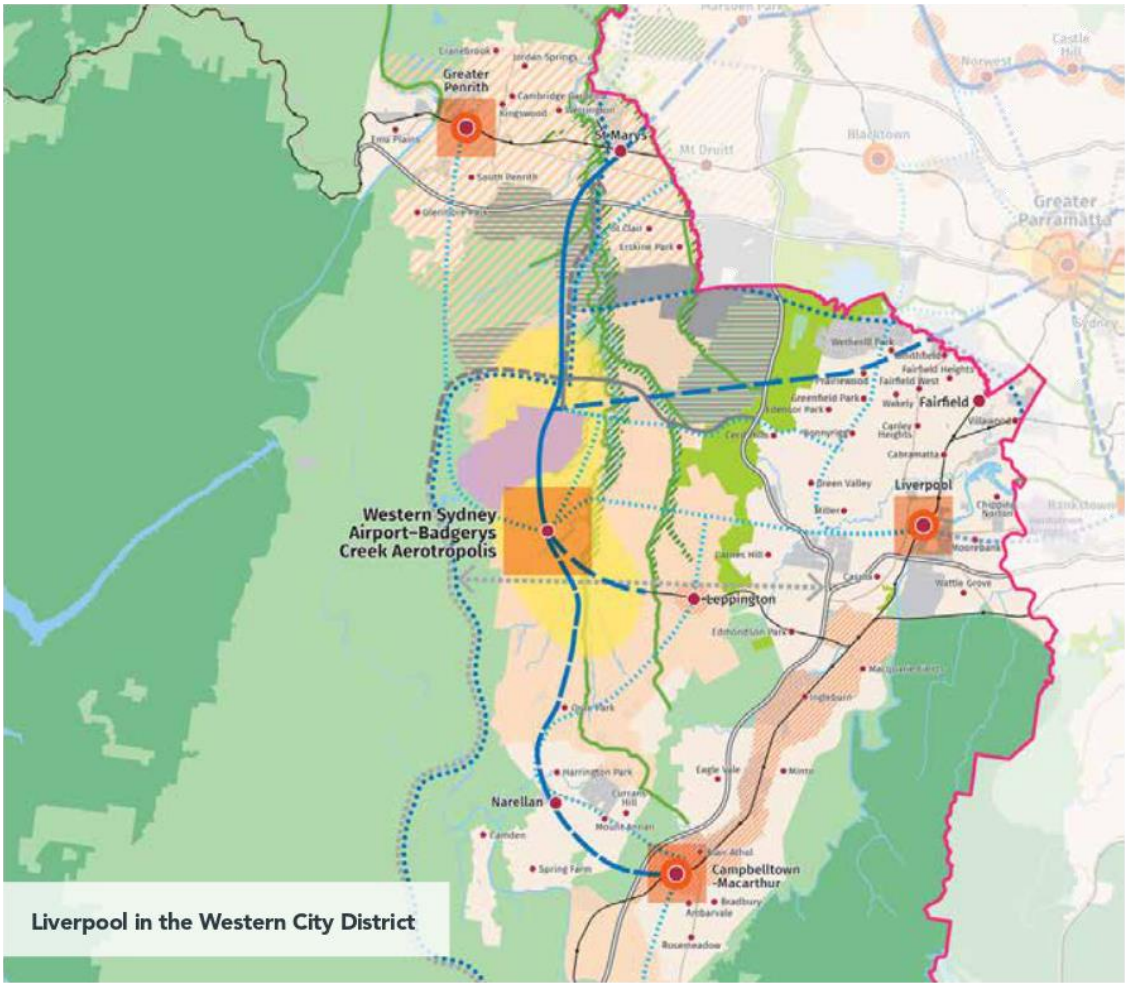


Image: Greater Sydney Commission

VISION
CONNECTED LIVERPOOL 2040

A vibrant place for people that is community focused, walkable, public transport-oriented, sustainable, resilient and connected to its landscape. A place that celebrates local diversity and history, and is connected to other Sydney centres. A jobs-rich city that harnesses health, research, education, innovation and growth opportunities to establish an inclusive and fair place for all.

Liverpool in 2040 is a connected, cosmopolitan city. Anchored by a vibrant CBD in the east and a successful 24-hour Western Sydney International Airport to the west, the area is rich in opportunity.

Changes to planning controls in Liverpool City Centre have spurred significant high-quality development, with a balanced mix of housing, employment, community and retail space. Improvements to the urban domain and a focus on active and innovative transport have led to a thriving, safe, inclusive and green city centre with a strong 24-hour economy. Access to the Georges River has been improved, providing residents and visitors with cool, clean, green spaces in which to connect, play, swim and relax. A boom in local education opportunities has changed the city, with an influx of university students bringing greater life and vibrancy to the CBD, feeding into Liverpool's activated streets and enhanced night-time economy. While much has changed in the last 30 years, Liverpool still values and protects its rich heritage, be it Aboriginal, Colonial or migrant, and is renowned for its celebration of diversity and its residents' civic pride.

Liverpool has solidified its position as an innovation leader and an attractive, successful CBD. The Liverpool Innovation Precinct provides high-value health, education and research jobs for local residents and skilled workers from across Sydney. Transport infrastructure has evolved to reflect Liverpool's strategic importance, with fast, frequent connections to other key destinations in Sydney and between our suburbs, enabling people to live, work and play within a 30-minute city. Liverpool is the destination of choice for business and study, and opportunities abound for local residents.

Council's flagship project, the Fifteenth Avenue Smart Transit (FAST) Corridor, uses electric, autonomous technology to seamlessly connect residents to the vast commercial and industrial employment opportunities provided by Western Sydney International Airport, while spurring sustainable transit- and landscape-oriented development along its route. The airport and the FAST corridor showcases the unique natural identity of South West Sydney to the world. As the gateway city to the airport, Liverpool enjoys a robust commercial and visitor economy, providing office space, hotel and key worker accommodation, and lively recreation options day and night.

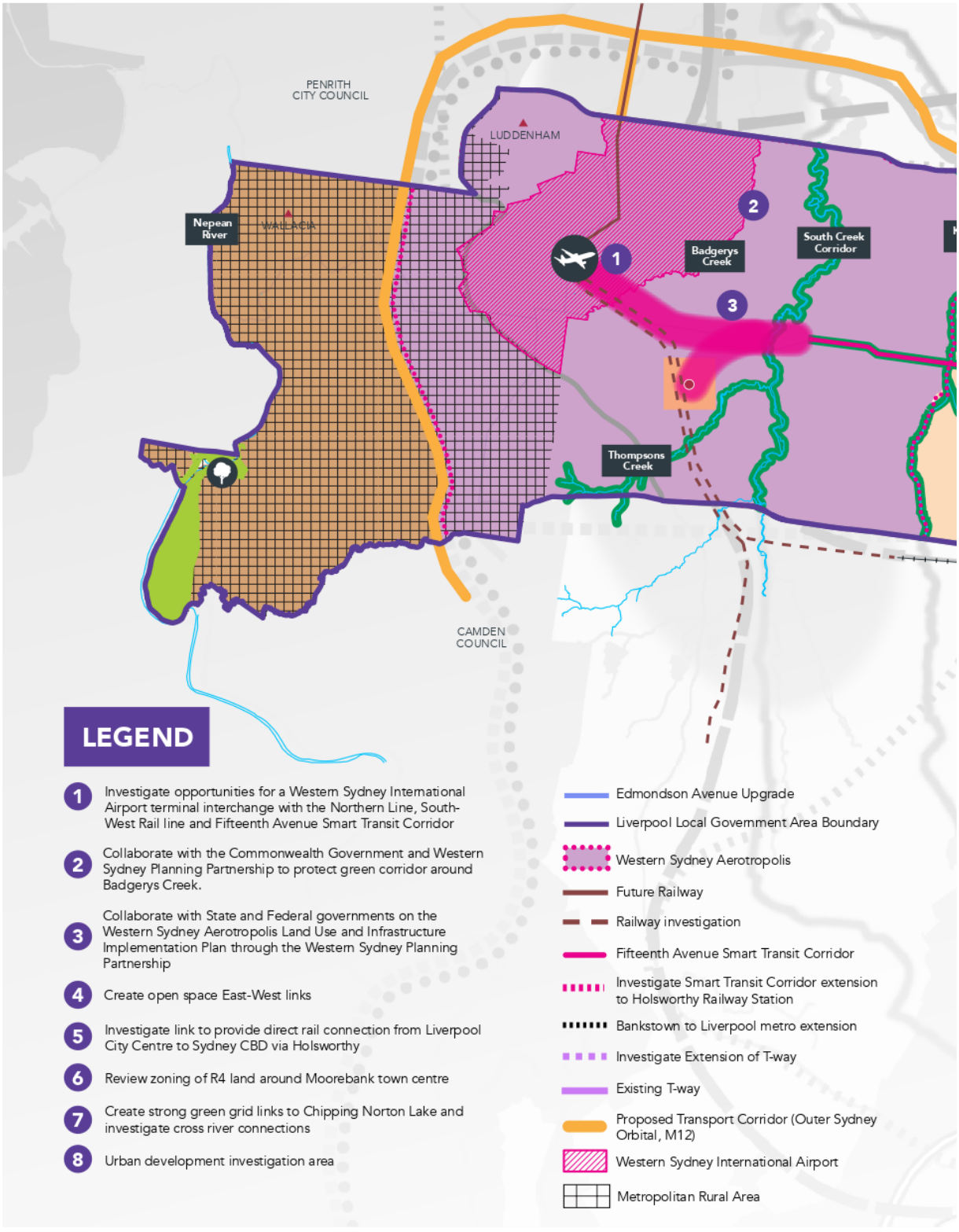
Liverpool's suburbs are distinct environments with a focus on local character and quality built form. Housing growth has been planned with supporting infrastructure to maximise amenity. Density has been concentrated in the CBD and centres close to public transport, while ensuring established local character is respected. In growth areas, housing development has been supported by crucial transport and servicing infrastructure. Land has only been rezoned for housing when required, and Liverpool's important contribution as a food bowl for Sydney and the export market has been protected and enhanced.

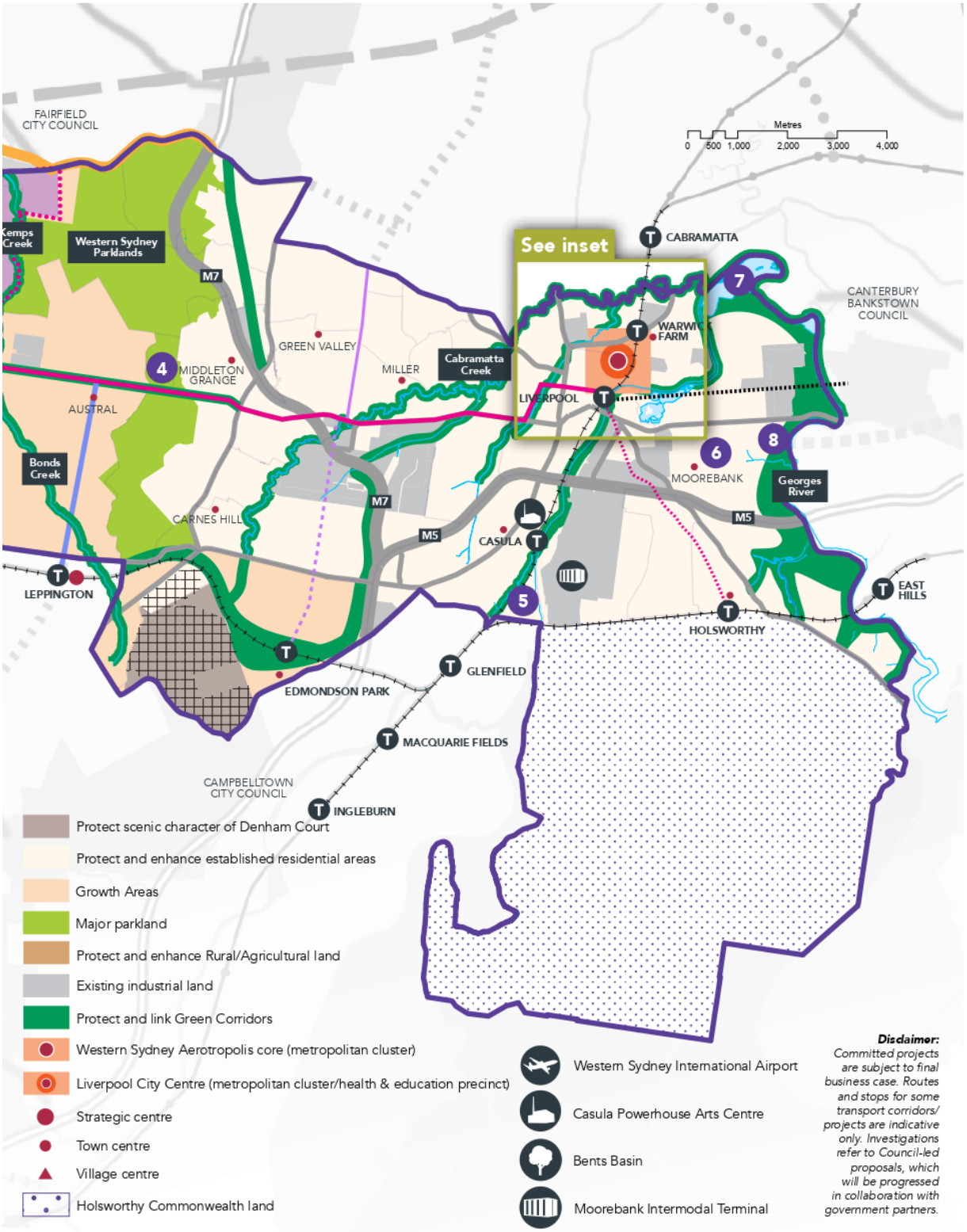
Areas of high ecological value have been protected and enhanced while high tree canopy cover exists across both established and new release areas, and active transport links have been strengthened, creating a high-quality, cooler, high-amenity environment. New housing is supported by plentiful open space, high-quality community facilities, reliable transport infrastructure and water-sensitive urban design. Liverpool has taken a strong role in meeting the State Government's net zero 2050 aspirations, and is an exemplar of sustainability and climate resilience.

While the airport has led to major changes to the western part of the LGA, Council has protected its rural lands and ensured that biodiversity, nature and sustainability are central considerations of all new development.

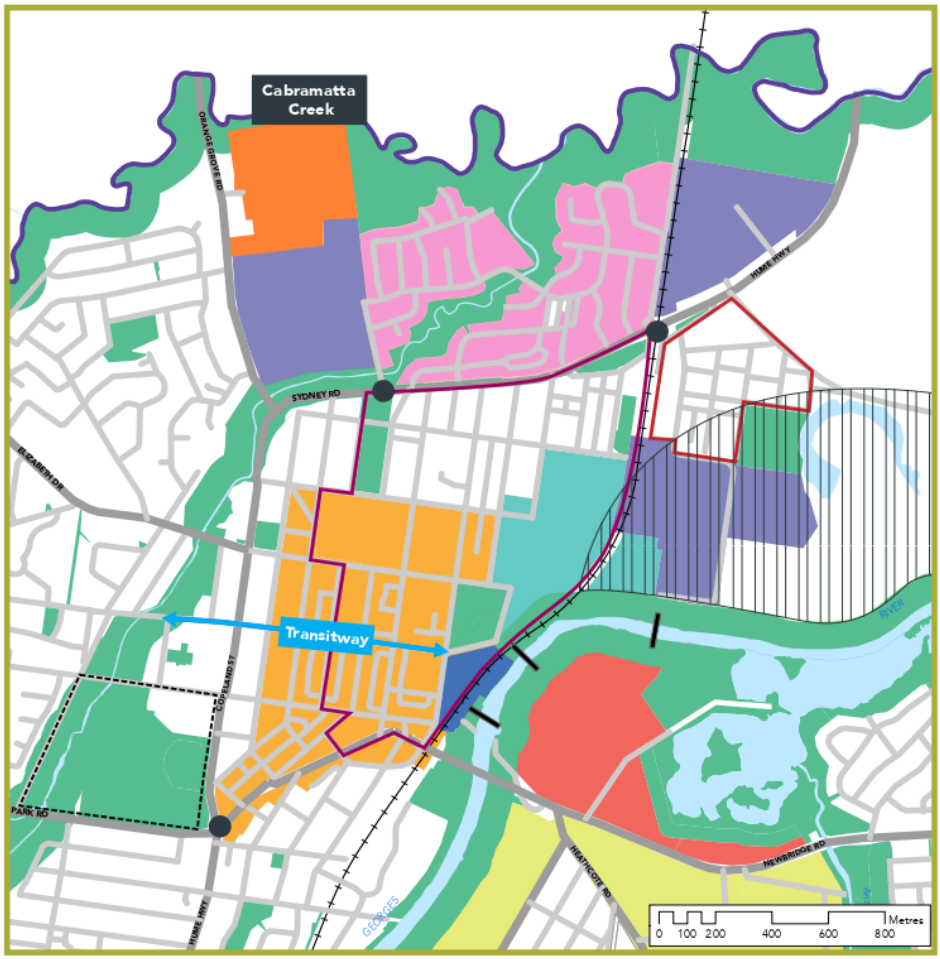
Artist's impression of Liverpool Civic Place

LIVERPOOL CITY COUNCIL STRUCTURE PLAN




FAIRFIELD CITY COUNCIL
Metres
0 500 1,000 2,000 3,000 4,000
See inset
CABRAMATTA
Western Sydney Parklands
M7
GREEN VALLEY
MILLER
Cabramatta Creek
WARWICK FARM
LIVERPOOL
CANTERBURY BANKSTOWN COUNCIL
MIDDLETON GRANGE
AUSTRAL
Bonds Creek
MOOREBANK
Georges River
CARNES HILL
M5
CASULA
LEPPINGTON
EAST HILLS
HOLSWORTHY
GLENFIELD
EDMONDSON PARK
MACQUARIE FIELDS
CAMPBELLTOWN CITY COUNCIL
INGLEBURN
Protect scenic character of Denham Court
Protect and enhance established residential areas
Growth Areas
Major parkland
Protect and enhance Rural/Agricultural land
Existing industrial land
Protect and link Green Corridors
Western Sydney Aerotropolis core (metropolitan cluster)
Liverpool City Centre (metropolitan cluster/health & education precinct)
Strategic centre
Town centre
Village centre
Holsworthy Commonwealth land
Western Sydney International Airport
Casula Powerhouse Arts Centre
Bents Basin
Moorebank Intermodal Terminal
Disclaimer:
Committed projects are subject to final business case. Routes and stops for some transport corridors/ projects are indicative only. Investigations refer to Council-led proposals, which will be progressed in collaboration with government partners.

LIVERPOOL CITY CENTRE AND SURROUNDING AREA (Inset)



LEGEND

- Investigate grade separated pedestrian crossing
- Investigate linking open space & green corridor
- Retain Industrial Zonings
- Bulky Goods and Retail
- Investigate flexible employment
- Investigate cross river links
- Investigate railway station redevelopment
- Masterplan Woodward Place (including RE2 zone)
- Liverpool Innovation Precinct
- Work with State Government to investigate residential development at Hargrave Park precinct
- Investigate residential/mixed use at Moore Point to support CBD and Innovation precinct (River Precinct)
- Health and Education
- Commercial Core/Mixed Use
- Prepare structure plan and planning proposal to rezone the Warwick Farm racing precinct to B4
- Review residential development in odour buffer to Water Recycling Plant

PLANNING PRIORITIES.

PLAN ON A PAGE
OUR THEMES AND PLANNING PRIORITIES

CONNECTIVITY
Our Connections

PLANNING PRIORITY 1
Active and public transport reflecting Liverpool's strategic significance

PLANNING PRIORITY 2
A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis

PLANNING PRIORITY 3
Accessible and connected suburbs

PLANNING PRIORITY 4
Liverpool is a leader in innovation and collaboration

LIVEABILITY
Our Home

PLANNING PRIORITY 5
A vibrant, mixed-use and walkable 24-hour City Centre with the Georges River at its heart

PLANNING PRIORITY 6
High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth

PLANNING PRIORITY 7
Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport

PLANNING PRIORITY 8
Community-focused low-scale suburbs where our unique local character and heritage are respected

PLANNING PRIORITY 9
Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community

Priorities are not listed in order of importance.
Each priority is of equal importance.

PRODUCTIVITY
Our Jobs

PLANNING PRIORITY 10
A world-class health, education, research and innovation precinct

PLANNING PRIORITY 11
An attractive environment for local jobs, business, tourism and investment

PLANNING PRIORITY 12
Industrial and employment lands meet Liverpool's future needs

PLANNING PRIORITY 13
A viable 24-hour Western Sydney International Airport growing to reach its potential

SUSTAINABILITY
Our Environment

PLANNING PRIORITY 14
Bushland and waterways are celebrated, connected, protected and enhanced

PLANNING PRIORITY 15
A green, sustainable, resilient and water-sensitive city

PLANNING PRIORITY 16
Rural lands are protected and enhanced

Artist's impression of the Fifteenth Avenue Smart Transit (FAST) Corridor project

CONNECTIVITY
Our Connections

The Liverpool of 2040 is a fast, efficient and productive city connected by rapid frequent transport, high speed digital networks and strong collaboration between community, business and government, all supporting abundant opportunity.

Liverpool will grow its position as the pre-eminent capital of South West Sydney, reflecting its history, amenity, strategic location, and large concentration of jobs and services.

Today Liverpool is growing rapidly and is predicted to welcome more than 130,000 additional residents between 2019 and 2036 – close to a 60% increase on the current population. Council is committed to supporting this growth while providing the best outcomes for the local community. This means ensuring the necessary infrastructure is in place to support growth and manage congestion.

Transport connectivity is a critical element of Council's vision for a connected Liverpool. In our LSPS survey, the community told us its top transport priority is 'faster public transport services to Liverpool and other major centres'. While Liverpool is known for its strong road transport links, including proximity to the M5 and M7 motorways, Council continues to advocate for better public transport connectivity. This will be particularly important for the success of Liverpool's burgeoning Innovation Precinct, Western Sydney International Airport and Western Sydney Aerotropolis, and to help in the management of road congestion.

The development of the airport, located entirely within the local government area (LGA), provides one of our biggest opportunities. Liverpool has a unique opportunity to become the hub for the transport of goods, services and information between Sydney and the world, but we need the supporting infrastructure to deliver this vision.

We will ensure that infrastructure projects being planned for and delivered – including the South-West rail line extension, the Moorebank Intermodal Terminal, the M12 motorway, the Outer Sydney Orbital and freight line, the Sydney Metro City and Southwest extension from Bankstown to Liverpool and the North-South rail line – benefit Liverpool's residents, and will advocate for their timely delivery. We will also progress city-shaping infrastructure such as the Fifteenth Avenue Smart Transit (FAST) Corridor project, and advocate for Liverpool to be connected to future fast rail projects.

