

AGENDA

GOVERNANCE COMMITTEE MEETING

22 August 2023

Book 1



You are hereby notified that a **Governance Committee Meeting** of Liverpool City Council will be held at **LEVEL 6, 35 SCOTT STREET, LIVERPOOL NSW 2170** on **Tuesday, 22 August 2023** commencing at 10.00am.

Please note this meeting is closed to the public. The minutes will be submitted to the next Council meeting.

If you have any enquiries, please contact Council and Executive Services on 8711 7584.

A handwritten signature in black ink, appearing to read "John Ajaka".

Hon John Ajaka
CHIEF EXECUTIVE OFFICER

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ITEM 01

Development Assessment

Strategic Objective	Liveable, Sustainable, Resilient Deliver effective and efficient planning and high-quality design to provide best outcomes for a growing city
File Ref	243345.2023
Report By	William Attard - Manager Development Assessment
Approved By	Lina Kakish - Director Planning & Compliance

EXECUTIVE SUMMARY

This report is prepared to table a snapshot of key Development Assessment (DA) statistics.

RECOMMENDATION

That the Committee receives and notes the Development Assessment report.

REPORT

The following key Development Assessment (DA) statistics are provided:

Development Applications and Class 1 Appeals

Outstanding Development Applications (DAs)	
30 June 2023 (Prior Report)	660 DAs
31 July 2023	599 DAs
Difference in Reporting Periods	61 DAs
Active Class 1 Appeals	
30 June 2023 (Prior Report)	42 Appeals
31 July 2023	43 Appeals
Difference in Reporting Periods	1 Appeal
Development Applications (DAs) Received & Completed (July 2023)	
DAs Received	80 DAs
DAs Completed	137 DAs
Development Application (DA) Approval Statistics (July 2023)	
DAs Approved	87 DAs
Total Capital Investment Value (\$)	\$52.6M Capital Investment Value
New Lots Approved	417 Lots
New Homes Approved	72 Homes
DA Fees Released from Trust (\$)	\$273k Fees
Contribution Fees Raised (\$)	\$14.2M Contributions

Development Assessment (DA) Team Vacancy (Technical Officers Only)

Position	Number of Roles	Vacancy
Principal Planner	1	0
Senior DA Planners	10	6 (1x Vacancy filled since June)
Senior Planning Advisory Officers	2	1 (Extended Leave)
DA Planners	14	3 (1x Vacancy filled since June)
Student Planners	4	0
Duty Officers	2	0

The following separate item requested at the Council meeting of 26 July 2023 is noted:

Clause 4.6 Requests Supported in 2023

Council at its meeting of 26 July 2023 requested further discussion take place regarding consideration of 4.6 variations. For context, the following table itemises Clause 4.6 Requests which were supported this year. Council officers can provide additional information in relation to these variations as required:

DA Number / Address	Development Standard Varied	Variation
DA-1305/2021 2-3 Wilga Close, Casula	Liverpool LEP 2008 Clause 4.3 – Height of Buildings	0.6m / 4%
	Liverpool LEP 2008 Clause 7.14 – Minimum Building Street Frontage	2.135m / 8.9%
DA-973/2022 87-93 Box Road, Casula	SEPP (Housing) 2021 Clause 18(2)(j) – Minimum Floor Areas	17.5sqm / 15.2%
DA-756/2022 33 St Johns Road, Busby	Liverpool LEP 2008 Clause 4.3 – Height of Buildings	0.5m / 5.88%
DA-182/2021 Lot 231 Changsha Road, Edmondson Park	Liverpool LEP 2008 Clause 7.11 – Minimum Dwelling Density	26.05dw/ha / 93.04%
DA-221/2021 1 Harvey Avenue and 11 Dredge Avenue, Moorebank	Liverpool LEP 2008 Clause 4.3 – Height of Buildings	2.6m / 14.4%

FINANCIAL IMPLICATIONS

There are no financial implications relating to this recommendation.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.
Social	There are no social and cultural considerations.
Civic Leadership	Undertake communication practices with the community and stakeholders across a range of media. Provide information about Council's services, roles and decision making processes.
Legislative	There are no legislative considerations relating to this report.
Risk	There is no risk associated with this report.