We will also prioritise transit-oriented development opportunities. Transit-oriented development should be designed so that communities have access to a diversity of transport options and are not reliant on private car use to move around the local government area. For development to qualify as transit-oriented, Council expect that in the long term a majority (50%+) of work-related travel movements will be able to be achieved by sustainable modes due to the availability of high-quality walking and cycling paths, and micro-mobility and public transit options.

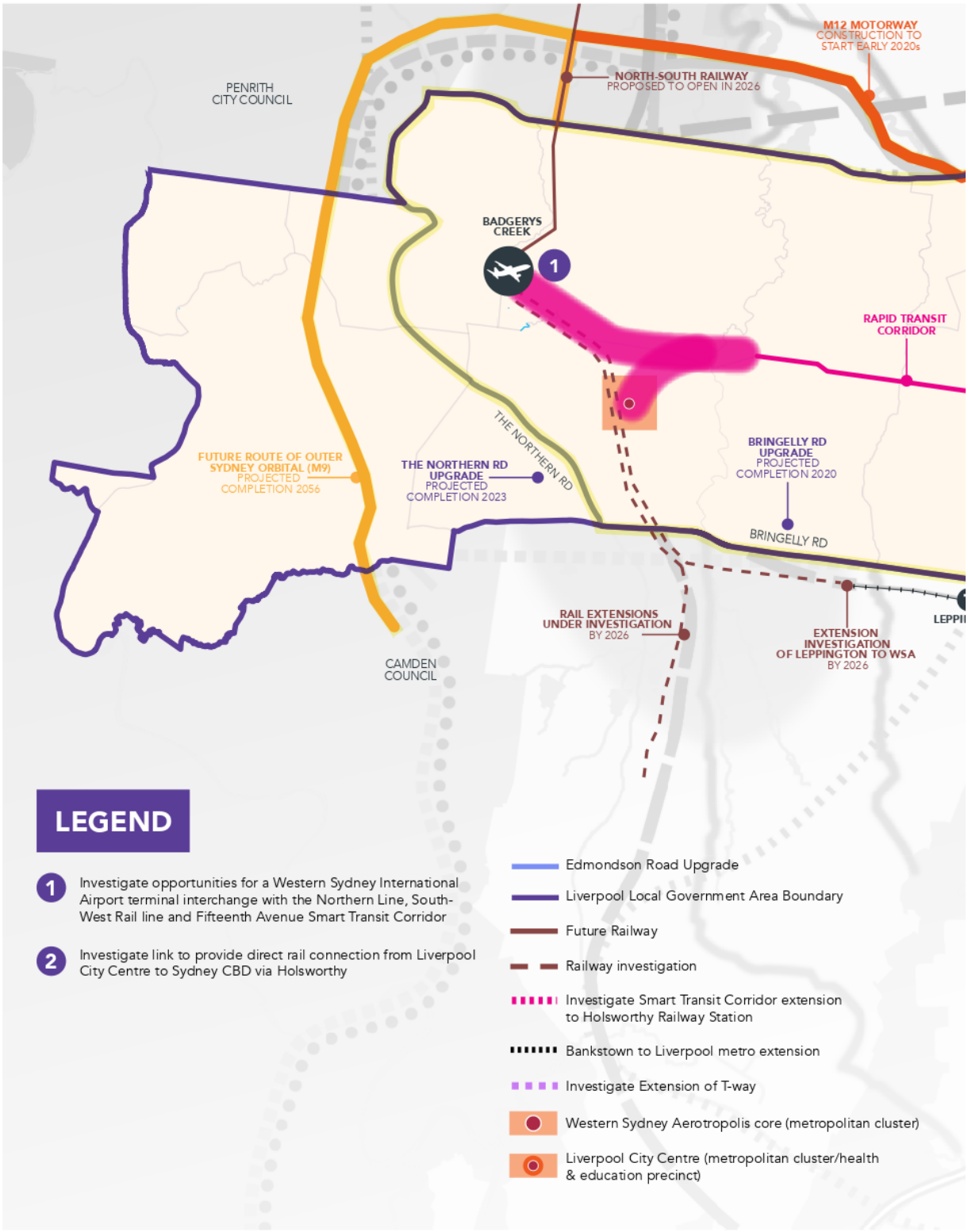
Council is committed to strengthening social connectivity as a way to improve health and wellbeing. Improving walkability of neighbourhoods can encourage greater social engagement. Council also delivers place-based initiatives, engaging residents in disadvantaged areas or areas of geographical isolation to improve social outcomes.

Connectivity also refers to digital connectivity. As part of the Western Sydney City Deal, Liverpool will be at the forefront of digital technology, developing a Digital Action Plan and fast 5G Strategy to ensure our residents and local industries have the tools to take advantage of new economy opportunities, and for Liverpool to meet its goal of becoming a connected, smart Innovation City.

Finally, connectivity means collaboration. We have a strong relationship with residents, community groups, local businesses, Councils, state agencies, and State and Federal governments. We will continue to put collaboration and consultation at the heart of our activities to get the best outcomes for everyone.

CONNECTIVITY

TRANSPORT IMPROVEMENT INITIATIVES



FAIRFIELD CITY COUNCIL
CABRAMATTA
M7
WARWICK FARM
SYDNEY METRO EXTENSION FROM BANKSTOWN TO LIVERPOOL 20+ YEAR VISION
LIVERPOOL
CANTERBURY BANKSTOWN COUNCIL
EDMONDSON RD UPGRADE PROJECTED COMPLETION 2023
M7
M5
M5
CASULA
NGTON
EAST HILLS
HOLSWORTHY
GLENFIELD
EDMONDSON PARK
MACQUARIE FIELDS
CAMPBELLTOWN CITY COUNCIL
INGLEBURN
Existing T-way
Fifteenth Avenue Smart Transit Corridor
Proposed Transport Corridor (Outer Sydney Orbital, M9)
M12 Motorway
Strategic Cycle Routes (Liverpool Bike Plan 2018-2023)
Freight routes
Moorebank Intermodal Terminal
Western Sydney International Airport
Metres
0 500 1,000 2,000 3,000 4,000
Disclaimer: Committed projects are subject to final business case. Routes and stops for some transport corridors/projects are indicative only. Investigations refer to Council-led proposals, which will be progressed in collaboration with government partners.

CONNECTIVITY

LOCAL PLANNING PRIORITY 1

Active and public transport reflecting Liverpool's strategic significance

As a Metropolitan Cluster in the Greater Sydney Region Plan – *A Metropolis of Three Cities* and one of the fastest growing LGAs in Australia, Liverpool's transport systems must cater to existing and future development, and provide connectivity to other metropolitan centres and clusters.

While Liverpool is well connected to other major centres, it currently takes a long time to travel via public transport, thus 30-minute city outcomes are not available to many of our residents.

Our community survey indicated that 'fast public transport to Liverpool and other centres' was the most important transport desire for residents and workers in Liverpool. With the strengthening of its health, education and innovation sectors, fast public transport connectivity will be a key ingredient to success.

Our vision is to have fast and frequent connections within Liverpool LGA and to other centres, and Council is committed to advocating for the transport we need and deserve. Council will continue to make representations to the State Government on critical transport improvements in and around the Liverpool LGA, including:

- Express train services between Liverpool and Sydney CBD and beyond;
- The fast-tracked extension of the City & Southwest Metro from Bankstown to Liverpool;
- A fast-tracked Leppington to WSA-Aerotropolis train link with an interchange at the airport;
- Western Sydney Aerotropolis/Airport as a stop on any future fast rail project;
- Improvements to the road network surrounding Liverpool City Centre to support additional developments in the Liverpool Collaboration Area;
- Improved local bus services
- Road network upgrades to minimise traffic impacts from Moorebank Intermodal Terminals; and
- Heathcote Road upgrade between Infantry Parade and Pleasure Point

Future transport investigations include an extension to Council's proposed FAST corridor and an extension of the Parramatta-Liverpool Rapid Bus T-Way to Edmondson Park. An extension of the currently proposed FAST corridor from the city centre south to Holsworthy would allow direct interchange with the Airport & South Line (T8), providing a relatively rapid connection between Western Sydney International Airport, Liverpool City Centre, Sydney Airport and the Sydney CBD. This would provide better access to jobs and reduce road congestion. Liverpool's bus T-way priority corridor could also be extended to provide public transit connectivity from new population centres such as Edmondson Park to the FAST Corridor and airport, north to Parramatta and south into Ingleburn, which also has access to the T8 line.

We will work with Transport for NSW to support and implement travel behaviour change programs to help manage demand on the transport network, including by requiring new developments and businesses operating in key precincts to develop and implement travel plans to encourage the use of sustainable transport choices.

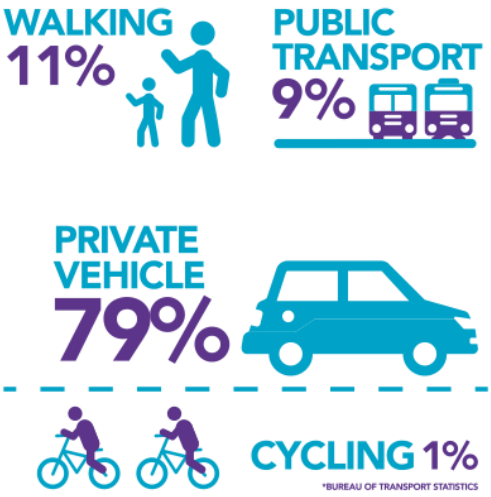
Council is also working to address active transport, acknowledging the health and amenity benefits of walking and cycling, by implementing the Liverpool Bike Plan 2018-2023. By 2040 there will be a complete connected network of cycle paths in new and established areas. We will also support emerging forms of micro-mobility in the LGA, including e-bikes and e-scooters.

> **Our vision is to have fast and frequent connections within Liverpool and to other centres.**

COUNCIL WILL

- Collaborate with State Government to improve public transport connections and timetabling, providing Liverpool residents with fast access to other major centres and key infrastructure such as Western Sydney International Airport and the Sydney CBD.
- Work to ensure all Liverpool's residents and workers can access the benefits of the 30-minute city.
- Improve cycling and walking tracks, and prioritise pedestrian movement.
- Investigate measures required to support micro-mobility.
- Investigate locations of active transport bridge connections into adjoining LGAs.
- Continue to collaborate with State government to deliver more commuter car parking around train stations.
- Investigate setting mode shift targets.

HOW WE GET AROUND



ACTIONS

1.1 Update CBD Parking Strategy. **(short term)**

1.2 Develop a Transport and Mobility Plan and review Local Environmental Plan (LEP) to ensure alignment **(short term)**

1.3 Advocate the prompt delivery of the South-West rail line extension from Leppington to Western Sydney International Airport, with a terminal interchange at Western Sydney International Airport **(short term)**

1.4 Advocate a fast rail service to the Liverpool City Centre from Sydney CBD, and enhanced integration with future rail links **(short term)**

1.5 Advocate a Western Sydney Aerotropolis/Airport stop on any future high speed rail network **(short term)**

1.6 Work with Transport for NSW (TfNSW) to bring forward extension of the Sydney Metro City and Southwest and investigate a preferred alignment **(short term planning, with delivery in the long term)**

1.7 Upgrade Edmondson Avenue from Fifteenth Avenue to Bringelly Road **(medium term)**

1.8 Work with TfNSW on an extension of the T-way from Hoxton Park Road south to Edmondson Park Station **(medium to long term)**

CONNECTIVITY

LOCAL PLANNING PRIORITY 2

A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis

RATIONALE

To assist in achieving Liverpool's goal of becoming the regional city for South West Sydney, and support its role as a Metropolitan Cluster in the Greater Sydney Region Plan, fast and regular connections to other strategic centres and key facilities is of critical importance.

Council's flagship project, the Fifteenth Avenue Smart Transit (FAST) Corridor, is a visionary city-shaping project intended to deliver a high-speed end-to-end link between the Liverpool CBD and the Western Sydney International Airport by the airport's opening in 2026. Liverpool City Council considers that rapid transit along Fifteenth Avenue needs to be high-quality, fast (a maximum 30-minute connection to the airport in order to support aspirations for a 30-minute city), supportive of compact transit- and landscape-oriented development, suitable for both workers and airline passengers (directly connecting to Western Sydney International Airport), and cost-effective. Council is designing the corridor to support a rapid transit mode that meets these criteria.

Council sees the FAST Corridor as a key gateway for visitors to Australia, and as such envisages a parkland corridor that provides multiple roles, including landscaping, city cooling and water sensitive urban design. The location of this corridor, as the gateway to Australia for international travellers, is an opportunity to showcase high-quality affordable design and the unique natural environment of South West Sydney. International travellers want to experience Australian nature, and Fifteenth Avenue – as a parkway – can be their first introduction to this (similar to the experience of arriving at Changi Airport and entering Singapore via the Eastern Parkway).

These segments will be designed to be uniquely South West Sydney. The corridor will be high-quality, inviting and vegetated, with buildings and transport infrastructure naturally forming part of the landscape. This parkway will reinforce the city's commitment to effective public transport and active transport, such as cycling.

Council will also encourage compact medium/high-density development in appropriate locations along the corridor, which, while not common yet in Western Sydney, will be designed in a way that is familiar and approachable.

Design decisions will prioritise affordability and achievability while ensuring quality of place. Design will also integrate the circular economy – an economic system aimed at minimising waste and optimising resource use – as a fundamental design principle, along with a connection to existing natural assets (including the Western Sydney Parklands). The corridor will create places for people with a high level of amenity for current and future populations and users.

Liverpool City Council's approach to development in the area is intended to reduce sprawl, improve availability and patronage of public transport, increase walking and healthy lifestyles, and preserve the amenity and productivity of the area and rural land uses. We will investigate first and last mile active and public transport connections between new centres and established suburbs that lie adjacent. When complete, the FAST Corridor will be a catalyst for increased public transport growth in the LGA and wider region, and a shift away from car dependence.

COUNCIL WILL

- Progress the FAST Corridor to deliver a high-quality rapid transit connection to Western Sydney International Airport.
- Increase connectivity to the airport to support jobs growth and airport viability.
- Create transit- and landscape-oriented development along the route at appropriate locations and at an appropriate scale.

LOCAL PLANNING PRIORITY 3

Accessible and connected suburbs

The Fifteenth Avenue Smart Transit (FAST) Corridor is a visionary, city-shaping project

ACTIONS

2.1 Finalise investigations into the FAST corridor in collaboration with State and Federal government agencies **(short term)**

2.2 Amend the LEP and relevant environmental planning instruments to preserve the FAST corridor **(short term)**

2.3 Investigate location of transit- and landscape-oriented development hubs along the FAST Corridor route **(short term)**

2.4 Investigate extension of FAST corridor to Holsworthy station with consideration of appropriate station locations, including Moore Point **(medium to long term)**

2.5 Deliver the FAST Corridor **(long term)**

RATIONALE

Communities in Liverpool have strong networks that extend to other suburbs and centres, and importantly to the Liverpool City Centre, which serves as the regional centre for South West Sydney. These networks include community ties as well as access to jobs and services. Sometimes the development of new areas, major roads and other infrastructure put barriers in the way of these connections.

Council is committed to ensuring these connections are retained and improved, and that new suburbs will be linked to the broader Liverpool community and region.

Neighbourhood centres are the heart of Liverpool's suburbs. Council will use placemaking principles to link these centres with other centres and the Liverpool City Centre by a network of pathways and cycleways integrated into system of parks and open space. This will include ensuring through-site links are provided on larger blocks to improve connectivity and permeability.

An efficient public transport and road network is important to provide access to jobs and services for our community. Council will ensure that barriers are minimised by improving local infrastructure and working with State agencies to ensure that our suburbs are accessible and connected by high-quality roads and public transport services.

Council will collaborate with neighbouring councils to ensure a coordinated approach to open space and transport planning to improve access to local jobs, services and recreation opportunities.

Neighbourhood centres are the heart of Liverpool's suburbs

CONNECTIVITY

COUNCIL WILL

- Link suburbs and centres with each other and Liverpool City Centre by a network of high-quality pathways and cycleways integrated into system of parks and open space
- Advocate for improvements to public transport connections and timetabling for suburban areas and centres
- Use placemaking principles to ensure that public transport infrastructure and accessibility to suburban centres is optimised
- Improve local road access to suburbs and centres
- Collaborate with neighbouring councils to ensure a coordinated approach to open space and transport planning

ACTIONS

3.1 Collaborate with neighbouring councils to improve open space and transport connections, including active transport routes, around Chipping Norton Lakes **(short term)**

3.2 Optimise public transport infrastructure and accessibility as well as connectivity to pathways and cycleways as part of place-making for neighbourhood centres **(short to medium term)**

LOCAL PLANNING PRIORITY 4

Liverpool is a leader in innovation and collaboration

RATIONALE

Liverpool City Council is committed to supporting and leading innovation in our organisation and our community as we develop into a connected smart city. By creating an innovation ecosystem, testing new approaches and working with partners in government, industry and the community, we will secure Liverpool's place as the premier edge city for the Western Sydney Aerotropolis.

Liverpool City Centre will become a rejuvenated river city offering new and diverse housing and employment spaces, anchored by a world-leading Innovation Precinct providing high-value local job opportunities. This area is covered by the Liverpool Collaboration Area Place Strategy, developed by the Greater Sydney Commission in collaboration with Council and other stakeholders. We will maintain our position as an active leader in the strategy's delivery, ensuring the best outcomes are reached for our community.

Key to the success of all our plans is to collaborate and work effectively with stakeholders from the private, public and community sectors. Consultation with the community will be guided by Council's Community Participation Plan and an engagement framework that builds community capacity and social capital, allowing people to feel connected and proud of our City, and able to participate in processes and decisions that affect their lives.

Council will always collaborate with neighbouring councils, Aboriginal Land Councils, State and Federal governments, state agencies, private sector interests and the Western Sydney Planning Partnership to deliver the best outcomes.

COUNCIL WILL

- Be recognised as an innovation leader locally, nationally and globally.
- Work with other councils and the NSW and Federal Government to implement the Western Sydney City Deal.
- Improve digital connectivity.
- Ensure planning controls respond to connected and autonomous vehicles (CAV) without compromising pedestrian amenity.
- Be a leading voice in the Western Sydney Planning Partnership to deliver good planning outcomes in the development of the Western Sydney Aerotropolis.
- Work with adjoining councils to address cross-border issues.
- Involve the community in strategic planning matters.
- Involve Aboriginal Land Councils in strategic planning matters.
- Collaborate with government agencies to coordinate delivery of local and regional infrastructure.
- Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.

ACTIONS

4.1 Collaborate with government agencies to prepare a local and regional level infrastructure schedule **(short term)**

4.2 Collaborate with Greater Sydney Commission and relevant stakeholders to address the Liverpool Collaboration Area Place Strategy through amendments to the LEP **(short to medium term)**

4.3 Investigate planning control changes to support CAVs and adaptive reuse of parking infrastructure **(short to medium term)**

> **Liverpool is committed to supporting and leading innovation**

LIVEABILITY
Our Home

Liverpool in 2040 will become one of Australia's most liveable cities, capitalising on its youth, culturally diverse and harmonious population, proximity to Western Sydney International Airport, and a City Centre close to transport and the amenity of the Georges River.

Council is working to make the entire LGA an attractive, vibrant and healthy place to live, work and play for our diverse community. Council is committed to ensuring that the LGA is accessible and inclusive to all people, including older people and people with a disability. The Liverpool community, through the Community Strategic Plan (CSP), has told Council that having a clean, attractive city with ample facilities and community activities is essential. The LSPS survey also revealed the top two liveability priorities for the community are 'access to parks and recreation options' and 'walkable neighbourhoods'.

Council is committed to ensuring the parks, facilities and amenities the community requires are of high quality and provided close to homes to create walkable suburbs. Liverpool is working to transform community hubs in new and existing suburbs to create vibrant and multipurpose facilities in which the community can connect. The activation of these hubs with sporting facilities, outdoor fitness gyms, improved pathways and lighting and children's playgrounds will provide the community with spaces to lead healthy lifestyles and spend time with friends and family to improve social connections and harmony.

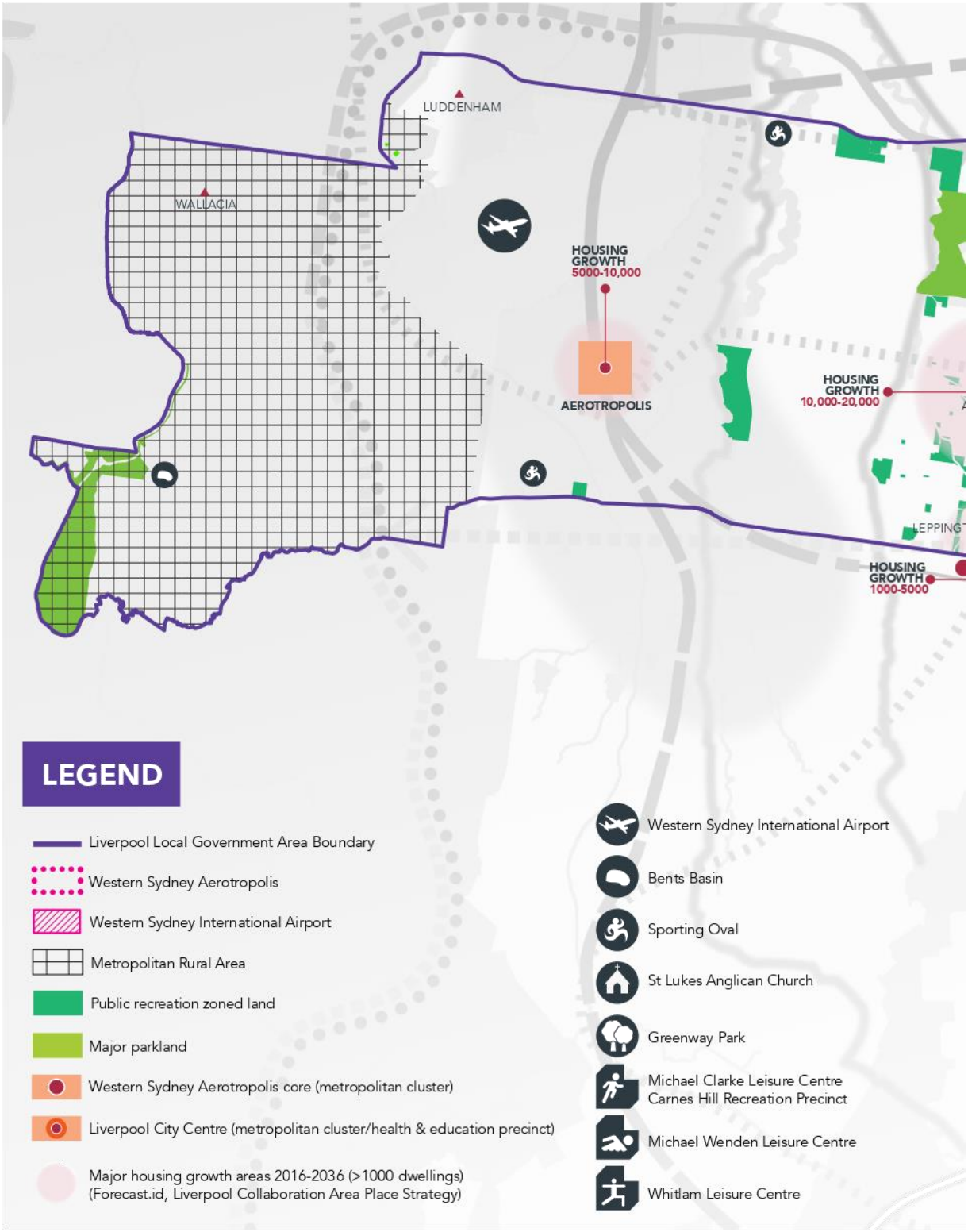
Through development of the Liverpool Housing Strategy, Council is also making sure the right housing is being built in the right places to cater to the many needs of the community, while ensuring local character is respected. This includes increasing affordable housing options, as Liverpool has one of the highest needs for social and affordable housing in the country.