ATTACHMENTS

Nil

ITEM 02

**Family Friendly Apartments - Liverpool DCP 2008
Amendment**

Strategic Objective	Evolving, Prosperous, Innovative Implement planning controls and best practice urban design to create high-quality, inclusive urban environments
File Ref	201090.2023
Report By	Lamiokor Wellington - Assistant Strategic Planner
Approved By	Lina Kakish - Director Planning & Compliance

EXECUTIVE SUMMARY

At its Ordinary Meeting of Council on 31st May 2023, Council resolved to:

1. *Investigate amendments to the Liverpool Development Control Plan 2008 for the Liverpool CBD to better encourage the development of larger, family friendly apartments.*
2. *Investigate improved quality and design requirements that matches the specific needs of families living in apartments in the Liverpool CBD.*
3. *Write to Federal and State Planning Ministers calling for incentives to encourage family friendly apartments.*
4. *That the report be brought to the Governance Committee which further investigates the needs of families with children.*

In response to this resolution, objectives and controls in the Liverpool Development Control Plan 2008 (LDCP 2008) have been reviewed to support a DCP amendment, to facilitate the delivery of family-friendly apartments in Liverpool CBD. The proposed changes will also address Action 11 of the Liverpool Local Housing Strategy, to 'Review apartment mix controls for RFB development in the City Centre, R1 and R4 zones'.

In response to resolution 3, letters were sent from the CEO's Office on 13 June 2023 to The Hon. Julie Collins MP and The Hon. Rose Jackson MLC, regarding this matter (**Attachment 4 and 5**). No response to the letters has been received.

In relation to the Liverpool Development Control Plan (LDCP 2008), the following sections apply to Residential Flat Buildings:

- Part 4 Development in the City Centre
- Part 3.7 Residential Flat Buildings (applies outside of the City Centre)

The following amendments to Part 4 of the DCP “Development in Liverpool City Centre” are proposed:

- Amend Section 4.2.10 ‘Housing Choice and Mix’ to establish new dwelling mix requirements in apartment development. This amendment intends to set a new minimum requirement for three or more bedroom units from 10% of the total mix of units, to 25%. This will increase the availability of larger, family-friendly apartments in Liverpool City Centre, as a result - meeting the needs of families with children residing there.

The following amendments to Part 3.7 of the DCP “Residential Flat Buildings in the R4 Zone” (applying to RFBs out of the City Centre) are proposed:

- Introduce ‘Housing Choice and Mix’ section to include apartment mix controls.
- Amend ‘Ground Floor Dwellings’ to ensure families with children are prioritised in the allocation of ground floor units in apartment development.
- A broader review of this Chapter is proposed, to align with *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development* (SEPP 65), specifically the Apartment Design Guide (ADG).

It is recommended to present amendments to Liverpool Design Excellence Panel as required by Clause 15 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regs).

RECOMMENDATION

That the Committee recommends:

That Council:

1. Note proposed draft amendments to the Liverpool Development Control Plan 2008, Part 4 Development in Liverpool City Centre and Part 3.7 Residential Flat Buildings in the R4 Zone, to encourage family friendly apartments.
2. Note further draft amendments will occur to align Part 3.7 Residential Flat Buildings in the R4 Zone with the Apartment Design Guide.
3. Present draft amendments to the Liverpool Design Excellence Panel, as required by Clause 15 of the *Environmental Planning and Assessment Regulation 2021*.
4. Receive a Council report detailing the proposed draft LDCP 2008 amendments, detailing the outcomes of the Design Excellence Panel.

REPORT

Background

On 31st May 2023, Council resolved to:

1. *Investigate amendments to the Liverpool Development Control Plan 2008 for the Liverpool CBD to better encourage the development of larger, family friendly apartments.*
2. *Investigate improved quality and design requirements that matches the specific needs of families living in apartments in the Liverpool CBD.*
3. *Write to Federal and State Planning Ministers calling for incentives to encourage family friendly apartments.*
- 4.—*That the report be brought to the Governance Committee which further investigates the needs of families with children.*

In response to resolution 3, letters were sent from the CEO's office on 13 June 2023 to The Hon. Julie Collins MP and The Hon. Rose Jackson MLC (**Attachment 4** and **5**). No response to the letters has been received.

Planning Priority 7 of the Liverpool Local Strategic Planning Statement (LSPS) acknowledges that “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.” (page 44).

Action 11 of the Liverpool Local Housing Strategy is to “Review apartment mix controls for RFB development in City Centre, R1 and R4 zones.” Additionally, Housing Priority 1 of this Strategy aims to provide “a diverse range of housing options and flexibility of use is provided to ensure the housing needs of the Liverpool community are met” (page 23).

Liverpool Demographics

Australian Bureau of Statistics Census data from 2021 revealed that apartments make up 91.2% of dwelling types in the Liverpool CBD, and that 16% of dwellings consisted of three-bedroom units, and 66.8% consisted of two-bedroom dwellings. ABS data also noted families with children make up 42% of the Liverpool CBD. ABS data also shows that the average number of bedrooms per dwelling in the City Centre is 2.1 and the average number of occupants is about 2.3 persons per household (for reference the average number of bedrooms in Sydney is 3.0, and the average household size is 2.7 persons).