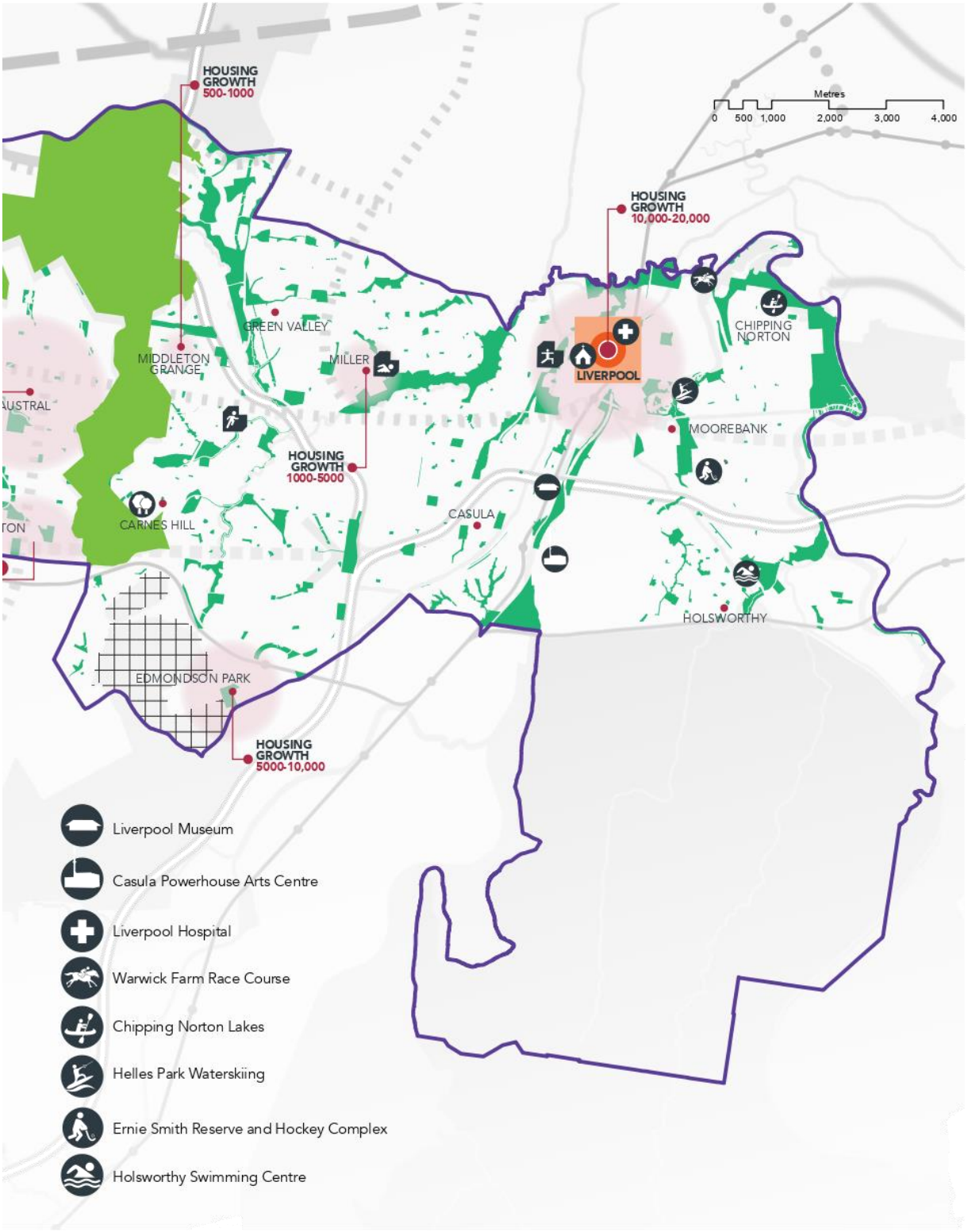
In the City Centre, Council has already implemented Amendment 52 to the LEP, allowing mixed-use development and, along with a new City Centre Public Domain Master Plan, seeks to create a functional, high-amenity city centre with a strong 18-hour economy and better opportunities for healthy active transport, such as walking and cycling. We will activate sites across the city for art, events and festivals, improve night-time activities and provide a lively environment for locals that also becomes an internationally renowned destination. By 2040 we will expand our 18-hour economy to become a dynamic 24-hour city.

While Liverpool is experiencing significant change, it is also committed to honouring its local character and rich heritage, with a number of significant buildings and sites protected at the local and state levels, and a commitment to retain the low-scale nature of existing suburbs.

LIVEABILITY

OUR HOME




HOUSING GROWTH 500-1000
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GREEN VALLEY
MIDDLETON GRANGE
MILLER
LIVERPOOL
CHIPPING NORTON
MOOREBANK
HOUSING GROWTH 1000-5000
CARNES HILL
CASULA
HOLSWORTHY
EDMONDSON PARK
HOUSING GROWTH 5000-10,000
Liverpool Museum
Casula Powerhouse Arts Centre
Liverpool Hospital
Warwick Farm Race Course
Chipping Norton Lakes
Helles Park Waterskiing
Ernie Smith Reserve and Hockey Complex
Holsworthy Swimming Centre

LIVEABILITY

LOCAL PLANNING PRIORITY 5

A vibrant, mixed-use and walkable 24-hour City Centre with the Georges River at its heart

RATIONALE

Liverpool is working to create a vibrant 18-hour economy in the City Centre over the next decade, and then transform into a lively river city by 2040 with a strong 24-hour economy, providing ample space for jobs, homes, entertainment, recreation and education.

Council is working on an ambitious suite of plans and projects to deliver this vision. The City Centre Public Domain Master Plan will guide the development of a city centre that meets the needs of the community now and into the future. This will involve major public domain improvements, including increased urban canopy, active transport integration, wayfinding and walkability enhancements, safety improvements and better design standards. This will be complemented by City Activation and Heritage Interpretation strategies to improve the experience of Liverpool residents and visitors.

We will also be embarking on ambitious transformational projects like Woodward Place, which will see the current Woodward Park become Liverpool's own 'Central Park' – an iconic lifestyle precinct providing world-class facilities to support a healthy, connected and diverse population.

The City Centre will refocus around the amenity of a healthy Georges River, connected to parkland and open space with development that is of appropriate scale and which respects the natural character of the river environment.

With a 24-hour economy and a focus on vibrancy, we will need to ensure that extended trading hours in the CBD can occur without being affected by increased residential development and the potential for amenity impacts.

COUNCIL WILL

- Ensure Liverpool City Centre is a vibrant, mixed-use, pleasant and walkable city by providing a high-quality public realm and open spaces; fine grain and diverse urban form; a diverse land use and housing mix, high amenity and walkability; and recognising and celebrating the character of the place and its people.
- Foster a 24-hour economy with a lively and well-integrated mix of activities.
- Investigate and establish destinations (interactive public places) within the City Centre to facilitate walkability and ensure sustainability.
- Refocus the City around the amenity and assets of the Georges River, while ensuring the natural character of the river is protected through development of an appropriate scale.
- Develop a high-quality Georges River and Chipping Norton Lakes open space system addressing integration with the Liverpool City Centre and the local and regional open space network.
- Reduce congestion in the CBD.
- Ensure appropriate levels of parking are available.

> **The City Centre will refocus around the amenity of a healthy Georges River**

ACTIONS

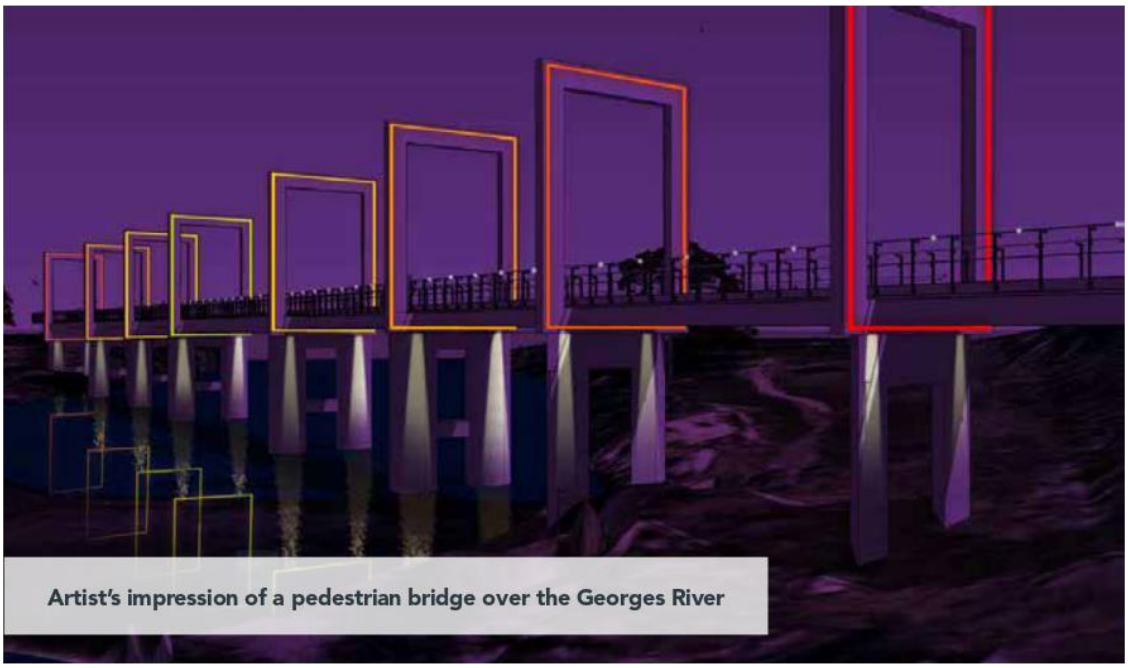
5.1 Review Development Control Plan (DCP) to ensure the 18-hour economy can be suitably protected from reverse amenity issues **(short term)**

5.2 Review LEP and DCP to give effect to City Centre Public Domain Master Plan **(short term)**

5.3 Incorporate community and cultural facilities in Liverpool Civic Place **(short to medium term)**

5.4 Review LEP to support development, community facilities and linkages at key Council-owned sites in the City Centre **(short to medium term)**

5.5 Review LEP to ensure alignment and give effect to Woodward Place Masterplan **(medium to long term)**



Artist's impression of a pedestrian bridge over the Georges River

LIVEABILITY

LOCAL PLANNING PRIORITY 6

High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth

RATIONALE

Liverpool City Council is committed to the delivery of high-quality facilities and services that are attractive, flexible and address the needs of the general community. Council supports the central concept that an efficient and effective network of quality and appropriate community facilities is essential to the health, social and economic wellbeing of Liverpool. Council's vision is to create best practice recreation spaces for people that inspire and connect residents, and act as a catalyst for community life.

However, current restrictions around what types of social infrastructure Council is able to raise funds for through development contributions makes it difficult for us to provide the services the community expects in a timely fashion. Council will continue to advocate expansion of the types of facilities we can levy for, including community centres and high-quality embellished parks, and also investigate alternative sources of funding to deliver the amenity the community expects and deserves in new and existing areas.

Council is also committed to improving its open space network. While our latest Social Infrastructure Study found there is sufficient open space to meet our growing needs through to 2041 overall, there are some areas where open space access needs to be improved, including in the City Centre and New Release areas.

One of Council's most ambitious projects will be the River Connections plan, which will create a continuous network of accessible, high-quality paths along the Georges River from Casula through the City Centre to Pleasure Point. Collaboration with adjoining councils will allow extended green links to be established beyond Liverpool's LGA boundaries. The Liverpool LGA also contains part of the Western Sydney Parklands, a key open space and recreational asset for the region. Council will improve active transport connections to the Parklands and, in collaboration with the Western Sydney Parklands Trust, investigate potential improvements to the recreation, sports, tourism and community value of the area.

COUNCIL WILL

- Deliver a world-class network of community facilities.
- Deliver timely construction of community facilities in new release areas.
- Ensure community facilities, open space and recreation facilities meet the needs of a growing population across the entire LGA.
- Ensure place-based integrated services by co-locating social services within neighbourhoods.
- Undertake community needs assessment and community engagement prior to constructing new facilities.
- Encourage integrated planning with community facilities for all major new and redeveloped recreation precincts.
- Prioritise a collaborative approach towards community and social infrastructure planning.
- Increase public open space and work with key stakeholders to revitalise and develop parks and open space across the Liverpool LGA.
- Strengthen and promote active transport links between centres and open space.
- Strengthen connections to Western Sydney Parklands.
- Develop the regional riverside parkland as part of a wider plan to reengage communities with the Georges River.
- Engage communities who use the Georges River on relevant projects.
- Collaborate with neighbouring councils to identify outdoor sports and recreation facilities that have a regional focus.

ACTIONS

6.1 Advocate changes to contributions planning and seek alternative funding mechanisms to deliver high-quality facilities and infrastructure, including the FAST corridor within accelerated timeframes **(short term)**

6.2 Investigate DCP changes to encourage green open space in high-rise development **(short term)**

6.3 Collaborate with the NSW Department of Education to identify opportunities for sharing local school infrastructure with the wider community **(short term)**

6.4 Develop community and recreation hub at Phillips Park, Lurnea **(short term)**

6.5 Redevelop Lighthorse Park into a district recreation and open space destination park, including a community centre, and active and passive open spaces **(medium term)**

6.6 Review LEP to give effect to River Connections Program linking green space networks from Casula to Pleasure Point, improving accessibility and visual amenity **(short, medium and long term)**

6.7 Establish a metropolitan-scale cultural/entertainment facility in the City Centre **(visionary)**

PUBLIC OPEN SPACE **2215** HECTARES

Our vision is to create recreation spaces for people that inspire and connect residents, and act as a catalyst for community life

Casula Parklands Adventure Playground

LIVEABILITY

LOCAL PLANNING PRIORITY 7

Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport

RATIONALE

Forecast.id population projections predict that Liverpool's population will grow to 358,871 by 2036, compared with our 2019 population of 227,312 – an increase of almost 60%.

Council delivered on average 1684 new dwellings a year between 2013/14-2017/18. In the year to May 2019 completions hit a record of 2314 new dwellings. Council expects strong demand for housing to continue.

The Liverpool Local Housing Study 2019 predicts demand for an additional 43,452 dwellings between 2016 and 2036. Liverpool will need to ensure that the households built are suitable to support the growing population, and located in the right areas, which will be explored further through the development of a Local Housing Strategy.

Population and dwelling forecast

Year	2016	2021	2026	2031	2036
Population	212,232	242,817	276,970	319,304	358,871
Total dwelling demand	67,738	77,279	87,261	99,632	111,190
Additional dwellings required over five years		9,541	9,982	12,371	11,558

Sources: Population – Forecast population projections (Forecast.id); Dwellings and additional dwellings – Liverpool Local Housing Study 2019 (SGS Economics and Planning).

Taking into account existing growth areas and our recent changes to City Centre planning controls to allow for more housing, our Local Housing Study indicates that there's enough zoned land to provide for 89,652 additional dwellings, more than enough to cater for projected demand well into the future. As such, there is no pressure to zone more land for residential development over the next 20 years. Council's preference is for any increases in the density of current controls to be focused in the City Centre and close to centres with good public transport accessibility, including potential transit- and landscape-oriented development hubs along the Fifteenth Avenue Smart Transit (FAST) Corridor.

Findings from the Local Housing Study indicate there is a mismatch between the types of housing being delivered, and what is needed by the community. For example, the majority of housing in the city centre is two-bedroom apartments, however there is demand from larger family homes in the city centre with more bedrooms. In growth areas, there is a large number of 4-5 bedroom houses being delivered, however, there is demand for smaller housing, including semi-detached housing such as townhouses.

Council acknowledges that a variety of homes will be needed to cater for a diverse population with different needs and incomes. In 2017/2018, less than 2% of new developments were diverse housing options. Liverpool needs housing that is suitable for young families, larger culturally appropriate housing for multi-generational families, more affordable dwellings, and housing for downsizers, seniors and those who want to age in place. Council supports increasing the diversity of housing – including 'missing middle' style developments such as terraces, townhouses and manor houses – to assist in providing more affordable dwellings, but this must respect local character and be in areas close to services and transport. For affordable housing in particular, it is critical that support services are close by.

Council also supports an increase in affordable rental housing for the community as a priority, with the LGA suffering from one of the highest rates of rental stress in the country. There are currently over 7,000 households in rental stress (meaning more than 30% of income is spent on rent) with more than 4,000 experiencing severe rental stress (more than 50% of income spent on rent). Council acknowledges the economic and social benefits created through the provision of affordable housing, including supporting job growth, encouraging greater financial prosperity for low income households, increasing social cohesion through mixed tenure developments, and reducing social isolation.

Demand for social and affordable housing is increasing at much faster rates than Sydney more broadly. By 2036 our LGA will have the highest

demand for social and affordable housing in the entire Western City District. Increasing the provision of affordable rental housing will mean that Liverpool's key workers will be able to better support themselves, their families and the local economy. Council will develop an Affordable Housing Contributions Scheme, identifying new areas for higher density housing in which contributions for affordable housing can be levied. Council will also continue to deliver affordable housing through mechanisms such as voluntary planning agreements, and the provision of Council-owned land for affordable housing developments.

HOUSEHOLDS IN RENTAL STRESS

LIVERPOOL 43%
SYDNEY 37.5%
2016 CENSUS

HOUSEHOLDS IN MORTGAGE STRESS

LIVERPOOL 27.9%
SYDNEY 17.5%
2016 CENSUS

DEMAND FOR SOCIAL AND AFFORDABLE HOUSING

2016 7646 DWELLINGS
2036 16,465 DWELLINGS

What is social and affordable housing?

SOCIAL HOUSING is affordable rental housing provided by not-for-profit, nongovernment or government organisations to assist people who are unable to access suitable accommodation in the private rental market and may be at risk of homelessness. Social housing includes public, Aboriginal and community housing, as well as other services and products. It acts as a safety net for the most vulnerable in the community.

AFFORDABLE HOUSING is not the same as social housing. It is also open to moderate income earners that may be struggling to make ends meet, and is around 20-25 per cent below market rental prices. It allows key workers whose household income is not high enough to cover market rent to live and work locally. Affordable housing can be owned by private developers or investors, local governments, charitable organisations or community housing providers (CHPs), but is managed by CHPs.

Council supports increasing the diversity of housing while respecting local character

HOW WE LIVE

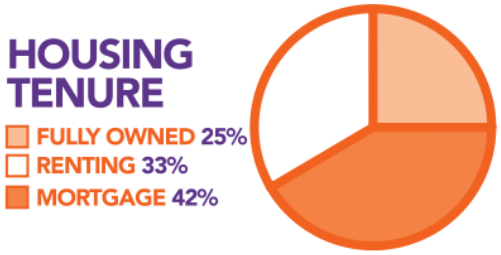
SEPARATE HOUSE 73.7%

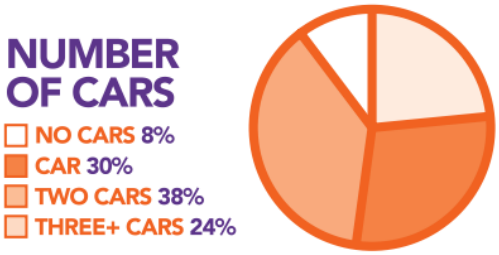
APARTMENTS 11.7%

MEDIUM DENSITY 13.8%

COUNCIL WILL

- Concentrate residential development in the Liverpool City Centre, in growth areas, in transit- and landscape-oriented development hubs along the Fifteenth Avenue corridor route, and in existing centres with high amenity that are well serviced by public transport.
- Ensure housing typologies are diverse and appropriately located to cater for the entire community.
- Ensure housing supports aging in place and accessibility principles.
- Ensure a greater proportion of affordable housing is delivered.
- Work with residents, government and other relevant stakeholders to renew social housing that is near end of life and build more diverse and inclusive communities.
- Deliver ongoing renewal and beautification projects in Miller, Cartwright and Ashcroft.
- Work with DPIE to deliver housing in growth areas with supporting infrastructure.





ACTIONS

7.1 Develop and implement a Local Housing Strategy through amendments to the LEP and DCP **(short term)**

7.2 Consider an Affordable Housing Contributions Scheme in line with Greater Sydney Commission's requirement for 5-10% affordable housing, and amend LEP to give effect **(short term)**

7.3 Partner with State Government to investigate the potential for master planned precincts (such as NSW Land and Housing Corporation properties in Warwick Farm and Green Valley) to improve and increase social and affordable housing **(medium term)**

7.4 Partner with State Government and stakeholders including TAFE to review the Masterplan for Miller Town Centre **(short term)**

7.5 Advocate to State and Federal Governments for more investment in social and affordable housing **(short term)**

7.6 Partner with State Government to investigate planning controls to address land fragmentation challenges in growth areas **(short term)**

7.7 Progress planning for sustainable, high-density transit- and landscape-oriented development along the Fifteenth Avenue Smart Transit Corridor **(short to medium term)**.

7.8 Monitor, review and update the Local Housing Strategy to ensure sufficient, appropriate and diverse housing is delivered to meet community needs **(ongoing)**

LOCAL PLANNING PRIORITY 8

Community-focused low-scale suburbs where our unique local character and heritage are respected

RATIONALE

Our established areas feature suburbs with strong communities, low scale development and relatively affordable development, and good access to services. Consultation for the LSPS shows that residents of Liverpool's established suburbs have a strong desire for their areas to maintain their low-scale local character into the future.

Council will work to ensure development remains largely low scale and sympathetic to local character. This approach is supported by findings from the Local Housing Study that indicate further rezoning is not required to meet housing growth targets, and that housing targets can be easily accommodated without apartment developments outside of the City Centre and town centres.

In existing centres, Council will undertake design-led planning using placemaking principles to ensure growth is sympathetic to local character and heritage. We're also working to improve the amenity of our suburbs. We've updated contributions plans to better enable local infrastructure that can meet needs, and we will continue to advocate changes to contributions planning to provide funds for improvements such as open space embellishment and new facilities.

"Suburbs will largely remain low scale"

COUNCIL WILL

- Ensure residential development is maintained at a low scale around local centres not well-serviced by public transport.
- Preserve local character of existing suburbs.
- Improve the amenity of local centres and recognise the role of retail in establishing vibrant local centres.
- Ensure heritage, including Aboriginal heritage, is valued and protected.
- Support heritage asset revitalisation and adaptive reuse where appropriate
- Advocate for and provide social and cultural infrastructure in established and new release areas.

ACTIONS

8.1 Amend LEP to implement findings of review of dwelling typologies and density around Moorebank Shopping Centre **(short term)**

8.2 Review R4 zoned land around local centres to address interface issues **(short to medium term)**

8.3 Investigate Local Character Statements and Local Character overlays for areas identified as requiring more fine-grain planning responses **(short term)**

8.4 Review and update heritage provisions in LEP, and address anomalies **(short term)**

8.5 Undertake design-led planning using placemaking principles for local and district centres **(medium term)**

LIVEABILITY

LOCAL PLANNING PRIORITY 9

Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community

RATIONALE

The future of Liverpool is vibrant, active and healthy. While Western Sydney residents should enjoy the same health outcomes as those in other parts of Sydney, currently this is not the case, with significantly higher rates of obesity and diabetes. This is due to a number of reasons, including high car dependence, relatively lower levels of spare time due to commuting and traffic, poor access to public and active transport, and fewer recreation opportunities.

A healthy built environment is a key motivator for the future. We are working to build more walking and cycling trails, opening access to our natural assets, focusing development near public transport to encourage mode shift, and ensuring there is enough open space and recreational facilities to meet growing demand. New urban centres will be compact and transit-oriented, to maximise opportunities for walking and active transport.

Council is also committed to creating inclusive and harmonious environments. Liverpool is one NSW's most culturally diverse cities with around 40% of people born overseas. Liverpool will continue efforts to create a harmonious society where differences are appreciated and celebrated, as socially diverse communities are inclusive, healthy and creative. We will also continue to develop programs, in partnership with government and non-government organisations, to improve mental wellbeing, which is a key aspect of health and safety.

In Council's LSPS consultation, safety was indicated as a major community concern. In 2019 Liverpool was recognised as a Pan Pacific Safe Community – a strong, cohesive, vibrant community, where citizens actively participate in public life. We have identified domestic violence, road accident trauma, drugs and alcohol, and fall-and-trip-related injuries as key issues, and will work to continuously improve safety.

Council is committed to embedding Crime Prevention through Environmental Design (CPTED) principles across the LGA. This crime prevention strategy focuses on the planning, design and structure of cities and neighbourhoods in order to reduce opportunities for criminal behaviour. The DCP has been developed to encourage safe design, and Council will continue to provide high-quality environments in which our residents feel safe and secure, including through building design, maintenance works, landscaping, lighting, and open and public space design.

Council will also be improving the safety of our residents during natural disasters by ensuring hazard data is up to date, not locating development in high hazard areas, and addressing environmental issues that place the community at risk, such as the urban heat island effect.

> **The future of Liverpool is vibrant, active and healthy**

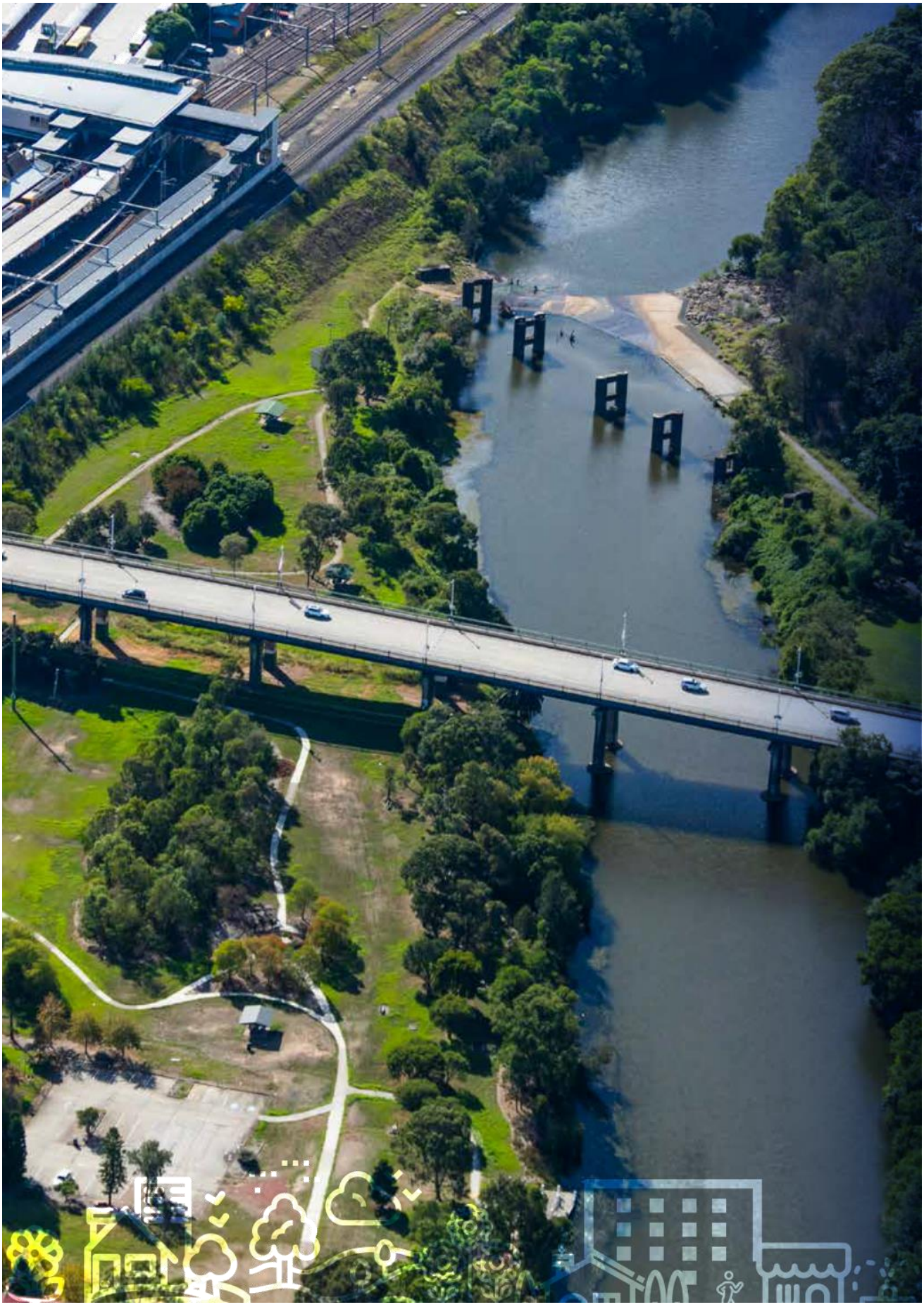
COUNCIL WILL

- Support the health and wellbeing of the community through healthy urban design and placemaking.
- Consider child-friendly planning strategies and aging in place principles in LEP and DCP reviews.
- Advocate better public transport outcomes.
- Focus development close to public transport.
- Ensure new centres are compact and transit-oriented.
- Ensure community and social support services are located near areas of need.
- Work with stakeholders to reduce road trauma.
- Work with partners to reduce crime.
- Ensure the built environment incorporates CPTED principles.
- Facilitate the development and promotion of integrated walking and cycling networks within and between centres.
- Prioritise pedestrian movement in the CBD and beyond.
- Investigate locations of active transport connections into adjoining LGAs.
- Continue to update hazard mapping to ensure safety, including flood and bushfire mapping.
- Address the urban heat island effect.

ACTIONS

9.1 Amend DCP to better respond to urban heat **(short term)**

9.2 Liaise with Fairfield and Canterbury Bankstown councils to implement active transport routes around Chipping Norton Lakes, including bridge and road connections **(medium term)**



PRODUCTIVITY
Our Jobs

Liverpool in 2040 will be the premier edge city to Western Sydney International Airport – a jobs-rich, attractive destination drawing in jobs, business, study, tourism and investment, supporting the operation of a successful 24-hour international airport.

Liverpool has a long-standing role as the regional centre for the South West, reflecting its history and strategic location near major transport infrastructure, such as the M5 and M7 motorways, and T2, T8 and freight lines.

The City boasts a major health and education precinct including Liverpool Hospital – the largest standalone hospital in NSW – three major universities and two TAFE campuses. It also supports a significant manufacturing and logistics sector.

Recent infrastructure announcements mean that Liverpool has significant potential to strengthen its productivity and capitalise on its status as an attractive, jobs-dense centre. The opening of the Western Sydney International Airport will catalyse investment in a wide range of knowledge-intensive industries. The Western Sydney Aerotropolis will also generate significant employment and economic opportunities for Liverpool and the broader South West region.

Changes to Liverpool's City Centre planning controls means that Liverpool is well-placed to accommodate additional jobs and housing growth. With its position on the Georges River, and following additional rail and rapid transit connections set out in the State Government's Future Transport 2056 Strategy are complete, there is opportunity to create a high amenity Centre that will be the natural location for businesses related to the airport. Liverpool will become the premier edge city to Western Sydney International Airport.

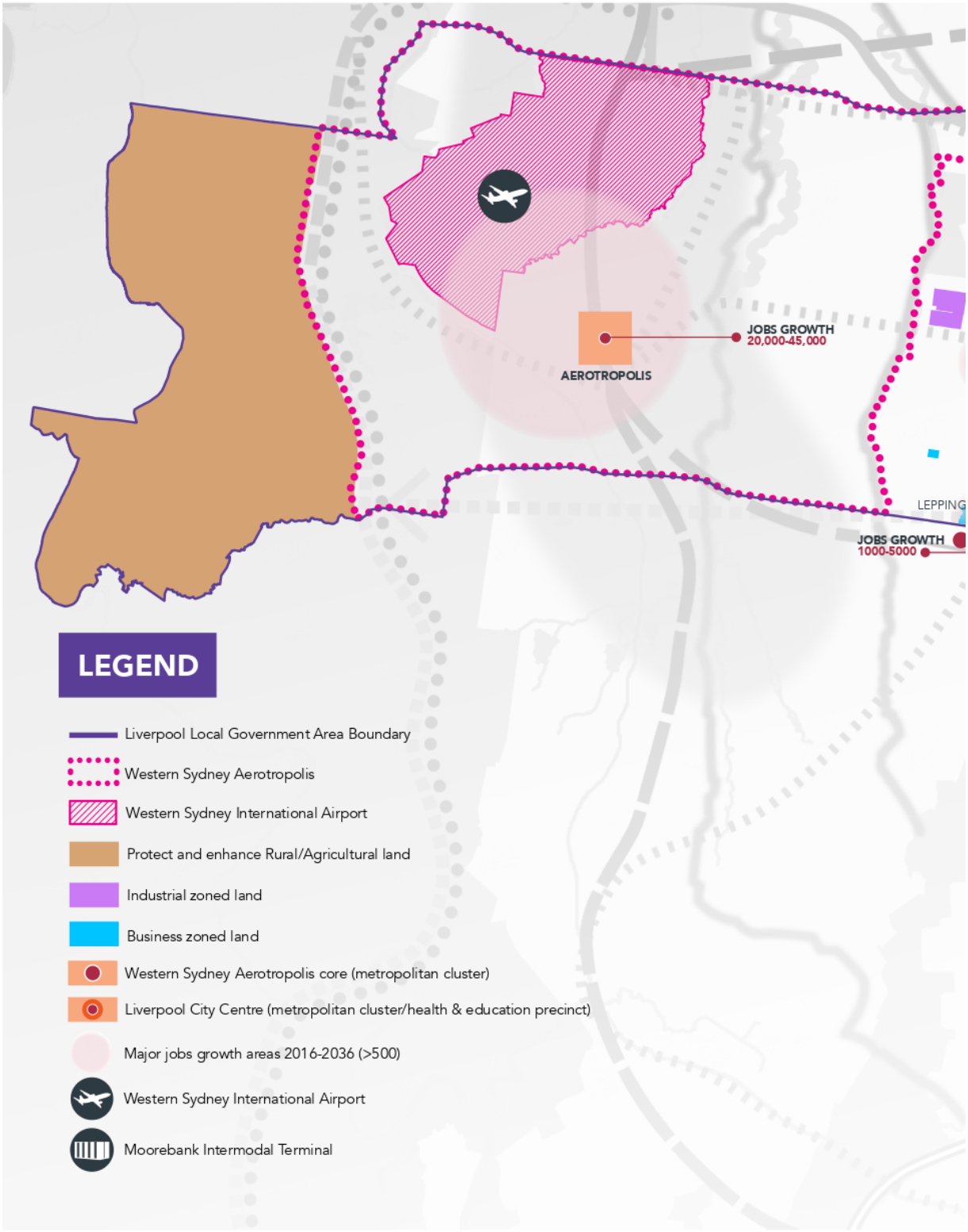
A key challenge for Liverpool's productivity is managing the infrastructure and employment land needed to sustain projected population growth and economic opportunities. A key action will be investigating ways to increase or better manage existing industrial and employment lands to cater for the jobs of the future.

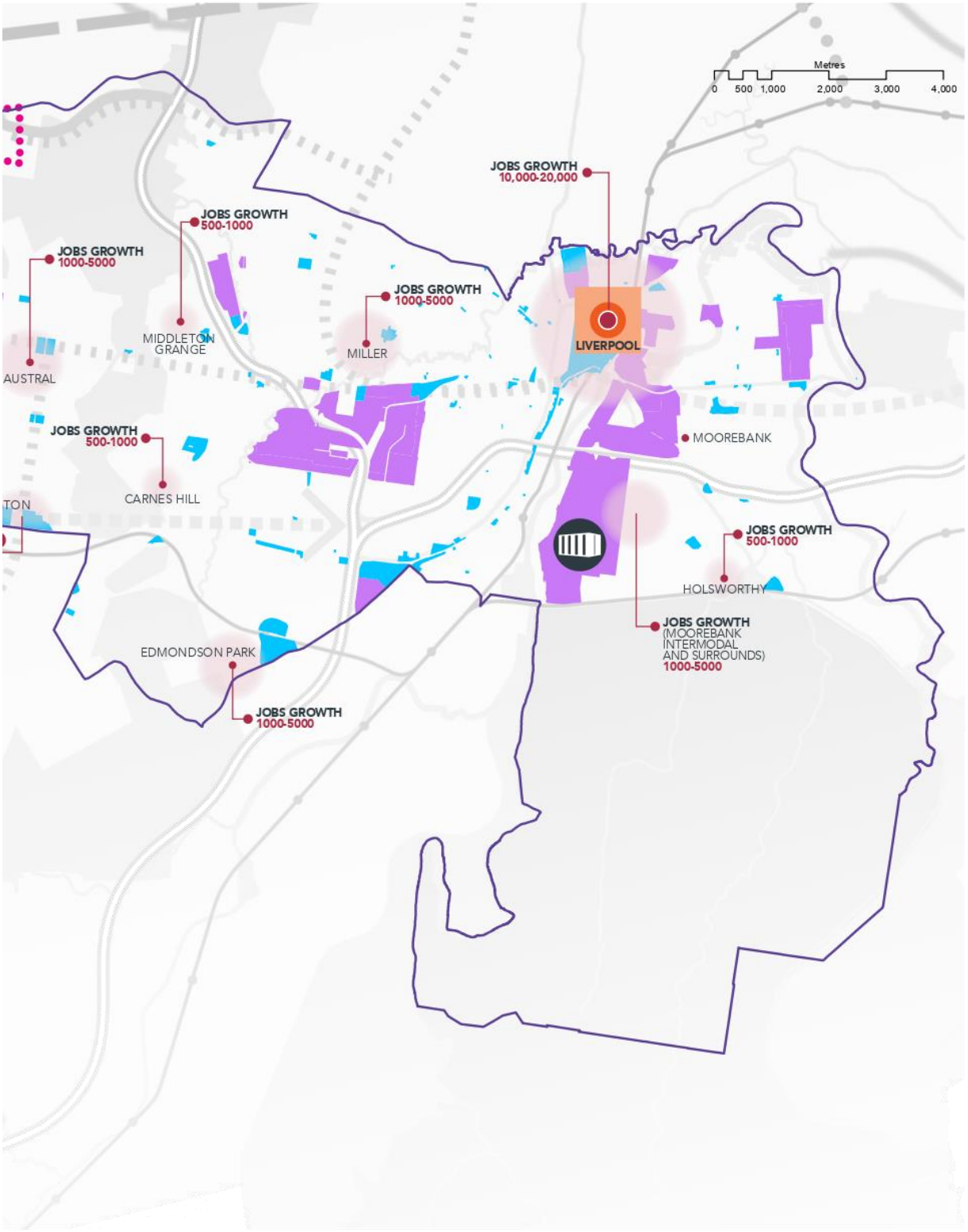
Another challenge is poor access to knowledge jobs due to long journey times to other centres and significant road congestion. While Liverpool has a goal of increasing opportunities to work in the LGA – and our LSPS survey indicated that the community's number one Productivity priority is 'creating more jobs in the local area' – the reality is that many residents need to leave the LGA for employment. Currently close to 70% of Liverpool's residents leave the LGA for work. Liverpool will work to ensure that these residents can reach their jobs in a satisfactory time, and that workers outside the LGA can reach the abundant opportunities provided by Liverpool with ease. With a significant migrant and refugee intake, Liverpool will also work to increase opportunities for our new residents.

We will advocate for delivery of transport commitments and attract new business investment to support an increase in jobs of 200,000 in Western Sydney over the next 20 years, as part of our commitment to the Western Sydney City Deal. Council will also work to meet its stated jobs target of 2500 per year, as part of our Economic Development Strategy 2019-2029.

PRODUCTIVITY

OUR JOBS




Metres
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1000-5000
MIDDLETON GRANGE
MILLER
LIVERPOOL
AUSTRAL
JOBS GROWTH
500-1000
MOOREBANK
CARNES HILL
JOBS GROWTH
500-1000
HOLSWORTHY
JOBS GROWTH
(MOOREBANK INTERMODAL AND SURROUNDS)
1000-5000
EDMONDSON PARK
JOBS GROWTH
1000-5000

PRODUCTIVITY

LOCAL PLANNING PRIORITY 10

A world-class health, education, research and innovation precinct

Liverpool will capitalise on these advantages, and grow its Innovation Precinct to cater for the significant growth in health and knowledge workers expected in the next 20 years, and become a global leader in collaboration for health, education and research.

RATIONALE

Health and education play a significant role in Liverpool, with Liverpool Hospital, Ingham Institute of Applied Medical Research, the University of NSW (UNSW), Western Sydney University (WSU), University of Wollongong (UOW), South West Private Hospital and TAFE NSW in the local area. There are more than 15,000 health and knowledge workers in the LGA, accounting for about 20% of all workers. This could increase to 30,000 by 2036 and even higher if the right actions are taken.

Liverpool City Centre has significant advantages that could reinforce its position as a health leader and help it to develop a world-class health, education, research and innovation precinct based around Liverpool Hospital. This includes close access to a train line, a river providing significant amenity potential, availability of commercial land and a diverse population.

Liverpool also has potential to improve its standing as an education destination, building upon its network of outstanding government and non-government schools, a nationally recognised trade training centre, and multiple university campuses. Student numbers are growing rapidly. In the next 5-7 years, it is expected Liverpool will be home to more than 5000 university students and 8000 TAFE students. The number of university students is expected to grow to more than 10,000 over the next 10 years.

COUNCIL WILL

- Lead development of the Liverpool Innovation Precinct.
- Ensure land use planning supports the operation and growth of the pr ecinct for all in the health, education and innovation ecosystem.
- Support tertiary institutions, including vocational and technical training opportunities.
- Collaborate with tertiary institutions to encourage appropriate student housing.

ACTIONS

10.1 Investigate LEP changes necessary to support the operations and growth of the Liverpool Innovation Precinct **(short to medium term)**

10.2 Prepare structure plan and planning proposal to rezone the Warwick Farm racing precinct to B4 **(short term)**

10.3 Collaborate with universities, TAFE, the Department of Education and other education providers to support growth **(short term)**

LOCAL PLANNING PRIORITY 11

An attractive environment for local jobs, business, tourism and investment

RATIONALE

Liverpool is quickly becoming a business and commercial destination of choice. Due to its proximity to the Western Sydney International Airport, Liverpool's attractiveness as a location for commercial and industrial enterprise will grow significantly over the next 30 years, including in aerospace, agribusiness, education, health, and logistics and transport sectors. Liverpool's goal is to create a domestically thriving, globally known business landscape that prioritises the expansion and innovation of industry to promote its identity to the world.

Liverpool's Community Strategic Plan (CSP) directs Council to generate opportunity across Liverpool, while our LSPS survey indicated a demand for local, high-paying jobs. The Liverpool City Centre is an attractive destination for knowledge intensive industries and has a large capacity for commercial office floor space. Council is committed to attracting business for economic growth and employment opportunities, and have set an ambitious growth target of 2500 new jobs a year to 2029.

We have already changed planning controls in the city centre to facilitate new jobs and housing. Council has completed an Economic Development Strategy to create new job opportunities, develop local capacity, market Liverpool as a business destination, and activate and develop vibrant places to attract new residents, visitors and workers. We have also created a Destination Management Plan and International Trade Engagement Strategy to leverage opportunities from the Western Sydney International Airport and market the potential of Liverpool to the world.

With about 70% of residents currently leaving Liverpool to get to work, a focus for Council will be to increase the number of job opportunities closer to home. We will continue to advocate the fast and frequent public transport services needed to boost Liverpool's attractiveness as a place for jobs, business, tourism and investment.