A recent study by University of Wollongong (UOW) (**Attachment 1**) found that 50% of apartments in Liverpool CBD are occupied by families with children, which is twice the average compared to Sydney CBD. Interviews as part of the study found this to be due to families

prioritising large, conveniently located apartments over car-dependent detached dwellings. Another key factor was housing affordability.

The UOW study noted inadequate design requirements to cater for families with children, particularly insufficient storage, and poor configuration of apartment layouts to reduce noise levels associated with families with children.

Apartment Design Guide & Liverpool Development Control Plan

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) refers to the Apartment Design Guide (ADG), which applies to Residential Flat Buildings and Mixed Use development across NSW.

Clause 6A of SEPP 65 notes that Development Control Plans (DCPs) cannot be inconsistent with the requirements of the ADG in regard to the following:

- visual privacy,
- solar and daylight access,
- common circulation and spaces,
- apartment size and layout,
- ceiling heights,
- private open space and balconies,
- natural ventilation,
- storage.

A DCP can specify other controls in addition to those found within the ADG, for example required dwelling mix.

In relation to the Liverpool Development Control Plan (LDCP 2008), the following sections apply to Residential Flat Buildings:

- Part 4 Development in the City Centre
- Part 3.7 Residential Flat Buildings (applies outside of the City Centre)

Part 4 Development in the City Centre

Dwelling Mix

The ADG does not set numerical requirements for Dwelling Mix (i.e. percentage of total dwelling mix). Part 4, Section 4.2.10 of the LDCP 2008 currently requires:

- Studio & 1 bedroom: Minimum 10% of total mix
- Three or more bedrooms: Minimum 10% of total mix
- Dual-key apartments: Maximum 10% of total mix

This provides allowance for a maximum of 80% of the total mix to consist of two-bedroom units. It is noted that other Councils generally contain a range upwards of 10% for three-bedroom units.

Table: Other Councils Minimum Requirements for Three-Bedroom Units

Council	Percentage of Total Dwelling Mix
City of Parramatta (DCP 2011)	Between 10 - 20% of total dwellings
City of Sydney (DCP 2012)	Between 10 - 100% of total dwellings
City of Penrith	Two bedroom apartments are not to be more than 65% of the total mix
Inner West Council (Marrickville DCP 2011)	Between 10 – 45% of total dwellings
The Hills Shire Council (Kellyville, Bella Vista & Showground Station Precincts DCP 2012)	Minimum 20% of total dwellings

Amendments to objectives and controls are proposed to Part 4, Section 4.2.10 of the LDCP 2008 to establish new dwelling mix requirements. The following is proposed:

- Studio & 1 bedroom: Minimum 10% of total dwellings
- Three or more bedrooms: Minimum 25% of total dwellings
- Dual-key apartments: Maximum 10% of total dwellings

This would set a new minimum requirement for three or more bedroom units to 25%. This would adjust the amount of two-bedroom units from up to 80% of the total mix of units, to a maximum of 65% (with 10% being 1 bedroom/studio and 25% being 3+ bedrooms).

Refer to **Attachment 3** for Part 4 Development in the City Centre (proposed draft amendments).

Part 3.7 – Residential Flat Buildings in the R4 Zone

Housing Choice and Mix

Part 3.7 Residential Flat Buildings in the R4 Zone applies to RFBs outside of Liverpool City Centre. It currently does not contain controls for housing choice and dwelling mix. It is proposed to introduce these to extend controls proposed above in Part 4 to the broader Liverpool area in which RFBs are permitted.

Ground Floor Dwellings

Amendments to 'Ground Floor Dwellings' (page 22), within Section 6 'Building Design, Streetscape and Layout' is proposed, to encourage allocation of larger units to the Ground Floor level of apartment developments. This will ensure families with children are prioritised in the allocation process.

Refer to **Attachment 2** for Part 3.7 proposed draft amendments.

Alignment with Apartment Design Guide

This DCP Chapter was developed prior to the establishment of the Apartment Design Guide under *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development* (SEPP 65). This section refers to void objectives and controls, as they are mandated under the Apartment Design Guide. It is recommended that a review of this DCP Part is undertaken as part of the DCP amendment to ensure duplication of controls is avoided.

Conclusion & Next Steps

There is a need for larger, family-friendly apartments in Liverpool City Centre, as the provision of mostly two-bedroom units is not commensurate with demographic needs. More suitable design requirements that match the needs of families with children are needed. An amendment to the Liverpool Development Control Plan (LDGP 2008) will facilitate more appropriate housing options for families who prefer apartment-living in Liverpool City Centre as well as in areas outside the City Centre.

A recommendation is made for the Governance Committee to note the report, and for the proposed amendments to be presented to the Liverpool Design Excellence Panel, in accordance with Clause 15 of the EP&A Regulation 2021.

Following this, the draft amendments are to be reported to Council and if endorsed, will proceed to public exhibition for 28 days in accordance with the Liverpool Community Participation Plan and Section 20 of the EP&A Regulation 2021.

FINANCIAL IMPLICATIONS

There are no financial implications relating to this recommendation.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
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. Deliver high quality services for children and their families.
Civic Leadership	Undertake communication practices with the community and stakeholders across a range of media. Encourage the community to engage in Council initiatives and actions.
Legislative	Clause 15 of the Environmental Planning and Assessment Regulation 2021, regarding amendments to DCP RFBs to be presented to Design Excellence Panels. Clause 20 of the Environmental Planning and Assessment Regulation 2021, regarding future consultation requirements.
Risk	There is no risk associated with this report.

ATTACHMENTS

1. University Of Wollongong Study (Research Article)
2. LDCP - Part 3.7 Residential Flat Buildings in the R4 Zone (Amended)
3. LDCP - Part 4 Development in Liverpool City Centre (Amended)
4. Letter to Julie Collins MP
5. Letter to Rose Jackson MLC

See discussions, stats, and author profiles for this publication at: <https://www.researchgate.net/publication/370274259>

Suburban densification: unpacking the misalignment between resident demand and investor-driven supply of multi-unit housing in Sydney, Australia

Article in *Australian Planner* · April 2023

DOI: 10.1080/07293682.2023.2197604

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Suburban densification: unpacking the misalignment between resident demand and investor-driven supply of multi-unit housing in Sydney, Australia

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Suburban densification: unpacking the misalignment between resident demand and investor-driven supply of multi-unit housing in Sydney, Australia

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ABSTRACT

In market societies, investors have played a key role in driving suburban densification. However, the concentration of one- and two-bedroom apartments in suburban town centres has raised concerns about the potential mismatch between investor-driven supply and consumer demand. Despite these criticisms, analysis of consumer demand for multi-unit housing rarely considers housing supply in the same locality. Recognising the significance of multi-unit dwellings in housing supply, this paper develops a clearer understanding of consumer demand and market supply of multi-unit dwellings in suburban town centres. In order to integrate consumer preferences and housing data, the paper combines qualitative analysis of the housing preferences of a group of (largely) migrant women with children living in apartments in the suburban town centre of Liverpool, Sydney, Australia, with quantitative analysis of household type, apartment size and dwelling approvals. In so doing, we show that market-led supply creates a mismatch between housing need and type, as housing careers move beyond detached homes towards spacious apartments in suburban town centres. We conclude that calibrating the share of larger apartments in Local Government Development Control Plans with consumer demand will improve housing outcomes in densifying suburbs.

ARTICLE HISTORY

Received 1 October 2022
Accepted 23 March 2023

KEYWORDS

Multi-unit housing; families; town centre; metropolitan planning; Sydney

1 Introduction

Population growth is increasingly accommodated through multi-unit housing in middle and outer suburban neighbourhoods. However, in market societies, the supply of apartments is shaped by a range of market predictions, including developer perceptions of demand, market research, cost constraints and profit margins. It is often observed that these factors produce a misalignment between supply and demand in apartment markets. Key areas of misalignment include the limited availability of larger apartments (three bedroom); and or apartments that through design, attributes or size, accommodate couples, singles, families, or share households throughout the life course. However, housing industry representatives and commentators argue there is limited demand for larger apartments. These arguments are based on an understanding that in suburban nations, apartments are 'stepping-stones' for households en route to detached dwellings (Kerr, Gibson, and Klocker 2018a; Ruming and England 2021). This assumption is widely held within the property development sector (Fincher 2004; Fincher and Gooder 2007) and, along with speculative investment and permissive planning policies (Easthope and Tice 2011; Nethercote 2019; Troy 2018) has underpinned the production of smaller

apartments in suburban town centres. Meanwhile, taxation regimes that encourage property investment among individual small investors further incentivise developers to develop multi-unit housing for investment purposes (Cook and Ruming 2021; Troy, Crommelin, and Easthope 2017; Rosewall and Shoory 2017; Hulse and Reynolds 2018) rather than meeting the needs of diverse apartment dwellers.

Despite these trends, many couple and single-parent headed families with children occupy multi-unit housing. In Sydney, the setting of this paper, families with children under the age of 15 comprised 25% of households living in apartments in 2016 (Kerr, Gibson, and Klocker 2018a), a proportion that increases among families in outer suburban town centres (Easthope, Tice, and Randolph 2009; Easthope and Judd 2010; Randolph and Holloway 2005; Randolph and Tice 2013). Qualitative research shows that well-located apartments can offer families advantages via more immediate access to labour markets, schools, lifestyles and social networks (Kerr, Gibson, and Klocker 2018a; Kerr, Gibson, and Klocker 2021; Karsten 2008; 2015). These accounts suggest narratives of apartments as transitional spaces obscure the diversity of households that seek and occupy multi-unit housing. However, the extent to which multi-

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unit housing meets diversified demand in specific geographical submarkets remains poorly understood.