The LGA has a number of centres differing in size and function. The concentration of retail within centres plays an important role, yet the function of centres extends beyond providing for the day-to-day and specialised retail needs. Centres act as important focal points for the local community, especially when co-located and well integrated with gathering places such as cafes, restaurants and social infrastructure. In turn, the increase in foot traffic from these other uses contributes to the vibrancy of the centre and supports retail uses. Centres also provide opportunities for local employment and are an important part of establishing the 30-minute city when co-located with high quality public transport.

The Liverpool LGA also has 'stand-alone centres' that contain either a supermarket or another large retail role, such as bulky goods retailing. Whilst these stand-alone centres meet the retail needs of the community, they do not provide multi-function community gathering places. As there is limited demand for new centres within the LGA, Council will prioritise the future expansion of retail within local or town centres rather than stand-alone centres.

> **Liverpool has significant advantages that could reinforce its position as a health leader**

PRODUCTIVITY

COUNCIL WILL

- Create an environment to attract, train and retain a skilled workforce to support contemporary business needs.
- Reduce the proportion of people leaving the LGA for work and study.
- Investigate updates to procurement policy to preference local workers.
- Grow jobs in the health and education sectors.
- Support small businesses including start-ups.
- Provide opportunities for refugee and migrant populations to enter the workforce.
- Continue advocacy for city shaping transport infrastructure to boost jobs growth.
- Provide infrastructure, facilities and services needed to support and facilitate visitor economy and tourism growth in light of the opportunities provided by Western Sydney International Airport.
- Enhance tourist attractions, including beautification of Georges River and developing Chipping Norton Lakes.
- Improve connections from the City Centre to the Georges River, and open and active space networks.
- Strengthen Casula Powerhouse's position as the leading Arts Centre in South West Sydney.
- Establish a hierarchy of centres and determine anticipated retail supply and demand to guide future planning.
- Investigate planning controls to allow retail centres in Liverpool to keep up to date with technology and retail trends such as online shopping and electric trucks.
- Investigate a review of trading hours to establish late night trading to support the city centre as a dining destination.

ACTIONS

11.1 Develop a Centres and Corridor Strategy, and review LEP and DCP to ensure alignment **(short term)**

11.2 Investigate amendments to LEP to rezone River precinct north of Newbridge Road (Moore Point) as a mixed-use zone to support the Liverpool CBD and Innovation Precinct, with an extensive open space system and cross-river linkages **(short to medium term)**

11.3 Amend LEP to increase land-use flexibility for festival uses **(short term)**

11.4 Work with Transport for NSW and RMS to create links from Liverpool Train Station to the Georges River and investigate opportunities for transport interchanges at Moore Point (CBD extension east of the Georges River) **(short to medium term)**

Liverpool is quickly becoming a business destination of choice

LOCAL PLANNING PRIORITY 12

Industrial and employment lands meet Liverpool's future needs

RATIONALE

Prospects for industrial and employment projects in Liverpool are strong, given proximity to transport links such as the M5 and M7, and large projects including Western Sydney International Airport and the Moorebank Intermodal Terminal. Council is committed to safeguarding existing industrial and urban services land from competing pressures, aside from land marked for investigation on the Inset map to support the CBD and Innovation Precinct.

Council has conducted a number of industrial land studies, which indicate that there will be a future lack of zoned and serviced industrial land, requiring Council to investigate suitable areas in the LGA. New industrial land around the Western Sydney International Airport will contribute to meeting demand in the medium to long term for larger industrial uses. However there is a projected shortage of land zoned for local service related industrial uses after 2026. We will develop an Industrial and Employment Lands Strategy to ensure there is enough serviced employment land to sustain projected population growth. This strategy will also be flexible enough to support the needs of future businesses including knowledge-based activities, creative industries and advanced manufacturing.

We will focus on opportunities provided by the establishment of the airport, as well as strengthening our health, education and innovation precinct. Council will also look to facilitate the strengthening of established industrial precincts, guided by the new Industrial and Employment Lands Strategy.

With the development of the Western Sydney Airport, Aerotropolis and Moorebank Intermodal Terminal, as well as increased population growth, managing freight movement through the LGA will become of increased importance. Council is committed to collaborating with State Government and private industry to manage the freight task, protect important freight routes and reduce impacts on the local community.

Land for **LARGER INDUSTRIAL USES** refers to **IN1 (General Industrial)** and **IN3 (Heavy Industrial) zones**, and include uses such as manufacturing, freight, logistics, warehousing and distribution.

Land for **LOCAL SERVICE RELATED INDUSTRY** refers to the **IN2 (Light Industrial) zone**, and includes uses such as maintenance and repair uses and services supporting building and construction.

We will focus on opportunities provided by the airport, and strengthen our Innovation Precinct

COUNCIL WILL

- Monitor land development to ensure there is enough serviced employment and industrial land to meet future need for a number of price points from start-ups to multinationals.
- Prepare flexible planning controls to ensure businesses of the future are not unduly restricted.
- Leverage opportunities created by Western Sydney International Airport to promote agribusiness, food export and tourism.
- Strengthen connectivity between Liverpool City Centre and neighbourhood and district centres.
- Collaborate with TfNSW to address the growing freight task and support actions the State Government and industry need to take for the efficient, safe and sustainable movement of freight, in line with the NSW Freight and Ports Plan 2018-2023.
- Manage the interfaces of industrial, trade and intermodal facilities to reduce adverse impacts.
- Collaborate with TfNSW, DPIE and private industry to support the urban consolation of freight.

ACTIONS

12.1 Develop Industrial and Employment Lands Strategy and review LEP and DCP to ensure alignment **(short term)**

12.2 Review the LEP and DCP to ensure statutory planning controls protect key freight routes and employment lands from sensitive land uses **(short to medium term)**

12.3 Investigate provision of new industrial land, including light industrial (IN2), between the airport and the CBD, including extension of industrial zoned land in Austral, to ensure ongoing supply **(short to medium term)**

LOCAL PLANNING PRIORITY 13

A viable 24-hour Western Sydney International Airport growing to reach its potential

RATIONALE

Liverpool supports the delivery of Sydney's first 24-hour international airport, and is dedicated to ensuring the comparative advantage of a curfew-free airport is protected.

Inappropriate development around Western Sydney International Airport could constrain airport operations over the long term, affecting the region's productivity, while also having negative impacts on local communities due to aircraft noise. For these reasons, Liverpool City Council advocates a precautionary approach to the consideration of all land around the airport, recognising that extensive international experience has shown that development, particularly residential development, in proximity to airport operations acts as a constraint to and limitation on the success and opportunities of an airport.

Council will continue to collaborate to ensure that a precautionary approach and best-practice measures are put in place to protect any new residential communities and the viability of the airport.

"Liverpool supports the delivery of Sydney's first 24-hour international airport"

COUNCIL WILL

- Collaborate through the Planning Partnership to protect the airport's competitive advantages as a curfew-free airport.
- Identify employment lands in line with industrial and commercial demand and development needs.
- Collaborate through the Planning Partnership to ensure a precautionary approach is taken to noise-sensitive development in the Aerotropolis.

ACTIONS

13.1 Ensure through the Western Sydney Planning Partnership that future planning in the Aerotropolis supports the airport's economic potential and reduces conflicting uses that could inhibit future growth and the curfew free status of the airport **(short term)**

13.2 Work collaboratively with the Western Sydney Planning Partnership to implement the Western Sydney City Deal and ensure the best planning outcomes for the Aerotropolis **(short to medium term)**

SUSTAINABILITY
Our Environment

The Liverpool of 2040 is green, clean, safe, sustainable and vibrant. Tree cover and greenery have been greatly expanded, native habitat has been strengthened and protected, waterways are healthy, and climate change and urban heat are well managed.

Liverpool is rich in nature and this will be protected into the future. Bordered by the Georges and Nepean Rivers, it has significant and unique bushland, biodiversity, and green and blue networks. However, Liverpool is currently one of the fastest growing cities in NSW, and therefore the natural environment is exposed to pressures from development and urban sprawl.

Liverpool City Council recognises the importance of protecting our natural environment and using our resources wisely. Indeed, $27 of every $100 in operational expenditure goes towards the environment.

We are working towards fostering a partnership with our community to better protect, support and conserve our natural resources and environment. A key direction in Council's CSP – *Our Home, Liverpool 2027* – is 'Strengthening and Protecting our Environment', with the following goals:

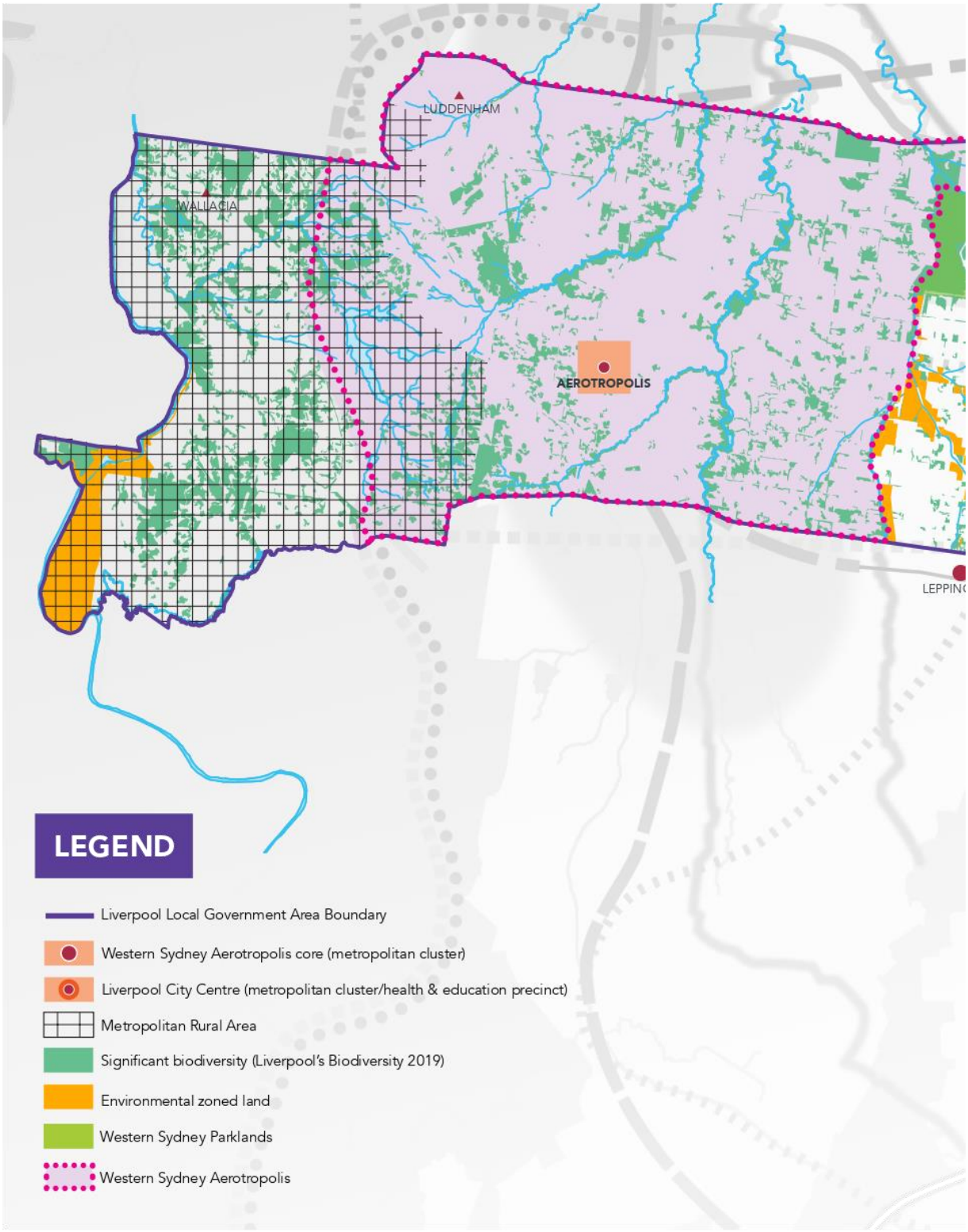
- Manage the community's disposal of rubbish;
- Protect and enhance bushland, rivers and the visual landscape;
- Encourage sustainability, energy efficiency and the use of renewable energy;
- Exercise planning controls to create high-quality, inclusive urban environments; and
- Develop, and advocate for, plans that support safe and friendly communities.

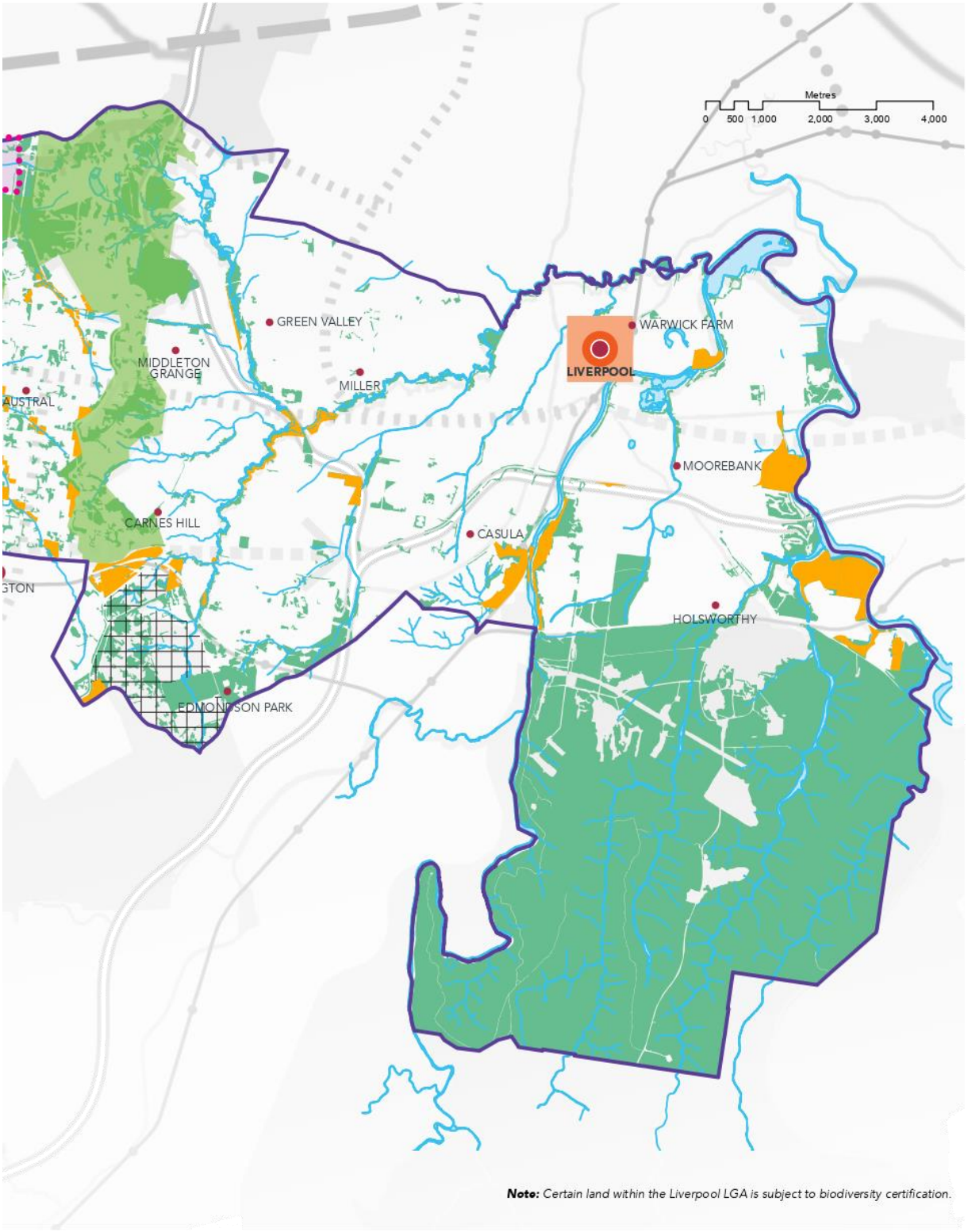
Through the LSPS survey, the community has said the top priorities are 'having plentiful trees and canopy cover' and 'improved access to nature and waterways'. Council is working on plans to protect and increase tree canopy cover in order to improve amenity, reduce air pollution and tackle the urban heat island effect.

Council also acknowledges the risks posed by climate change and is committed to playing its part in mitigating climate change and adapting to the threats posed by climate change, particularly implementing measures to reduce the urban heat island effect.

SUSTAINABILITY

OUR ENVIRONMENT





Note: *Certain land within the Liverpool LGA is subject to biodiversity certification.*

SUSTAINABILITY

LOCAL PLANNING PRIORITY 14

Bushland and waterways are celebrated, connected, protected and enhanced

RATIONALE

Extensive green and blue corridors traverse the Liverpool LGA. Liverpool sits within the Cumberland Plain, home to a rich array of wildlife and plants. Approximately one-third of our land is covered by native vegetation, supporting extensive biodiversity, including 10 threatened ecological communities, 12 threatened flora species and 57 threatened fauna species. Council will work to protect and restore naturally occurring ecosystems and habitat based on best-practice biodiversity conservation principles. The Liverpool LGA covers substantial portions of the Georges River catchment and the Hawkesbury-Nepean River catchment. It also covers significant tributaries of the Hawkesbury-Nepean River system, including South Creek, Kemps Creek and Badgerys Creek. The health of our waterways is under pressure from development, catchment disturbance, land use transformation and land clearing. With rapidly expanding development, it is vital that waterways, open space and bushland are better protected.

There are significant opportunities to protect, restore and connect areas of high-value bushland, particularly around waterways, that can increase the sustainability and resilience of communities in the LGA. As part of implementing the State Government's Green Grid, Liverpool will work to increase green space, canopy cover, connectivity and recreation opportunities, particularly along the Georges River/Chipping Norton Lakes system, Cabramatta Creek and South Creek. Increasing urban tree cover and Green Grid connections will provide for healthier communities and more resilient, liveable cities.

South Creek has been identified in the Western City District Plan as a key structural element of the Western Parkland City. Council will work with State Government through the Western Sydney Planning Principle to ensure a landscape-led approach to development in the Aerotropolis is undertaken. It will also work with the State Government to implement the Cumberland Plain Conservation Plan, when finalised. This plan is being designed to protect the region's threatened plants and animals and support the needs of the community through the creation of conservation lands and green spaces.

Council is also committed to incorporating Water Sensitive Urban Design (WSUD) principles that consider and preserve the natural water cycle, and reduce stormwater impacts on waterways. Council's WSUD Guideline is used by both Council and developers in implementing WSUD in the LGA. As part of a review of WSUD principles in Austral and Leppington North, Council is now proposing an alternative approach that uses on-street rain gardens to treat pollutants closer to the source. Council will collaborate with State Government agencies to review the application of these principles more broadly across the LGA, which should lead to an improvement in waterway health. In 2017/2018 the Mid Georges River was given an average ecological health rating of B+, and Council will work to continually improve river health and implement WSUD, with a view to making the Georges River swimmable in the future.

COUNCIL WILL

- Protect and restore naturally occurring ecosystems and habitat based on best practice biodiversity conservation principles.
- Minimise threats to listed species, populations and communities.
- Establish and enhance a Green and Blue Grid corridor network.
- Improve gateway entry experience into LGA, including through landscaping.
- Substantially increase tree canopy cover.
- Implement water-sensitive urban design.
- Improve catchment management and ensure policies and planning instruments work to improve river and waterway health.
- Work towards reinstating more natural conditions in highly modified urban waterways.

- Enhance the ecological health of the Georges River to make it swimmable.
- Create visible, safe and accessible points of entry to the Georges River.
- Collaborate with Western Sydney Planning Partnership to ensure a landscape-led approach to development is taken within the Aerotropolis.
- Collaborate with DPIE to implement the Cumberland Plain Conservation Plan.
- Manage flood risk by limiting development in the 1 in 100 year flood level and collaborating with key stakeholders to implement the Hawkesbury-Nepean Valley Flood Risk Management Strategy for the western edge of the LGA.

There are significant opportunities to protect, restore and connect areas of high-value bushland

ACTIONS

14.1 Review Environmentally Significant Land overlay in LEP to ensure protection of areas of high ecological conservation value **(short term)**

14.2 Review LEP and DCP to ensure protection of biodiversity and waterway quality, and implement the Green Grid **(short to medium term)**

14.3 Develop a strategy to increase tree canopy cover in the LGA **(short term)**

14.4 Collaborate with Department of Defence and neighbouring councils to investigate a koala habitat protection corridor **(short term)**

14.5 Develop a Strategic Urban Biodiversity Framework, dependent on finalisation of State Government's Greener Places policy **(short term)**

14.6 Create green entryways to LGA along major road entry points **(medium to long term)**

SUSTAINABILITY

LOCAL PLANNING PRIORITY 15

A green, sustainable, resilient and water-sensitive city

RATIONALE

Council's Community Strategic Plan (CSP) has a directive to strengthen and protect the environment, and we are working hard to create a city that has sustainability and resilience at its core. In our survey to develop this LSPS, the most repeated words when asked to describe Liverpool in the future were: clean, green, safe, sustainable and vibrant.

Liverpool faces a number of challenges on its journey to meet this vision. Western Sydney faces more extreme heat events than in the east, due to both geography and the urban heat island (UHI) effect. The UHI effect is expected to increase in Sydney as urban development continues and temperatures increase with climate change. Areas along the Georges and Nepean rivers, and many creeks, face significant flood risk. There is also significant amounts of land subject to bushfire hazard.

The community has expectations and aspirations for environments that are comfortable and pleasant, visually appealing and that contribute to health, safety and wellbeing. Through consultation, the community has said sustainable urban design is an important priority. To achieve this, the effects of urban heat need to be considered and addressed, including mitigation responses to urban heat such as design and construction techniques, material selection, and green and blue infrastructure.

Council is also working to address climate change. The highest proportion of the LGA's carbon emissions comes from residential housing. Council is committed to ensuring all development occurs sustainably, however with most residential development occurring through exempt and complying development pathways, and with restricted ability to require residential building standards to exceed that set by the State Government's BASIX controls, there is limited control in this space. However, in areas where Council does has influence, we will work to ensure sustainability and urban heat issues are addressed appropriately.

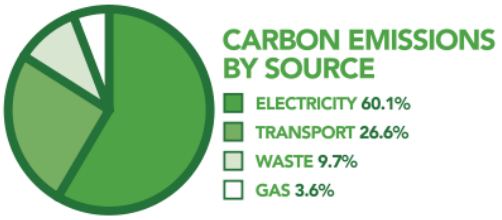
Council will also work to investigate opportunities for low-carbon, high-efficiency precincts, particularly within the Liverpool Collaboration Area and Leppington Town Centre precinct.