While research exploring the perspectives of families is often situated in relation to ‘gaps’ in aggregate occupancy or supply figures at the metropolitan or national scale, the perspectives of residents within a given locality are rarely examined with respect to housing supply within that same locality. At the same time, densification dynamics in suburban town centres are disguised in aggregate national, metropolitan, (and even Local Government) figures where outside of their town centres, these jurisdictions are dominated by detached dwellings. Our paper addresses these gaps by using qualitative interviews, interleaved with housing and development data to reveal demand and supply dynamics of multi-unit housing at the scale of the suburban town centre. A better understanding of demand and supply in suburban town centres is important, we argue, as when investors develop apartments that are not suitable for the residents in an area, this creates limits in supply, reducing dwelling availability and placing more constraints on residents who have less diversity and range of apartments to rent.

Drawing on a mixed methods study of a rapidly densifying Central Business District (CBD) in the outer suburban Sydney Local Government Area (LGA) of Liverpool, this study therefore aims to examine the demand and supply-side dynamics of suburban densification. The Liverpool CBD, like suburban centres around the world, has been ear-marked for development and intensification of housing, transport and employment. In the paper, we integrate a qualitative demand-side analysis of consumer preferences, plans and aspirations for housing among a small sample of (largely) migrant women with children in apartments with a quantitative analysis of existing occupancy patterns by household type, apartment size (by bedroom) and dwelling approvals in the same neighbourhood. In so doing, we produce a detailed analysis of demand and supply at the scale of the suburban town centre to reveal a misalignment between consumer demand for larger apartments and supply of smaller, investor grade dwellings in a significant outer-suburban node in Sydney’s planned housing growth. This new knowledge of the local context is beneficial for land use planning policies in accounting for local demand and supply variation in multi-unit dwelling, a key goal of the New South Wales (NSW) Department of Planning and Environment (2015, 106). This is especially important because the proportion of families living in apartments is highly uneven across space, even within the same Local Government Area (Easthope and Judd 2010; Randolph 2006). Our analysis also moves beyond the ‘inner city’ and the experiences of middle-class families dominating qualitative analyses (e.g., Karsten 2008), to the

high-density markets in densifying outer suburbs that accommodate most families (Easthope and Judd 2010). Integrated analysis of supply and demand in multi-unit housing is timely from policy perspectives as suburbs play a critical role in accommodating population growth for families, particularly in the context of declining housing affordability.

2 The misalignment between apartment supply and demand in housing and urban research

The trend towards higher residential densities in traditional suburban neighbourhoods characterises middle and outer suburbs in many cities globally. Legislation in France since 2010s has permitted a minimum level of density in proximity to transport networks (Charmes and Keil 2015) with restrictions lifted to incentivise private development in lower value regions and neighbourhoods (Toutai-Morel 2015). Similarly, more compact forms have moved centre-stage in edge city development (in the United States see Dunham-Jones and Williamson [2009]; South Korea see Kim et al., [2018]; and Canada see Young and Keil [2014]). Observations in Australia in the early 2000s that densification in transit-oriented town centres marked a new phase in urban development (Randolph and Holloway 2005) increasingly play out in suburban town centres (Ruming and Fingland 2021). Town centres reveal the diversification of suburban form beyond sprawl to encompass transit-oriented development and integrated residential high-rise with employment and mixed-used development (Charmes and Keil 2015, 590; Kim, Lee, and Kim 2018; Phelps and Wood 2011; Ruming 2018). Captured under the rubric of ‘post-suburbanisation’, intensification in lower order centres has been characterised by fragmented governance and permissive planning controls impacting housing diversity and affordability (Ruming and Fingland 2021). This includes the displacement of low-income households (Charmes and Keil 2015), conflicting interests between communities and developers (Cook, Taylor, and Hurley 2013; Legacy et al. 2018; Rousseau 2015; Ruming 2014; Taylor, Cook, and Hurley 2016), lack of regulation (Idt and Pellegrino 2021; Kim, Lee, and Kim 2018) and as we demonstrate in this paper, the over-production of smaller apartments relative to consumer demand.

2.1 Supply-side analysis of multi-unit housing in market societies

The decisions of private developers in middle and outer suburbs are critical in market societies where densification is aligned with neoliberal policies through which private investment, and the

marketplace play a dominant role in driving urban development and growth (Bunker et al. 2017). Public policy deregulation and performance-based planning has placed more reliance on private enterprise to promote economic efficiency and competitiveness (Graham and Marvin 2001; Troy 2018). Due to the permissive strategic planning environment and the market-driven focus of the residential development industry in Australia, the building of apartments by private developers increased substantially since the introduction of strata title¹ legislation in NSW (Easthope, Hudson, and Randolph 2013). The number of dwelling approvals for apartments across Australia was almost equal to approvals for houses by 2014 (Easthope and Randolph 2016). The patterns were more pronounced in major capital cities, particularly Sydney and Melbourne.