Where there are inconsistencies between State policy instruments and broader strategic goals – such as a commitment to reach net zero carbon emissions by 2050 – Council will advocate better alignment in order to protect amenity and sustainability. For example, Council wants to ensure low-density housing has backyards capable of supporting mature vegetation, with adequate space for recreation, stormwater filtration and attenuation of the urban heat island effect. We want our community's housing to be safe, efficient and comfortable.

Council will work to reduce emissions, considering feedback from its emissions reduction and resource efficiency study, and update relevant environmental sustainability strategies. We will seek to address air pollution issues in the LGA, noting that most air pollution issues arise from activities outside of Council's control.

We will also work to create a water-sensitive city. With changing climate and urban heat, we need to maximise water resources, increase water security and improve water management to respond to increasing temperatures, heatwaves and floods. This involves improving irrigation, water re-use and capture measures within open space areas, and implementing and integrating WSUD into all developments to better manage stormwater.

> **The community's vision for Liverpool is clean, green, safe, sustainable and vibrant**



COUNCIL WILL

- Ensure development is located appropriately and that natural hazards such as flood and bushfire are avoided or mitigated.
- Encourage sustainability, energy efficiency and renewable energy across the LGA.
- Continue to provide education around sustainability and waste issues to the community.
- Advocate improvements to residential building codes and State planning policies to better align with State net zero carbon emission aspirations.
- Encourage water-sensitive urban design on new development, including through encouraging permeability of the public and private domain.
- Encourage transport demand initiatives that help to reduce greenhouse gas emissions.
- Support the take-up of electric vehicles and associated charging infrastructure.
- Support water efficiency and alternative sources of water for resilient whole-of-water-cycle management.
- Review landscape and street tree planting strategies and guidelines.
- Substantially increase overall tree canopy across the LGA, including the City Centre.
- Pursue opportunities with utilities to deliver integrated energy water and waste infrastructure where community benefits are delivered.
- Pursue waste outcomes that are safe, efficient, cost-effective, maximise recycling and that contribute to the built form and liveability of the community.

ACTIONS

15.1 Review LEP and DCP to suitably address sustainability in line with recommendations from emissions reduction and resource efficiency study **(short term)**

15.2 Review LEP and DCP to address sustainable waste outcomes **(short term)**

15.3 Review LEP and DCP to ensure Water Sensitive Urban Design is adequately addressed **(short term)**

15.4 Review LEP and DCP to address the Urban Heat Island Effect **(short term)**

15.5 Review DCP to encourage new commercial and industrial buildings to be rooftop solar ready **(short term)**

15.6 Review DCP to prioritise low-carbon initiatives in future developments such as adaptive building designs, precinct-level car parking strategies and energy-efficient, water-efficient, waste-efficient and energy generating precinct design **(short term)**

15.7 Advocate for changes to Exempt and Complying Development Code to ensure tree canopy cover can be increased in line with State directives **(short term)**

15.8 Advocate for increases to BASIX and Section J of the National Construction Code in line with the State Government's net zero by 2050 aspirations **(short term)**

CARBON EMISSIONS BY BUILDING TYPE

- RESIDENTIAL 48%
- RETAIL 18.2%
- INDUSTRIAL 9.3%
- HEALTH 15.1%
- COMMERCIAL 6.2%
- EDUCATION 3.2%

SUSTAINABILITY

LOCAL PLANNING PRIORITY 16

Rural lands are protected and enhanced

RATIONALE

Sydney's peri-urban food bowl and its city fringe farmers play a vital role in feeding the city's residents. Each year, the Greater Sydney region generates around $660 million in agricultural produce. Liverpool's peri-urban area alone is responsible for about 12.5% of this value, with significant industries supplying poultry, fresh vegetables, mushrooms, milk and more to the local population.

The value of agricultural activity will be greatly increased due to the development of Western Sydney International Airport, particularly in the proposed Agribusiness precinct identified in the Western Sydney Aerotropolis Stage 1 Land Use and Infrastructure Implementation Plan (LUIIP). Liverpool is in a unique position to feed a growing international hunger for high-quality fruit, vegetables, meat and dairy.

Council is committed to supporting the development of new agricultural industry in the agribusiness precinct. We are also part of the new Future Food Systems Cooperative Research Centre (CRC), which will investigate ways to transform Liverpool into a regional food hub featuring high-tech agriculture and easy access to the international export market.

Liverpool's existing productive lands, however, are increasingly threatened by conflicting uses, particularly encroachment of residential. We want to ensure that this land and the jobs it provides are protected and enhanced, both to the West of the Aerotropolis, where Council's LEP shall apply, and within the LUIIP, where Council continues to advocate for the sensible protection of rural lands.

Rural land should be protected until there is a strong justification for urban development that cannot be met by existing zoned land. Solutions should be developed so that existing industries, including those rural activities east of the airport, can be maintained and their value increased as a result of the Western Sydney Aerotropolis, until needed for other urban uses. Some existing uses will not be able to transition into high-intensity production close to the airport, as envisaged by the LUIIP, for example poultry, as a 24-hour airport may have adverse effects on production, and impact viability.

Our rural, productive lands not only support local jobs, they play a role in boosting city resilience. Having produce close to their intended market reduces supply chain waste, reduces food miles and helps protect against potential fuel price shocks. It also works to support biodiversity and lessen the urban heat island effect.

Liverpool recognises the contribution of peri-urban agriculture to city resilience, sustainability, liveability and the economy, and will work to ensure that this valuable agricultural land is protected.

COUNCIL WILL

- Ensure agricultural land is protected and enhanced to support the rural economy, ecosystem services and natural scenic landscapes.
- Manage land use conflict by supporting pre-existing agricultural land uses in the case of nuisance complaints and in a manner consistent with the Right to Farm Policy.
- Advocate the sensible, staged rezoning of land in growth areas.
- Protect land from future urban expansion west of the future Outer Sydney Orbital.
- Protect and promote sustainable rural employment opportunities, including rural tourism.
- Take a lead role in the Future Food Systems CRC to support local agricultural industries.

ACTIONS

16.1 Develop Rural Lands Strategy and review LEP to ensure alignment **(short term)**

16.2 Investigate placemaking opportunities in Wallacia and Luddenham, including addressing transition of development controls from Liverpool LGA to Penrith LGA and Camden LGA **(short to medium term)**

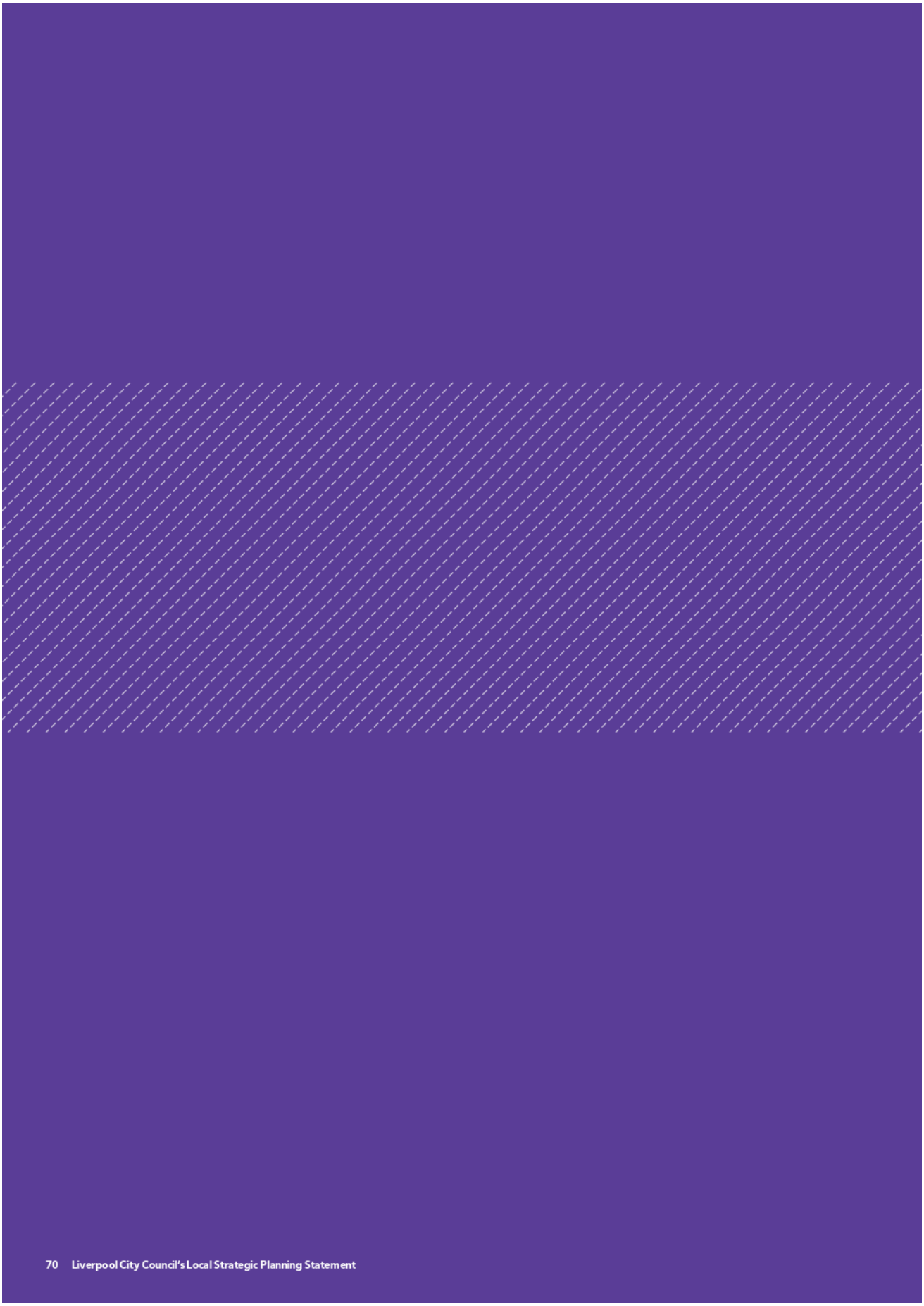
16.3 Review the Rural Lands Strategy every four years to ensure land use standards reflect trends in agriculture and can support the sensible growth of an agriculture industry to support opportunities provided by Western Sydney International Airport and to protect natural landforms and rural lifestyles **(ongoing)**

VALUE OF AGRICULTURE $86M A YEAR

23% SYDNEY'S POULTRY PRODUCTION

15% SYDNEY'S VEGETABLE PRODUCTION (MUSHROOMS, LEAFY GREENS)

> **Liverpool is in a unique position to feed a growing international hunger for high-quality fruit, vegetables, meat and dairy**



IMPLEMENTATION, MONITORING AND REPORTING.

IMPLEMENTATION, MONITORING AND REPORTING

Implementation

The LSPS communicates Liverpool City Council's strategic land use planning vision for the next 20 years. It informs what type of growth will occur in the LGA, where it will occur and when. To realise this vision, amendments will be required to Council's LEP and DCPs, which provide the delivery framework for Council's strategic planning. Additional strategies will be prepared and existing strategies will be implemented and Council will advocate for new State and Federal programs and infrastructure to be delivered.

The LSPS sets out actions to deliver on the planning priorities in order to meet the community's future vision for Liverpool.

LOCAL ENVIRONMENTAL PLAN (LEP)

LEPs are the principal statutory document that establishes the land use planning controls for an LGA. Through zoning, development standards and other local provisions the LEP provides the legal framework to ensure development is appropriate and reflects the community's vision for land use in the LGA.

DEVELOPMENT CONTROL PLANS (DCPS)

DCPs are non-statutory plans that provide detailed planning and design guidelines, and development controls to support the LEP.

Monitoring and review

Council will monitor, review and report on its LSPS to ensure that its planning priorities are being achieved. Council will use the existing Integrated Planning and Reporting framework under the Local Government Act 1993 for the purpose of monitoring implementation of the LSPS.

The LSPS will play an important role in Council's resourcing strategy, with preparation of strategies and studies required by this plan funded in the four-year delivery program and annual operational plans. Council will conduct a review of the LSPS in 2021 and again every four years to align the review period with Council's overarching community strategic planning and existing Integrated Planning and Reporting framework under the *Local Government Act*. Regular reviews will ensure that the LSPS continues to reflect the community's vision.

TEN-YEAR COMMUNITY STRATEGIC PLAN, *OUR HOME, LIVERPOOL 2027*

Our Home, Liverpool 2027 is Council's 10-year Community Strategic Plan (CSP). It is the highest level plan that shows where the community wants to be in 10 years' time, what needs to be done to achieve this, and how Council and the community will know when this has been achieved.

Our Home, Liverpool 2027 was created in consultation with the community of Liverpool and sets four key directions that address the quadruple bottom line. It is used by Council and other agencies and stakeholders to guide future direction, policy and service delivery.

FOUR-YEAR DELIVERY PROGRAM - 2017-2021

The Delivery Program translates the directions of the Community Strategic Plan into strategies that will guide Council for the next four years. It is the statement of commitment to the community for each newly elected term of office. The Delivery Program cascades down from the Community Strategic Plan to guide Council's for each newly elected term of office.

ONE-YEAR OPERATIONAL PLAN 2019/20

The Operational Plan is reviewed annually and details the actions that Council will undertake within that financial year. It is directly influenced by the Community Strategic Plan and Delivery Program to realise the community's prospects for the future. It also includes a detailed budget and Capital Works Program for the year.

Council will deliver actions that will work towards accomplishing the directions in the Community Strategic Plan. Council will keep track of progress in the Delivery Program and Operational Plan through:

- Six-monthly reports to Council and the community which detail program and budget progress;
- An Annual Report at the end of each financial year which includes a thorough financial report and overview of all Council's spending and operations. This will be published in a full report format as well as a short community snapshot; and
- A cumulative report at the end of Council's four-year term which details Council's financial position and progress against all the activities outlined in the Delivery Program.

Measuring Progress: Performance Measures

Council plans to use two types of indicators. These are:

COMMUNITY INDICATORS AND TARGETS

To track trends in quality of life for people in Liverpool. These are included in the Community Strategic Plan and will be reported in the Annual Report and the End of Term Report. Community indicators and targets are not intended to measure Council's performance as Council does not control all of the elements which may contribute towards it.

KEY PERFORMANCE INDICATORS

Measures which indicate whether a service is working well or is improving. Collectively, these indicators assist Council, all levels of government, business, community organisations and other stakeholders to have an understanding of conditions, experiences and priorities in Liverpool.

In addition to Council metrics, the GSC has established 'Pulse' indicators that can be used at a local government area scale.

CONNECTIVITY

IMPLEMENTATION FOR CONNECTIVITY

Measures:

- Delay from congestion
- Use of public transport
- Use of active transport
- Public transport travel times
- Infrastructure projects
- Number of partnerships developed

PLANNING PRIORITY 1
Active and public transport reflecting Liverpool's strategic significance

PLANNING PRIORITY 2
A rapid smart transit link between Liverpool and Western Sydney International Airport

PLANNING PRIORITY 3
Accessible and connected suburbs

PLANNING PRIORITY 4
Liverpool is a leader in innovation and collaboration

PLANNING PRIORITY 1

Active and public transport reflecting Liverpool's strategic significance

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
1. A city supported by infrastructure 6. A well connected city	1. Planning for a city supported by infrastructure 7. Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City 9. Growing and strengthening the metropolitan cluster 11. Growing investment, business opportunities and jobs in strategic centres	Generating opportunity

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
1.1	Update CBD Parking Strategy. **(short term)**	✓			
1.2	Develop a Transport and Mobility Plan and review Local Environmental Plan (LEP) to ensure alignment **(short term)**	✓			
1.3	Advocate the prompt delivery of the South-West rail line extension from Leppington to Western Sydney International Airport, with a terminal interchange at Western Sydney International Airport **(short term)**	✓			
1.4	Advocate a fast rail service to the Liverpool City Centre from Sydney CBD, and enhanced integration with future rail links **(short term)**	✓			
1.5	Advocate a Western Sydney Aerotropolis/Airport stop on any future high speed rail network **(short term)**	✓			
1.6	Work with Transport for NSW (TfNSW) to bring forward extension of the Sydney Metro City and Southwest and investigate a preferred alignment **(short term planning, with delivery in the long term)**	✓		✓	
1.7	Upgrade Edmondson Avenue from Fifteenth Avenue to Bringelly Road **(medium term)**		✓		
1.8	Work with TfNSW on an extension of the T-way from Hoxton Park Road south to Edmondson Park Station **(medium to long term)**		✓	✓	

CONNECTIVITY

IMPLEMENTATION FOR CONNECTIVITY

PLANNING PRIORITY 2

A rapid smart transit link between Liverpool and Western Sydney International Airport/Aerotropolis

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
1. A city supported by infrastructure 6. A well connected city 7. Jobs and skills for the city	1. Planning for a city supported by infrastructure 7. Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City 8. Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis 9. Growing and strengthening the metropolitan cluster 11. Growing investment, business opportunities and jobs in strategic centres	Generating opportunity

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
2.1	Finalise investigations into the FAST corridor in collaboration with State and Federal government agencies **(short term)**	✓			
2.2	Amend the LEP and relevant environmental planning instruments to preserve the FAST corridor **(short term)**	✓			
2.3	Investigate location of transit- and landscape-oriented development hubs along the FAST Corridor route **(short term)**	✓			
2.4	Investigate extension of FAST corridor to Holsworthy station with consideration of appropriate station locations, including Moore Point **(medium to long term)**		✓	✓	
2.5	Deliver the FAST Corridor **(long term)**			✓	

PLANNING PRIORITY 3
Accessible and connected suburbs

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
1. A city supported by infrastructure 6. A well connected city	1. Planning for a city supported by infrastructure 7. Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City	Generating Opportunity

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
3.1	Collaborate with neighbouring councils to improve open space and transport connections, including active transport routes, around Chipping Norton Lakes **(short term)**	✓			
3.2	Optimise public transport infrastructure and accessibility as well as connectivity to pathways and cycleways as part of place-making for neighbourhood centres **(short to medium term)**	✓	✓		

CONNECTIVITY

IMPLEMENTATION FOR CONNECTIVITY

PLANNING PRIORITY 4

Liverpool is a leader in innovation and collaboration

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
2. A collaborative city	2. Working through collaboration	Leading through collaboration

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
4.1	Collaborate with government agencies to prepare a local and regional level infrastructure schedule **(short term)**	✓			
4.2	Work with Greater Sydney Commission and relevant stakeholders to address the Liverpool Collaboration Area Place Strategy through amendments to the LEP **(short to medium term)**	✓	✓		
4.3	Investigate planning control changes to support CAVs and adaptive reuse of parking infrastructure **(short to medium term)**	✓	✓		

LIVEABILITY

IMPLEMENTATION FOR LIVEABILITY

Measures:

- Dwelling approvals by location and type
- Net new dwellings approved and completed
- Housing costs as a percentage of household
- Percentage of affordable dwellings
- Percentage of new housing as diverse dwellings
- Number of new or upgraded community facilities
- Accessibility to open space

PLANNING PRIORITY 5
A vibrant, mixed-use and walkable 24-hour City Centre with the Georges River at its heart

PLANNING PRIORITY 6
High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth

PLANNING PRIORITY 7
Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport

PLANNING PRIORITY 8
Community-focused low-scale suburbs where our unique local character and heritage are respected

PLANNING PRIORITY 9
Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community

PLANNING PRIORITY 5

A vibrant, mixed-use and walkable 24-hour City Centre with the Georges River at its heart

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
3. A city for people 4. Housing the city 5. A city of great places 7. Jobs and skills for the city	3. Providing services and social infrastructure to meet people's changing needs 4. Fostering healthy, creative, culturally rich and socially connected communities 5. Providing housing supply, choice and affordability with access to jobs, services and public transport 6. Creating and renewing great places and local centres, and respecting the District's heritage 9. Growing and strengthening the metropolitan cluster 11. Growing investment, business opportunities and jobs in strategic centres	Generating opportunity Creating connection

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
5.1	Review Development Control Plan (DCP) to ensure the 18-hour economy can be suitably protected from reverse amenity issues **(short term)**	✓			
5.2	Review LEP and DCP to give effect to City Centre Public Domain Master Plan **(short term)**	✓			
5.3	Incorporate community and cultural facilities in Liverpool Civic Place **(short to medium term)**	✓	✓		
5.4	Review LEP to support development, community facilities and linkages at key Council-owned sites in the City Centre **(short to medium term)**	✓	✓		
5.5	Review LEP to ensure alignment and give effect to Woodward Place Masterplan **(medium to long term)**		✓	✓	

LIVEABILITY

IMPLEMENTATION FOR LIVEABILITY

PLANNING PRIORITY 6

High-quality, plentiful and accessible community facilities, open space and infrastructure aligned with growth

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
3. A city for people 8. A city in its landscape	3. Providing services and social infrastructure to meet people's changing needs 4. Fostering healthy, creative, culturally rich and socially connected communities 18. Delivering high quality open space	Creating connection

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
6.1	Advocate changes to contributions planning and seek alternative funding mechanisms to deliver high-quality facilities and infrastructure, including the FAST corridor within accelerated timeframes **(short term)**	✓			
6.2	Investigate DCP changes to encourage green open space in high-rise development **(short term)**	✓			
6.3	Collaborate with the NSW Department of Education to identify opportunities for sharing local school infrastructure with the wider community **(short term)**	✓			
6.4	Develop community and recreation hub at Phillips Park, Lurnea **(short term)**	✓			
6.5	Redevelop Lighthorse Park into a district recreation and open space destination park, including a community centre, and active and passive open spaces **(medium term)**		✓		
6.6	Review LEP to give effect to River Connections Program linking green space networks from Casula to Pleasure Point, improving accessibility and visual amenity **(short, medium and long term)**	✓	✓	✓	
6.7	Establish a metropolitan-scale cultural/entertainment facility in the City Centre **(visionary)**				✓

PLANNING PRIORITY 7

Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
4. Housing the city	5. Providing housing supply, choice and affordability with access to jobs, services and public transport	Generating opportunity

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
7.1	Develop and implement a Local Housing Strategy through amendments to the LEP and DCP **(short term)**	✓			
7.2	Consider an Affordable Housing Contributions Scheme in line with Greater Sydney Commission's requirement for 5-10% affordable housing, and amend LEP to give effect **(short term)**	✓			
7.3	Partner with State Government to investigate the potential for master planned precincts (such as NSW Land and Housing Corporation properties in Warwick Farm and Green Valley) to improve and increase social and affordable housing **(medium term)**		✓		
7.4	Partner with State Government and stakeholders including TAFE to review the Masterplan for Miller Town Centre **(short term)**.	✓			
7.5	Advocate to State and Federal Governments for more investment in social and affordable housing **(short term)**	✓			
7.6	Partner with State Government to investigate planning controls to address land fragmentation challenges in growth areas **(short term)**	✓			
7.7	Progress planning for sustainable, high-density transit- and landscape-oriented development along the Fifteenth Avenue Smart Transit Corridor **(short to medium term)**	✓	✓		
7.8	Monitor, review and update the Local Housing Strategy to ensure sufficient, appropriate and diverse housing is delivered to meet community needs **(ongoing)**	✓	✓	✓	✓