The provision of multi-unit housing in market-based societies is also increasingly shaped by investment logics rather than consumer demand or need. Small investors hold a large proportion of multi-unit housing in Australia, with over 55% of these properties in NSW owned by investors (Troy, Crommelin, and Easthope 2017; Rosewall and Shoory 2017). So long as the attributes of newly developed apartments are defined in terms of meeting the needs of an investor class, the dwellings released to the market will fail to reflect the needs associated with the wider meanings and functions of housing and home (Ruming and Fingland 2021). Indeed, as Kerr, Gibson, and Klocker (2018a) argue, developers typically view apartments as a transitional form of housing for singles and couples in the USA, Canada and Australia. Apartment living is often understood by the development sector as a 'stepping-stone' for younger singles and couples en route to purchasing a detached home or a space for empty nesters to downsize (Fincher 2007; Fincher and Gooder 2007). Developers therefore tend to favour small, inflexible and undifferentiated one- and two-bedroom apartments traditionally targeted at an investor market (Troy et al. 2020). The prevalent discourse of the housing construction industry that 'families' (meaning adults with children) live in low-density suburban environments persists.

From a property development perspective, the construction costs, profit margins and developers' decisions about build quality and design have an important impact on the financial viability of schemes (Easthope and Randolph 2016). In particular, increasing construction costs are a key determinant influencing developers' decision making around size, layout and design of apartments. In the 2018–2019 financial year, the rate of growth in apartment costs was +9.7% in NSW (4.6% higher than the national average). Between 2004–2005 and 2018–2019, the cost of building an apartment increased by 52.6% in NSW, compared to 49.1% Australia-wide (Australian Bureau

of Statistics 2020). There has been a corresponding decrease in the average floor area of new apartments of 19.2% in NSW (compared to a decrease of 14.9% nationally) during this period. The high construction costs are reflected in the associated small average size of new apartments. Apartment quality is the subject of a long dialogue over defects, size, flexibility, suitability for larger households and affordability (Cook and Taylor 2023; Nethercote and Horne 2016).

Surprisingly, there is limited empirical data and statistics on the supply of apartments by size. One exception is the data populated by the National Housing Supply Council (NHSC), which the Australian Government established in 2008 to monitor housing demand, supply and affordability in Australia and highlight current and potential gaps between housing supply and demand. The NHSC generated a series of estimates, projections, analyses and policy advice about housing supply, demand and affordability from 2009 to 2013. The reports with relevant statistics on housing supply at capital city, state and national levels were a key resource for policy-makers and researchers until its abandonment in 2013. There are other examples of housing supply analyses at the local scale. For instance, Ruming and Fingland (2021) examine apartment supply by number of bedrooms for two key development sites in Epping in the north-western suburbs of Sydney. Further, the local housing strategy published by the Liverpool City Council focuses on housing demand, supply and preferences (Liverpool City Council 2020a). This strategy reports statistics on different dwelling types and household (family) types separately but it does not analyse the overlap of family types and apartment sizes to better understand the potential 'misalignment'. Standalone analyses on apartment supply without considering demand (see above examples) and a lack of statistics on the extent of supply of apartments limit a clearer understanding of the (mis)alignment between resident demand and market supply of apartments at the local scale.

2.2 Qualitative analysis with apartment dwellers: perspectives on demand

Qualitative research with apartment dwellers suggests that apartment demand is more complex than developer and investor narratives suggest, variegated by family structure, income and age. Easthope, Tice and Randolph (2009) developed a typology of apartment-dwellers for Sydney and Melbourne that revealed the inadequacy of 'empty-nester' and 'stepping-stone' discourses in capturing the significance of apartments for families. The typology identified five submarkets comprising 'battlers' (families with children on low-incomes); 'economically engaged' (no children, singles and couples, through to early middle age with medium

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to high income); ‘apartment elites’ (couples over 50, high to very high income); ‘residentially retired’ (over 65 singles) and ‘achieving education’ (singles and group households under 25). Of these submarkets, ‘battlers’ (families with children on low-incomes), comprised the largest share of apartment dwellers in the Sydney sample (38%) (compared to 10% of Melbourne). As Randolph and Tice (2013) point out, this group is culturally diverse, occupying the lower-end of the apartment market yet by population size, comprising the predominant share of the higher-density market in Sydney.