LIVEABILITY

IMPLEMENTATION FOR LIVEABILITY

PLANNING PRIORITY 8

Community-focused low-scale suburbs where our unique local character and heritage are respected

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
5. A city of great places	6. Creating and renewing great places and local centres, and respecting the District's heritage	Strengthening and protecting our environment

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
8.1	Amend LEP to implement findings of review of dwelling typologies and density around Moorebank Shopping Centre **(short term)**	✓			
8.2	Review R4 zoned land around local centres to address interface issues **(short to medium term)**	✓	✓		
8.3	Investigate Local Character Statements and Local Character overlays for areas identified as requiring more fine-grain planning responses **(short term)**	✓			
8.4	Review and update heritage provisions in LEP, and address anomalies **(short term)**	✓			
8.5	Undertake design-led planning using placemaking principles for local and district centres **(medium term)**		✓		

PLANNING PRIORITY 9

Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
3. A city for people	4. Fostering healthy, creative, culturally rich and socially connected communities	Creating connection

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
9.1	Amend DCP to better respond to urban heat **(short term)**	✓			
9.2	Liaise with Fairfield and Canterbury Bankstown councils to implement active transport routes around Chipping Norton Lakes, including bridge and road connections **(medium term)**		✓		

PRODUCTIVITY

IMPLEMENTATION FOR PRODUCTIVITY

Measures:

- Jobs by industry
- Level of employment
- Gross Regional Product
- Vacancy rates
- Land zoned for employment purposes across various industry sectors
- Visitor numbers
- Number of new businesses opened/registered

PLANNING PRIORITY 10
A world-class health, education, research and innovation precinct

PLANNING PRIORITY 11
An attractive environment for local jobs, business, tourism and investment

PLANNING PRIORITY 12
Industrial and employment lands meet Liverpool's future needs

PLANNING PRIORITY 13
A viable 24-hour Western Sydney International Airport growing to reach its potential

PLANNING PRIORITY 10

A world-class health, education, research and innovation precinct

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
7. Jobs and skills for the city	9. Growing and strengthening the metropolitan cluster 11. Growing investment, business opportunities and jobs in strategic centres	Generating opportunity Leading through collaboration

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
10.1	Investigate LEP changes necessary to support the operations and growth of the Liverpool Innovation Precinct **(short to medium term)**	✓	✓		
10.2	Prepare structure plan and planning proposal to rezone the Warwick Farm racing precinct to B4 **(short term)**	✓			
10.3	Collaborate with universities, TAFE, the Department of Education and other education providers to support growth **(short term)**	✓			

IMPLEMENTATION FOR PRODUCTIVITY

PLANNING PRIORITY 11

An attractive environment for local jobs, business, tourism and investment

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
7. Jobs and skills for the city	8. Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis 9. Growing and strengthening the metropolitan cluster 11. Growing investment, business opportunities and jobs in strategic centres	Generating opportunity

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
11.1	Develop a Centres and Corridor Strategy, and review LEP and DCP to ensure alignment **(short term)**	✓			
11.2	Investigate amendments to LEP to rezone River precinct north of Newbridge Road (Moore Point) as a mixed-use zone to support the Liverpool CBD and Innovation Precinct, with an extensive open space system and cross-river linkages **(short to medium term)**	✓	✓		
11.3	Amend LEP to increase land-use flexibility for festival uses **(short term)**	✓			
11.4	Work with Transport for NSW and RMS to create links from Liverpool Train Station to the Georges River and investigate opportunities for transport interchanges at Moore Point (CBD extension east of the Georges River) **(short to medium term)**	✓	✓		

PLANNING PRIORITY 12

Industrial and employment lands meet Liverpool's future needs

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
7. Jobs and skills for the city	10. Maximising freight and logistics opportunities and planning and managing industrial and urban services land	Generating opportunity

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
12.1	Develop Industrial and Employment Lands Strategy and review LEP and DCP to ensure alignment **(short term)**	✓			
12.2	Review the LEP and DCP to ensure statutory planning controls protect key freight routes and employment lands from sensitive land uses **(short to medium term)**	✓	✓		
12.3	Investigate provision of new industrial land, including light industrial (IN2), between the airport and the CBD, including extension of industrial zoned land in Austral, to ensure ongoing supply **(short to medium term)**	✓	✓		

PRODUCTIVITY

IMPLEMENTATION FOR PRODUCTIVITY

PLANNING PRIORITY 13

A viable 24-hour Western Sydney International Airport growing to reach its potential

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
5. A city of great places 6. A well connected city 7. Jobs and skills for the city	6. Creating and renewing great places and local centres, and respecting the District's heritage 7. Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City 8. Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis	Generating opportunity Leading through collaboration

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
13.1	Ensure through the Western Sydney Planning Partnership that future planning in the Aerotropolis supports the airport's economic potential and reduces conflicting uses that could inhibit future growth and the curfew free status of the airport **(short term)**	✓			
13.2	Ensure through the Western Sydney Planning Partnership that future planning in the Aerotropolis supports the airport's economic potential and reduces conflicting uses that could inhibit future growth and the curfew free status of the airport **(short term)**	✓			

SUSTAINABILITY

IMPLEMENTATION FOR SUSTAINABILITY

Measures:

- Tree canopy coverage
- Temperature in urban areas
- Environmental indicators
- Rural productivity and employment

PLANNING PRIORITY 14
Bushland and waterways are celebrated, connected, protected and enhanced

PLANNING PRIORITY 15
A green, sustainable, resilient and water-sensitive city

PLANNING PRIORITY 16
Rural lands are protected and enhanced

PLANNING PRIORITY 14

Bushland and waterways are celebrated, connected, protected and enhanced

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
8. A city in its landscape	12. Protecting and improving the health and enjoyment of the District's waterways 14. Protecting and enhancing bushland and biodiversity 15. Increasing urban tree canopy cover and delivering Green Grid connections	Strengthening and protecting our environment

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
14.1	Review Environmentally Significant Land overlay in LEP to ensure protection of areas of high ecological conservation value **(short term)**	✓			
14.2	Review LEP and DCP to ensure protection of biodiversity and waterway quality, and implement the Green Grid **(short to medium term)**	✓	✓		
14.3	Develop a strategy to increase tree canopy cover in the LGA **(short term)**	✓			
14.4	Collaborate with Department of Defence and neighbouring councils to investigate a koala habitat protection corridor **(short term)**	✓			
14.5	Develop a Strategic Urban Biodiversity Framework, dependent on finalisation of State Government's Greener Places policy **(short term)**	✓			
14.6	Create green entryways to LGA along major road entry points **(medium to long term)**		✓	✓	

SUSTAINABILITY

IMPLEMENTATION FOR SUSTAINABILITY

PLANNING PRIORITY 15

A green, sustainable, resilient and water-sensitive city

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
8. A city in its landscape 9. An efficient city 10. A resilient city	15. Increasing urban tree canopy cover and delivering Green Grid connections 19. Reducing carbon emissions and managing energy, water and waste efficiently 20. Adapting to the impacts of urban and natural hazards and climate change	Strengthening and protecting our environment

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
15.1	Review LEP and DCP to suitably address sustainability in line with recommendations from emissions reduction and resource efficiency study **(short term)**	✓			
15.2	Review LEP and DCP to address sustainable waste outcomes **(short term)**	✓			
15.3	Review LEP and DCP to ensure Water Sensitive Urban Design is adequately addressed **(short term)**	✓			
15.4	Review LEP and DCP to address the Urban Heat Island Effect **(short term)**	✓			
15.5	Review DCP to encourage new commercial and industrial buildings to be rooftop solar ready **(short term)**	✓			
15.6	Review DCP to prioritise low-carbon initiatives in future developments such as adaptive building designs, precinct-level car parking strategies and energy-efficient, water-efficient, waste-efficient and energy generating precinct design **(short term)**	✓			
15.7	Advocate for changes to Exempt and Complying Development Code to ensure tree canopy cover can be increased in line with State directives **(short term)**	✓			
15.8	Advocate for increases to BASIX and Section J of the National Construction Code in line with the State Government's net zero by 2050 aspirations **(short term)**	✓			

PLANNING PRIORITY 16

Rural lands are protected and enhanced

Relationship to other plans and policies

Metropolitan Plan Direction	District Plan Priority	CSP Direction
8. A city in its landscape	16. Protecting and enhancing scenic and cultural landscapes 17. Better managing rural areas	Strengthening and protecting our environment

Action		2019/20-20/21	2021/22-24/25	2025/26-28/29	2029/30+
16.1	Develop Rural Lands Strategy and review LEP to ensure alignment **(short term)**	✓			
16.2	Investigate placemaking opportunities in Wallacia and Luddenham, including addressing transition of development controls from Liverpool LGA to Penrith LGA and Camden LGA **(short to medium term)**	✓	✓		
16.3	Review the Rural Lands Strategy every four years to ensure land use standards reflect trends in agriculture and can support the sensible growth of an agriculture industry to support opportunities provided by Western Sydney International Airport and to protect natural landforms and rural lifestyles **(ongoing)**	✓	✓	✓	✓

LIVERPOOL
CITY
COUNCIL

If you do not understand this document, please ring the Telephone Interpreter Service (131 450) and ask them to contact Council (1300 362 170). Office hours are 8.30am to 5.00pm, Monday to Friday.

ARABIC

إذا لم تستطع فهم هذا الطلب ، الرجاء الاتصال بخدمة الترجمة الهاتفية على رقم 131 450 واسألهم أن يتصلوا بالبلدية على رقم 1300 362 170 . دوام ساعات العمل هي من الساعة 8.30 صباحًا إلى 5.00 بعد الظهر من الاثنين إلى الجمعة.

CHINESE

如您看不懂此信 / 申請書，請打電話給「電話翻譯服務台」(131 450)，請他們聯絡市政廳(市政廳電話 1300 362 170)。市政廳辦公時間，星期一至星期五，上午八時三十分至下午五時。

CROATIAN

Ako ne razumijete ovo pismo/aplikaciju, molimo nazovite Službu prevodilaca i tumača (Translating and Interpreting Service - na broj 131 450) i zamolite ih da nazovu Općinu (na 1300 362 170). Radno vrijeme je od 8.30 ujutro do 5.00 popodne, od ponedjeljka do petka.

GERMAN

Wenn Sie diesen Brief/Antrag nicht verstehen können, rufen Sie bitte den Telefon Dolmetscher Dienst (Telephone Interpreter Service) (131 450) an und lassen Sie sich vom Personal mit dem Gemeinderat (Council) in Verbindung setzen (1300 362 170). Geschäftsstunden sind von 8:30 bis 17:00 Uhr, montags bis freitags.

GREEK

Αν δεν καταλαβαίνετε αυτή την επιστολή/αίτηση, σας παρακαλούμε να τηλεφωνήσετε στην Τηλεφωνική Υπηρεσία Διερμηνέων (131 450) και να τους ζητήσετε να επικοινωνήσουν με το Δημοτικό Συμβούλιο (1300 362 170). Τα γραφεία του είναι ανοιχτά από τις 8.30π.μ. μέχρι τις 5.00μ.μ. από Δευτέρα μέχρι και Παρασκευή.

HINDI

अगर आप इस पत्र/आवेदन को पढ़कर समझ नहीं पा रहे हैं तो कृपया टेलीफ़ोन संवाद-सहायक सेवा (131 450) को फ़ोन करें और उनसे काउंसिल (1300 362 170) से संपर्क करने को कहें। कार्यालय का समय सोमवार से शुक्रवार तक प्रातः ८:३० बजे से सायं ५:०० तक है।

ITALIAN

Se non comprendi questa lettera/questo modulo di domanda, telefona al Servizio traduzioni e interpreti al numero 131 450 chiedendo di essere messo in contatto con il Comune (telefono 1300 362 170). Orario d'ufficio: ore 8.30 -17.00, dal lunedi al venerdi.

KHMER

ចើលោកអ្នកមិនយល់ពីអត្ថន័យឬការប្រតិបត្តិនេះទេ សូមទូរស័ព្ទទៅសេវាបកប្រែភាសាតាមទូរស័ព្ទ (លេខ 131 450) ហើយស្នើសុំឲ្យគេទាក់ទងសាលាក្រុង (លេខ 1300 362 170)។ ពេលម៉ោងធ្វើការគឺម៉ោង 8 កន្លះព្រឹកដល់ម៉ោង 5 ល្ងាច ពីថ្ងៃច័ន្ទដល់ថ្ងៃសុក្រ

MACEDONIAN

Ако не го разбирате ова писмо/апликација, ве молиме да се јавите во Телефонската преведувачка служба на 131 450 и замолете ги да стапат во контакт со Општината на 1300 362 170. Работното време е од 8.30 часот наутро до 5.00 часот попладне од понеделник до петок.

MALTESE

Jekk ma tifhimx din l-ittra/applikazzjoni, jekk joghġbok ċempel lis-Servizz ta' l-Interpretu bit-Telefon (131 450) u itlobhom jikkuntattjaw il-Kunsill (1300 362 170). Il-hinijiet ta' l-Uffiċċju huma mit-8.30a.m. sal-5.00p.m., mit-Tnejn sal-Ġimgħa.

POLISH

Jeśli nie rozumiesz treści niniejszego pisma/podania, zadzwoń do Telefonicznego Biura Tłumaczy (Telephone Interpreter Service) pod numer 131 450 i poproś o telefoniczne skontaktowanie się z Radą Miejską pod numerem 1300 362 170. Godziny urzędowania: 08.30-17.00 od poniedziałku do piątku.

SERBIAN

Ако не разумете ово писмо/апликацију, молимо вас да назовете Телефонску преводилачку службу (131 450) и замолите их да контактирају Општину (1300 362 170). Радно време је од 8.30 ујутро до 5.00 поподне, од понедељка до петка.

SPANISH

Si Ud. no entiende esta carta/solicitud, por favor llame al Servicio Telefónico de Intérpretes (131 450) y pídales que llamen a la Municipalidad (Council) al 1300 362 170. Las horas de oficina son de 8:30 am a 5:00 pm, de lunes a viernes.

TURKISH

Bu mektubu veya müracaatı anlayamazsanız, lütfen Telefon Tercüme Servisi'ne (131 450) telefon ederek Belediye ile (1300 362 170) ilişkiye geçmelerini isteyiniz. Çalışma saatleri Pazartesi - Cuma günleri arasında sabah saat 8:30 ile akşam 5:00 arasıdır.

VIETNAMESE

Nếu không hiểu thư/đơn này, xin Quý Vị gọi cho Telephone Interpreter Service (Dịch Vụ Thông Dịch Qua Điện Thoại), số 131 450, và nhờ họ liên lạc với Council (Hội Đồng), số 1300 362 170. Giờ làm việc là 8 giờ 30 sáng đến 5 giờ 00 chiều, Thứ Hai đến Thứ Sáu.

LIVERPOOL CITY COUNCIL | LIVERPOOL THE GREAT SOUTH WEST

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LIVERPOOL CITY COUNCIL

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

Adopted: 29 May 2019

TRIM: 2016/2682, 091748.2019

LIVERPOOL THE GREAT SOUTH WEST

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

1. LEGISLATIVE REQUIREMENTS

Local Government Act 1993, Section 356

2. OBJECTIVE

Council is committed to building strong and resilient communities within the Liverpool Local Government Area (LGA) and to increase social wellbeing for all residents. One way of achieving these goals is to provide financial assistance in the form of grants, donations, and sponsorships to individuals and groups to develop leadership skills, increase participation in community life and address identified social issues. Council seeks to support programs that can build or enhance the reputation and brand of Liverpool City in accordance with Council's Community Strategic Plan.

3. DEFINITIONS

Acquittal	Reporting on the activities of a project as set out in the funding agreement. This could take the form of providing financial reports, written reports, evidence of activity performance and where funding was spent
Auspice	An agreement where an incorporated organisation agrees to apply for funding or resources on behalf of an applicant that is not incorporated. If the application is successful, the auspicing organisation then administers the resources on behalf of the applicant, and is legally responsible for ensuring that the terms of the agreement are met
Charity	Listed on the Australian Charities and Not-for-profit Commission (ACNC) website as a registered charity
Community Capacity Building	Involves the provision of community activities that contribute to people developing their own capacity and resilience to maintain and build on their own resources and to manage future challenges
Incorporated Association	A legal entity (organisation) that provides legal protection to its members in legal transactions

4. GRANTS OVERVIEW

Council seeks to enhance the use of public funds through effective and efficient grant processes. Clear grant program objectives are linked to the organisation's strategic goals, outlined in Council's Community Strategic Plan. Council's grant programs provide a coordinated and integrated approach to growing Liverpool socially, culturally, economically and environmentally. Grants may be provided to individuals who reside in the LGA, or to community-based groups, organisations and services that operate within the Liverpool LGA and/or for the benefit of Liverpool residents. Council administers nine programs for the allocation of grants:

1. Kick-Starter Grants
2. Small Grants
3. Liverpool Young Achievers Awards
4. Community Grants
5. Sustainable Environment Grants
6. Matching Grants
7. Corporate Sponsorship
8. Sporting Grants
9. Sporting Donations

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

4.1 Our philosophies of grant making

- **Community Strategic Plan**. Grants programs align with Council's Community Strategic Plan, and other social, economic and environmental policies and plans.
- **Partnerships and collaboration**. Develop and maintain partnerships between Council and the community to achieve Council's strategic directions.
- **Capacity building**. Support community groups and organisations to function positively, develop skills and increase participation.
- **Social inclusion**. Liverpool is a diverse community and our grant programs encourage directing resources to the needs of disadvantaged groups.
- **Leveraging value**. Leverage community expertise, capacity, networks and resources to provide the best suite of grant programs.
- **Good governance**. Demonstrate integrity, professionalism and transparency in our decision making and have strong governance structures in place to support this. Council will ensure that grant processes are transparent and fair.
- **Reflection and learning**. Commitment to continuous improvement, Council will ensure there are evaluation mechanisms in place and opportunities for feedback on grant processes.

5. GENERAL CONDITIONS

5.1 General Eligibility

To be eligible for funding an applicant must:

a) Acquit previous Council grants, donations or sponsorship and have no outstanding debts to Council;
b) Be a resident of the LGA, or an organisation located in the LGA and/or principally providing services to the residents of Liverpool; and
c) Include all required supporting documentation with an application.

5.2 Applications that are ineligible for funding include:

a) Projects that duplicate existing Council services or programs or identical projects previously funded by Council.
b) Projects that do not meet the identified priority needs of Liverpool in Council's Community Strategic Plan.
c) Applications from government departments, political parties, or commercial/profit-making/private organisations (excluding Corporate Sponsorship which accepts applications from private organisations).
d) Applications from charities for general donations.
e) Applications for general fundraising activities, general operational expenditure (e.g. administration, insurance, office equipment, car parking, IT costs/equipment), shortfalls in funding by government departments, or completed/retrospective projects.
f) For employee salaries/wages or any direct employment costs.
g) Projects that will rely on recurrent funding from Council.
h) Projects or programs that charge people for participation, including charges to participants through an individual's NDIS funding plan.

5.3 Further Conditions

5.3.1 Council will not:

a) Provide in-house design, printing and distribution services.
b) Provide cleansing and waste services for events.
c) Support political activities or activities that could be perceived as benefiting a political party or political campaign.
d) Support religious activities that could be perceived as divisive within the community.

e) Support activities that deliberately exclude any individuals or groups from participating or attending.

5.3.2 For specific eligibility requirements and exclusions for each program, refer to Section 7 of this policy.

5.4 Ethics Framework

Council will not support any activities or entities that:
a) Pollute land, air or water, or destroy or waste non-recurring resources.
b) Market or promote products/services in a misleading or deceitful manner.
c) Produce, promote or distribute products/services likely to be harmful to the community.
d) Acquire land or commodities primarily for speculative gain.
e) Create or encourage militarism or engage in the manufacture of armaments.
f) Entice people into financial over-commitment
g) Exploit people through the payment of below award wages or poor working conditions.
h) Discriminate by way of race, religion, or sex in employment, marketing or advertising.
i) Contribute to the inhibition of human rights generally.

5.5 Conflicts of Interest

5.5.1 Council staff assessing and determining applications should identify and manage any potential conflicts of interest in accordance with Council's Code of Conduct and Ethical Governance: Conflicts of Interest Policy.

5.5.2 Members of Council staff and Councillors must ensure that any affiliation between them and the applicant is appropriately managed when assessing and determining applications for grants and donations.

6. GRANTS MANAGEMENT PROCESS

6.1 Applications

All applicants must register with Council's online grants management system before applying. Applications must be submitted using the approved online application form on Council's online grants management system. Council will not accept any hard copy or emailed submissions, or any submissions after any applicable closing date or time.

6.2 Assessment and Recommendations

6.2.1 All applications received by Council will be assessed by relevant Council staff members. Sporting Grants and Donations will be sent to the Sports Committee for review. Recommendations for funding of $1,000 or less may be approved by the CEO or their delegate, provided the funding is in accordance with sections 356(3), 377(1A), and 378 of the Local Government Act 1993. Council will be notified of funded projects by Council report as soon as appropriately possible. Recommendations for funding over $1,000 will be made to Council for endorsement in accordance with Section 356 of the Local Government Act 1993.

6.2.2 For grant programs that are open for applications all year, recommendations will be made to the next available Council Meeting. For grant programs with specific funding rounds, recommendations will be made within three months of the closing date.

6.2.3 Unsuccessful applicants are encouraged to seek feedback from relevant Council staff on their application. Programs are highly competitive and even though an application may meet the program criteria it may not be competitive against other applications.

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

6.2.4 Council uses the Australian Business Register (ABN) as its sole source of truth to confirm an applicant's operating status as an incorporated not-for-profit or charitable organisation http://www.abr.business.gov.au/.

6.2.5 Council values and recognises the importance of applicant financial and in-kind contributions. Applicants that demonstrate a commitment to the project through either financial or volunteer support are considered favourably.

6.2.6 For all applications, council will consider the criteria of: sustainability, value for money, appropriate project and evaluation process, evidence of a need for the project, the number of individuals participating in or benefiting from, and that the organisation has the capacity to deliver the project.

6.3 Approval

6.3.1 The elected Council has authority to approve grants, donations, and sponsorship. In some circumstances, specific delegation for this purpose is given to the CEO.

6.3.2 Approval of a grant, donation or sponsorship does not imply that Council has given any other consent. Applicants should note that events or any capital works require approvals and consents from Council, NSW Police and other state government agencies.