While patterns of apartment dwelling are partly shaped by economic factors, qualitative research inspired by feminist and cultural geography reveals the intimate, social and psychological dimensions of apartment dwelling that shapes demand for apartments as family spaces (Nethercote and Horne 2016; Kerr, Gibson, and Klocker 2018a). Through home and neighbourhood tours with households, researchers have identified the ‘time-spatial motivations’ of proximity to work, school and transport that higher-density housing in town centres is seen to offer families (Karsten 2015; Kerr, Gibson, and Klocker 2018a; Kerr, Gibson, and Klocker 2021). These analyses chart a cultural shift in family formation via high-rise dwelling that design, planning and development processes are yet to embrace (Kerr, Gibson, and Klocker 2021). However, the experiences, perceptions and intentions of the majority of apartment-dwelling families in lower-order suburban centres have attracted less attention than inner-city neighbourhoods (although see Easthope et al. 2022). Meanwhile, without analysis of supply relative to demand in the same neighbourhoods, in-depth qualitative research paradoxically abstracts these apartment dwellers from the localised housing markets (and submarkets) in which they are situated.

3 The setting: the city of Liverpool, Sydney, Australia

To address this gap, this paper takes as its focus the housing plans and aspirations of current apartment dwellers, as well as analysis of housing supply in the Local Government Area (LGA) of Liverpool, Sydney, Australia. Located approximately 35 km from the Sydney CBD, Liverpool LGA (population 204,326) is a key node in Sydney’s population expansion expected to grow by 108% between 2016 and 2041, comprising a 125% increase in households (NSW Department of Planning Industry and Environment 2016). A significant proportion of Liverpool’s growth will occur in its 25-hectare CBD (population 27,084) (Figure 1), where through the provision of high-rise housing development, the resident population, including

families, will double by 2036 (Liverpool City Council 2019).

Aggregate data showing that Liverpool LGA is dominated by detached dwellings (i.e. stand-alone houses), obscures the densification of the Liverpool CBD. For example, in The Western City District,² where Liverpool is located, 81% of the housing stock in 2016 comprised of detached houses, 11% medium density houses and 8% apartments (Greater Sydney Commission 2018a). In contrast, data for the Liverpool CBD, one of 42 suburbs that make up the LGA of Liverpool, shows the reverse trend: apartments comprised 60% of the housing stock, compared to 29% detached dwellings and 11% semi-detached (common wall) housing (ABS 2016). So while detached dwellings still dominate in the larger LGA (74.3%), the opposite is true of the Liverpool CBD (29%).

Consistent with the process of post-suburbanisation where the ‘attributes of centrality’ are found in the suburbs (Charmes and Keil 2015, 590), Liverpool also features prominently in new investment through the federally funded Western Sydney airport. Whilst the Western City is expected to be an opportunity for economic and new infrastructure growth for Liverpool (Troy, Crommelin, and Easthope 2017), studies in nearby areas show that densification does not always meet supply, is of poor quality and caters to investors rather than renters and owner-occupiers (Randolph and Holloway 2005; Ruming and Fingland 2021).

4 Mixed methods research in densifying suburbs

In order to better understand whether and how resident housing demands are met by apartment supply in densifying outer suburbs, we deploy a mixed methods approach to better account for place-specific dynamics (cf. Davidson and Ward 2022) and household experiences (Moore, Strengers, and Maller 2016). Qualitative in-depth data collected through home and neighbourhood tours with participants living in apartments with families in the Liverpool CBD provided insights into demand among this market segment, who comprise the largest submarket of apartment dwellers in Sydney (Easthope 2019). These results are interleaved with quantitative analysis of current occupancy patterns to better understand the types of apartments occupied by particular types of families. This analysis in conjunction with qualitative results, offers a new perspective on whether families in Liverpool town centre are occupying apartments they find desirable, while estimating the mismatch between dwelling size and household size (i.e. ‘empty bedrooms’) and, using informational data on building



Figure 1. Residential densification in Liverpool CBD, Sydney, Australia.

approvals, further estimating whether these apartment types were likely to be available in the market.

4.1 Qualitative methods

Qualitative data are drawn from a subset of ten interviews and apartment tours undertaken as part of a study examining the lived experience of apartment dwellers in the Liverpool CBD. Participants were recruited through letter-box drop and social media advertising. The complete home and neighbourhood tour interviews probed households' apartment and neighbourhood preferences and experiences (Cook et al. 2020). In this present paper, we draw on participants' discussion of housing choice and rationales, the suitability of their current apartment (likes and dislikes) and housing aspirations over the longer term to develop insights into demand-side variables. Interviews were audio recorded, transcribed and anonymised (including the use of pseudonyms). Property data provided by RPData were used to understand the context of the interviewee responses (via their apartment attributes). This analysis provides a snapshot of apartment demand in Liverpool from the perspective of diverse family households.