6.4 Funding Agreements

6.4.1 All successful applicants are required to enter into a funding agreement before funds are released and before a project can commence.

6.4.2 Council's support must be acknowledged on all promotional material. The Council logo should be used with the text "proudly supported by Liverpool City Council". All promotional material must be approved by Council prior to publication. Council also reserves the right to receive the following: joint media release opportunities, opportunity for Mayor to speak at the event or occasion, space at the event (table/stall), and tickets to attend the event or occasion.

6.5 Reporting

All grant recipients are required to acquit their project as detailed in their funding agreement. Reports are to be submitted using the approved online grants management system. Reports provide feedback on the success of the project in terms of the agreed outputs and outcomes, relevant data, and any lessons learnt. Funding recipients are required to submit detailed financial reports and may be requested to provide further documentation and evidence of expenditure. Council may audit recipients at any time. Previously funded applicants must receive an acknowledgement of a successful acquittal prior to applying for further funding. No further funding will be granted to any organisation who has failed to submit an acquittal report for previous funding from Council.

6.6 Minor changes to this policy

Council authorises the CEO to make minor changes to this policy to reflect changes in legislation, expiry of or changes to grant programs, and changes in Council structure.

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

7. FUNDING PROGRAMS

7.1 KICK-STARTER GRANTS | UP TO $500 | OPEN ALL YEAR

This program supports individuals or unincorporated community groups to establish a social enterprise aimed at addressing priorities in Council's Community Strategic Plan or a project which promotes social inclusion and increased community participation. Applications can be made for funding of up to $500 per financial year. Repeated applications of the same project in subsequent years will not be accepted.

7.1.1 Project outcomes must meet at least one of the below priorities:

a) Improve connections and social networks within the community.
b) Increase participation in community activities, including by those experiencing social disadvantage.
c) Facilitate access to education, training, or employment opportunities.
d) Improve collaboration and coordination of community support and services.
e) Improve social and physical wellbeing through prevention and early intervention approaches.

7.1.2 Program timeframe

Applications can be made all year. Grants must be spent within 12 months of receiving them.

7.1.3 Eligibility

To be eligible for funding applicants must:

a) Be an individual resident or unincorporated community group based within the Liverpool LGA.
b) Be 100% volunteer run or operate as a not-for-profit.
c) Must update Council's Community Development Worker (Funding and Support) during the delivery of the project or initiative.

For more information on eligibility and exclusions refer to Section 5: General Eligibility and Exclusions.

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

7.2 SMALL GRANTS | UP TO $1,000 | OPEN ALL YEAR

This program supports a range of small-scale community initiatives and is for community groups who may not have experience with grants programs. It aims to provide more intensive support and build the capacity of less established groups to familiarise themselves with grants programs and Council processes.

7.2.1 Initiatives and projects can contribute to one or more of the following outcomes:

a) Develop trial community capacity building programs or facilitate small-scale community awareness events.
b) Increase engagement of individuals in academic, cultural, and environmental fields.
c) Improve relative equality, resilience and adaptive capacity of Liverpool's diverse communities.
d) Enhance positive social, cultural, or sustainability outcomes for local communities related to Council's strategic priorities.

7.2.2 Available funding

Applications can be made for funding of up to $1,000 per project. Repeated applications of the same project or initiative in subsequent years will not be accepted.

7.2.3 Program timeframe

Applications can be made all year. Grants must be spent within 12 months of receiving them.

7.2.4 Eligibility

To be eligible for funding applicants must:
a) Be incorporated or auspiced by an incorporated organisation;
b) A non-profit community service organisation or group providing programs/services to the residents of Liverpool; and
c) Supply a copy of their most recent financial statements.

For more information on eligibility and exclusions refer to Section 5: General Eligibility and Exclusions.

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

7.3 LIVERPOOL YOUNG ACHIEVERS AWARDS | OPEN ALL YEAR

The Liverpool Young Achiever Awards are given as a prize to a student who has excelled in citizenship, academic studies, artistic endeavors, or sporting proficiency.

7.3.1 Available funding
Under each applicable category there will be two prizes as follows:

Citizenship: 1x $1,000 for a high school student 1x $500 for a primary school student	**Artistic Endeavours:** 1x $1,000 for a high school student 1x $500 for a primary school student
Academic Studies: 1x $1,000 for a high school student 1x $500 for a primary school student	**Sporting Proficiency:** 1x $1,000 for a high school student 1x $500 for a primary school student

7.3.2 Highly Commended
All eligible nominees who are not selected for the major prize will be awarded a $200 student donation.

7.3.3 Program timeframe
Applications will be accepted from the beginning of school Term 1 until the end of Term 3. A presentation ceremony will be held during Term 4.

7.3.4 Eligibility
To be eligible for this award applicants must:

a) Be a high school or primary school based in the Liverpool Local Government Area (LGA);
b) Be nominating a student attending either a high school or primary school based in the Liverpool LGA; and
c) Supply a letter of support from the principal of the applying school for the nominated student.

7.3.5 Each high school and primary school are only eligible to submit one student nomination per year. For more information on eligibility and exclusions refer to Section 5: General Eligibility and Exclusions.

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

7.4 COMMUNITY GRANTS | UP TO $5,000 | TWO ROUNDS PER YEAR

This program provides financial assistance to community groups, organisations and services for projects that foster partnerships and collaboration, build capacity, promote social inclusion and increase community participation. The program assists in developing pilot or trialling innovative services or programs that address the needs of residents, workers and visitors. The program will support projects that:

a) Improve connections and build social networks within the community.
b) Increase participation of people in community activities and programs, including members of the community who are experiencing social disadvantage.
c) Facilitate access to education, training and employment opportunities.
d) Improve opportunities for people to build confidence and develop their skills.
e) Facilitate inclusion and access to facilities, services, open spaces and activities.
f) Improve collaboration and coordination of community support and services.
g) Improve social or physical wellbeing through prevention and early intervention.
h) Strengthen governance and accountability in community organisations.

7.4.1 Expected program outcomes

Initiatives and projects can contribute to one or more of the following outcomes:

a) Increased involvement and engagement by communities in social activities.
b) Increased number of people feeling a strong sense of social wellbeing.
c) Strengthened maintenance, management or improvement of physical and mental health and wellbeing.
d) Improved access to information and development of new skills.
e) Increased numbers of people undertaking educational courses and gaining sustainable employment.
f) Reduced financial hardship and social disadvantage, including food insecurity and homelessness.

7.4.2 Available funding

Applications can be made for funding of up to $5,000 per round. Grants must be spent within 12 months of receiving them.

7.4.3 Program timeframe

This grant program has two rounds per year.

7.4.4 Program eligibility and exclusions

To be eligible for funding through the Community Grants Program applicants must:

a) Be incorporated or auspiced by an incorporated organisation.
b) A non-profit community service organisation or group providing programs/services to the residents of Liverpool.
c) Have public liability insurance of at least $10 million (must be active during the period of funding).
d) Supply a copy of their most recent annual report and/or financial statements.

For more information on eligibility and exclusions refer to Section 5: General Eligibility and Conditions.

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

7.5 SUSTAINABLE ENVIRONMENT GRANTS | UP TO $5,000 | TWO ROUNDS PER YEAR

The Sustainable Environment Grants program provides financial assistance to support schools and community groups to play an active role in reducing their impact on the environment and implementing environmentally sustainable actions. The program seeks projects focused on environmental improvement, sustainability education, awareness-raising and the promotion of sustainable living as a way of life that provide benefit to the natural environment and local community. Projects can include:

- **Waste Minimisation** – including reuse, recycling, litter reduction, composting and worm farming, waste education projects.
- **Sustainable Water Use** – including water efficiency, stormwater harvesting and water reuse, rain gardens and water quality improvements, and sustainable water use education programs.
- **Environmental Improvement** – including protection and enhancement of natural areas, habitat creation for native fauna, and natural environment education programs.
- **Sustainable Living** – including establishment of vegetable or native display gardens, bush tucker or community gardens, and the keeping of chickens or native bees.

7.5.1 Expected program outcomes

Grants from this program can contribute to one or more of the following outcomes:

a) Build the capacity of schools and community groups to promote efficient resource use and improve the quality of the local environment.
b) Encourage community members to become involved and take initiative in improving their behaviours for a more sustainable future.
c) Encourage schools and community groups to identify and implement innovative approaches and positive solutions that protect and enhance Liverpool's unique natural environment.
d) Improve the health of vegetation, water quality and healthy ecosystems contributing to cleaner waterways, air and healthier native vegetation.
e) Raise awareness and promote sustainable living as a way of life, including actively participating in Council's environmental programs and activities.
f) Generate positive community engagement (e.g. involvement of local businesses, environmental education centres or botanic gardens).

7.5.2 Available funding

Applications can be made for funding of up to $5,000 per year by a school or an incorporated community group. Grants must be spent within 12 months of receiving them.

7.5.3 Program timeframe

This grants program has two rounds per year.

7.5.4 Program eligibility and exclusions

To be eligible for the Sustainable Environment Grants program applicants must have not received funding under this or another program for the same project (separate and additional stages of a previous project are eligible), operate in the Liverpool LGA and:

a) Be a registered NSW school, not-for profit pre-school or child care centre; or
b) An incorporated, non-profit, community service, welfare or charitable organisation or group providing programs or services to the residents of Liverpool; or
c) Community group auspiced by an incorporated organisation.

Applications will not be accepted for:

a) For profit organisations

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

b) Overall project coordination
c) Capital works for major infrastructure or construction of buildings
d) Work being completed on land not owned by the applicant without evidence of approval from the landowner.

For more information on eligibility and exclusions refer to Section 5: General Eligibility and Conditions.

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7.6 MATCHING GRANTS | UP TO $15,000 | TWO ROUNDS PER YEAR

This program is designed to provide financial support to projects and activities that build or strengthen communities within Liverpool. These projects will focus on supporting the development and implementation of community capacity building activities and providing opportunities for a broader cross section of the community to be involved in community and recreational activities.

7.6.1 Funding will support projects that address one of the following categories:

- **Arts** - Contribute community art to a neighbourhood or work to increase the participation of residents within art-based programs/projects.
- **Capacity Building** - Bring residents together and enhance participation in the community, including those who are experiencing social disadvantage, or provide benefits to address an identified community need. This could be a community event or community-based capacity building project.
- **Youth Engagement** - Focus on increasing the ability of young people to obtain skills and qualifications or increase their active participation within the community.
- **Accessibility** - Enhance and improve access options for the community, either through education, transport, disability access or connectivity.
- **Environmental** - Address environmental issues and concerns or contribute to environmental education and awareness.
- **Community Safety/Public Space Activation** - Address community safety and security issues such as activities that activate or diversify the night time economy including pop up entertainment and night time performances in public spaces. These projects can also include addressing perceptions of community safety.
- **Sports Development** - Contribute to the development of sporting groups or enhance participation in sporting and recreational activities.

7.6.2 Expected program outcomes

Grants from this program can contribute to one or more of the following outcomes:

a) Develop social connections and partnerships within communities, or reinforcement of those that already exist.
b) Increased participation in community activities and organisations by improving collaboration and coordination of community support and services.
c) Strengthened opportunities for community members and others to build personal creativity and self-expression.
d) Increased opportunities for community members to acquire or develop new skills and/or employment.
e) Create, renew or revitalise places and spaces within the community.
f) Strengthened community members' feelings of safety and sense of belonging within public spaces.

7.6.3 Available funding

The matching grants program recognises community contribution towards a project and can offer up to $15,000 support to match this contribution. The program supports projects that involve genuine community participation. By 'matching' what the community contributes, Council is building a sense of community and strengthening partnerships as people work together on the project. Contributions from the community or Council can be made in cash or value-in-kind. Recognised in-kind community contributions include:

a) Design services, professional services, trade services (such as plumbing), provision of trucks and plant, concreting and painting, donated supplies, materials or venues.

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

b) Volunteer time such as labour, set up and pack down, and meeting time to identify, plan and implement projects. The rate of volunteer time is calculated as $20 per hour. For professional or contracted services, the rate is $75 per hour.
c) Direct cash input to the project through donations or income generated.

The value of in-kind contributions should be verified by an independent quote, and where the value is in question, Council's assessment of the value of in-kind contributions will take precedence in the assessment of the matching grant given. The costs of Council and other approvals required by government agencies/authorities must also be considered when applying under this grants program.

7.6.4 Program timeframe

This program accepts applications twice per year. Grants must be spent within 12 months of receiving them.

7.6.5 Program eligibility and conditions

To be eligible for the Matching Grants program applicants must:

a) Be incorporated or auspiced by an incorporated organisation.
b) A non-profit community service organisation or group providing programs/services to the residents of Liverpool.
c) Have public liability insurance of at least $20 million (must be active during the period of funding).
d) Supply a copy of their most recent annual report and/or financial statements.

Council reserves the right to defer consideration of a Matching Grant application where planning, leasing or ownership, statutory approvals, or appropriate development issues are raised by a project.

For more information on eligibility and exclusions refer to Section 5: General Eligibility and Exclusions.

GRANTS, DONATIONS, AND CORPORATE SPONSORSHIP POLICY

7.7 CORPORATE SPONSORSHIP | UP TO $10,000 | OPEN ALL YEAR

Council may provide financial contributions of up to $10,000 through its Corporate Sponsorship Program to organisations, groups, or individuals for programs that can build or enhance Council's reputation. These include but are not limited to providing appropriate branding benefits and opportunities for Council, and/or providing cross-promotional opportunities for Council's services or facilities.

Applications to Council for sponsorship must address at least one of the following:

1. **Economic benefit**
   a) Delivers significant economic benefit to the Liverpool LGA.
   b) Delivers benefit to tourism, hospitality and retail sectors through the attendance of regional, national, or international delegates at events.
   c) Provides a platform for research, trade, and/or investment opportunities.
   d) Attracts national or international attention to Liverpool as a place to reside, visit, work and/or invest.
   e) Creates employment opportunities within the Liverpool LGA.

2. **Community, cultural, and social benefit**
   a) Provides an innovative opportunity to meet community needs and promote Liverpool's cultural diversity and celebrate our City's uniqueness.
   b) Enhances Liverpool's profile and reputation as an outward looking, creative and connected city.
   c) Creates opportunities for education and information exchange between Council, the community and the sector.
   d) To support the organisation and activation of a charity event with the Liverpool LGA. Sponsorship funds are not to be used for direct fundraising, including but not limited to the purchase of tickets or tables at a fundraising event.
   e) Attracts a major program to Liverpool that has South West-Sydney region, state or national significance.

3. **Environmental benefit**
   a) Enhances Liverpool's reputation as a sustainable city through leadership in waste and environment management.

7.7.1 Expected program outcomes

Projects must contribute to one or more of the following outcomes:

a) Provide an opportunity for measurable economic, social, environmental and/or cultural benefits to Council and the Liverpool LGA.
b) Provide opportunities for the community to participate and contribute in activities/events in the Liverpool LGA.
c) Create a valuable strategic alliance for Council.
d) Provide extensive coverage and promotional/publicity opportunities across a range of media outlets.
e) Promote Liverpool's reputation as a great place to live, visit, work, and invest.

7.7.2 Program timeframe

- This program accepts applications all year.
- Applications must be submitted at least three months prior to an event taking place. Applications submitted with less than three months lead time will be deemed ineligible.

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- Activities should take place within 12 months of successful sponsorship funding being received.

7.7.3 Program eligibility and conditions:

To be eligible for the Corporate Sponsorship program applicants must:

a) Be incorporated or auspiced by an incorporated organisation and hold a current ABN.
b) A non-profit community service organisation or group providing programs/services to the residents of Liverpool.
c) Have public liability insurance of at least $10 million (must be current during the period of funding).
d) Supply a copy of their most recent annual report and/or financial statements.
e) Must apply for sponsorship towards an event or activity in the Liverpool LGA that attracts a significantly high level of attendance from the community and provides direct benefits for Liverpool based organisations and/ or Liverpool residents.
f) Must ensure that attendance and participation is free where sponsorship is sought for a community event.
g) Must be registered with the Australian Charities and Not-for-profits Commission if an application is for a local charity event.

7.7.4 Funding will not be provided to:

a) Projects that do not address the identified directions of the Liverpool LGA as set out in Council's Community Strategic Plan.
b) Charities for general donations including the purchase of tickets or fundraising tables at an event.
c) Projects that will rely on recurrent funding from Council.
d) More than one event within the Liverpool area in a two-month period that celebrates or marks a specific occasion or activity.
e) Organisations whose activities are not aligned with the City's ethical framework.
f) Previous recipients who have not fulfilled the conditions of a sponsorship.
g) Organisations that are not registered in Australia.
h) Activities or events that do not benefit the Liverpool LGA or its residents.
i) Underwrite events, programs or projects.

For more information on eligibility and exclusions refer to Section 5: General Eligibility and Exclusions.

7.7.5 Council's current standing sponsorship resolution:

Sponsorship Activity	Amount	Council Resolution
Police Officer of the Year	$1,000	27/06/2011

7.7.6 Approval of sponsorship does not imply that Council has given any other consent. Applicants should note that many festivals and events require approvals and consents from Council, NSW Police and other NSW Government agencies. For guidelines on applying to host an event in Liverpool, visit www.liverpool.nsw.gov.au/whats-on/events/event-organisers-information-kit-guidelines

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7.8 SPORTING GRANTS | UP TO $5,000 | ONE ROUND PER YEAR

This program offers funding to sporting clubs and junior disability sporting clubs to assist with the development of young people and encourage participation of the broader community in local sporting and recreational activities. Grants can also be used towards the purchase or maintenance of sporting equipment.

Funding will support applications by recreation and sporting organisations/clubs under one of six categories:

a) **Sports development** – Coaching clinics, sports camps, or training/development
b) **Ground development** – Minor capital improvements
c) **Maintenance Equipment** – Line marking equipment or ground maintenance equipment (to be eligible, equipment must remain the property of the club)
d) **Sporting Equipment** – Kits, bags, first aid supplies, safety equipment (to be eligible, equipment must remain the property of the club)
e) **Education** – First aid training, coaching programs or safe play
f) **Club diversity** – Introduction of additional sports or expansion of club to encourage greater community involvement

7.8.1 Expected program outcomes

Projects must contribute to one or more of the following outcomes:

a) Increased opportunities for participation of the broader community in sporting and recreational activities.
b) Improved condition and functionality of sporting equipment.
c) Enhanced awareness of emerging trends in sports development and demonstrated best practice.
d) Strengthened maintenance, management or improvement of physical and mental health and wellbeing by improving opportunities for physical activity.

7.8.2 Available funding

Grants of up to $5,000 per sporting club are available. Clubs may submit applications for more than one project. Within the funding pool, $5,000 is reserved to fund applications that support participants with a disability. Where eligible applications that support participants with a disability are less than $5,000 the remaining funds are returned to the main pool of funding for distribution.

7.8.3 Program timeframe

This program accepts applications once per year. Grants must be spent within 12 months of receiving them.

7.8.4 Program eligibility and exclusions

To be eligible for the Sporting Grants Program applicants must:

a) Be incorporated or auspiced, a non-profit recreation or sporting organisation/club, providing programs/services to the residents of Liverpool.
b) Have public liability insurance of up to $10 million.
c) Supply a copy of most recent annual report and/or financial statements.
d) Have not received funds from the Sporting Grants program in the previous year.

For more information on eligibility and exclusions refer to Section 5: General Eligibility and Exclusions.

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7.9 SPORTING DONATIONS | UP TO $500 | OPEN ALL YEAR

This program enables Council to provide small amounts of funding to assist community members in their efforts to achieve excellence in sport at a regional, state or national representative level. Individuals and teams based in the Liverpool LGA are eligible to apply for donations towards the cost of participating in representative sporting events for which they have qualified. Donations are based on the level of representation achieved and where events will be held. Participation at school sport events is also eligible for consideration.

7.9.1 Expected program outcomes

Donations from this program can contribute to one or more of the following outcomes:

a) Increased participation of individuals/teams in representative sporting events.
b) Improved accessibility to participation in representative sporting events.
c) Improved confidence and capacity of local individuals and teams by acknowledging and supporting participation at a representative level.
d) Enhanced positive social outcomes and opportunities for local communities.

7.9.2 Available funding

Donations are available for the following amounts:

a) $100 for regional representation (competitor only), or for coach/referee/umpire/official representation at a regional, state or national event more than 100km from Liverpool.
b) $200 for state representation (competitor only).
c) $300 for Australian national representation at an event within New South Wales, Australian Capital Territory, Queensland and Victoria (competitor only).
d) $400 for Australian national representation at an event within Tasmania, South Australia, Northern Territory and Western Australia (competitor only).
e) $500 for Australian national representation at an overseas event (competitor only).
f) $500 for team representation.

7.9.3 Program timeframe

This program accepts applications all year and applicants are required to submit their application prior to the event taking place. Activities must take place within 12 months from when the application was submitted. Information must be provided on the costs associated with participating in the representative events.

7.9.4 Program eligibility and exclusions

To be eligible for funding through the Sporting Donations Program the following criteria applies:

a) Individual applicants must be a resident of the Liverpool LGA.
b) Applicants must provide proof of selection for the event.
c) Applications from students at state, private or independent schools or for participation at school sport events, are eligible for consideration.
d) Team applications – must have a minimum of 75% of the team residing in the Liverpool LGA, club must be based in the Liverpool LGA, and a maximum of three teams per club can be funded in a financial year.

For more information on eligibility and exclusions refer to Section 5: General Eligibility and Exclusions.

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AUTHORISED BY
Council Resolution

EFFECTIVE FROM
29 May 2019

DEPARTMENT RESPONSIBLE
City Community and Culture (Community Development and Planning)

REVIEW DATE
The policy will be reviewed every two years.

VERSION	AMENDED BY	DATE	TRIM NUMBER
1	Council Resolution	18 October 2010	158320.2014
2	Council Resolution	29 May 2013	097264.2013
3	Council Resolution	31 July 2013	150967.2014
4	Council Resolution	25 February 2014	026269.2014
5	Council Resolution	28 May 2014	126057.2014
6	Council Resolution	30 September 2015	227843.2015
7	Minor changes approved by CEO	12 July 2016	185151.2016
8	Council Resolution	26 April 2017	026648.2017
9	Council Resolution	29 May 2019	022779.2019

THIS POLICY WAS DEVELOPED AFTER CONSULTATION WITH
City Community and Culture, Governance, Legal and Procurement, and Infrastructure and Environment.

REFERENCES
Australian Institute of Grants Management: Grant making Manifesto (2011)
Liverpool City Council: Council's Community Strategic Plan
Liverpool City Council: Code of Conduct Procedures
Liverpool City Council: Social Justice Policy and Ethical Governance, Conflicts of Interest Policy