As shown in Table 1, all participants lived in the CBD of Liverpool. We sought to achieve diversity in terms of households, tenure, ethnicity, age and family type. However, those most likely to opt into the study were women in households with children (seven out of ten participants) and one young adult living in an apartment with her mother and three siblings. Given apartment demand among families in outer suburbs is poorly understood, we draw exclusively on transcripts from the seven participants with families. All seven participants were women, none worked full-time and five out of seven were born overseas (in Cameroon, Iraq, China, Iran and Bangladesh). This reflects the cultural diversity of the town centre more broadly where 69% of residents were born overseas (compared to 43% overseas born for Greater Sydney and 35% for the State of NSW). The sample therefore throws light on a critical subsection of the apartment market identified by Easthope (2019, 10) as low-income, culturally diverse families in outer suburbs. Recognising the significance of this cohort, qualitative analysis draws on participant interview transcripts to develop a better understanding of the aspirations, rationales and experiences of the women and families driving apartment demand in suburban town centres.

Table 1. Participant profiles.

Pseudonym	Age	Household members	Country of birth	Tenure	Bedrooms	Year built
Naomi	30–34	Couple household four children	Australia (husband born in England)	Owning	2 bedrooms	2016
Sigrid	40–44	Couple household four children	Cameroon	Renting	3 bedrooms	1976
Maaria	15–19	Single parent household four children	Iraq	Renting	3 bedrooms	2005
Amy	40–44	Couple household two children	China (husband born in New Zealand)	Owning	3 bedrooms	2007
Mahgol	35–39	Single parent household one child	Iran	Renting	2 bedrooms	2000
Sarah	30–34	Couple household one child	Australia (husband born in Australia)	Owning	2 bedrooms	2018
Ayasha	30–34	Couple household one child	Bangladesh	Renting	2 bedrooms	2017
Somy	20–24	Couple household	Sri Lanka (partner born in India)	Renting	1 bedroom	2015
Marion	60–64	Living alone	Australia	Renting	2 bedroom	1970
Rob	40–44	Living alone	South Africa	Renting	1 bedroom	2017

4.2 Quantitative analysis

Qualitative analysis of interview transcripts is interleaved with Australian Bureau of Statistics (ABS) Census data in 2011 and 2016 to dissect and extrapolate themes emerging in qualitative analysis. This includes a consideration of the proportion of apartments in Liverpool CBD occupied by families; and household (family) types and the apartment sizes they occupy in Liverpool. This provides one indication of whether particular households are occupying desirable apartments with respect to the preferences identified in qualitative analysis by the 'Liverpool CBD' families. We then combine monthly building approval data provided by ABS to calculate the annual trends over the same period to ascertain how the current building approvals reflect future supply side constraints and possibilities. The latter allows an enquiry into whether the predicted growth of apartments (by size) in Liverpool LGA and CBD is set to accommodate projected household types based on current occupation patterns (the former).

NSW Department of Planning, Industry and Environment (DPIE) develop projections of households and 'implied dwelling requirements' for 5-year periods for the state classified by LGA. These projections include the number and type of households that would form if the current demographic trends continue and if assumptions about living arrangements are met over the projection period. They also include the likely number of private dwellings³ needed to accommodate the future population-driven demand. However, these dwelling projections simply assume that one household occupies a dwelling and do not consider what type of a dwelling that might be or its size. While the above data is available for Liverpool LGA until 2041, the absence of dwelling numbers by size inhibits a clearer understanding of the mismatch between demand and supply.⁴

5 Multi-unit housing demand among 'Liverpool CBD' families

Multi-unit dwelling is the most prominent form of housing occupied by the Liverpool CBD families. Comparisons by apartment-dwellers between the centrality of suburban CBD high-rise and detached housing illuminate high-rise as a distinctive submarket. The experience of Amy, who had lived with her husband and two children in a three bedroom apartment in Liverpool's CBD for ten years, is indicative. Living in Liverpool's CBD meant her husband was closer to work, while proximity to her children's school and childcare, along with culturally diverse retailers and communities made her life as full-time parent and settlement in Australia 'easier' (cf. Ghosh 2014). While conceding that 'maybe a townhouse or some sort of house' could accommodate a 'growing family',

this would depend on location relative to her husband's work, convenience of culturally diverse services and communities, and crucially, affordability. In weighing-up a detached dwelling in the suburbs compared to living in Liverpool CBD, Amy – like six out of seven Liverpool CBD families – lands on the side of the Liverpool CBD: 'I think this is the best spot for us'.

Discussions with Liverpool CBD families about their housing preferences also reveal how income constraints blur the boundary between choice and necessity, augmenting traditional 'choice-based' analysis. Detached dwellings, for all but one family in the study, were out of financial reach. Even though the remaining participants conceded that detached dwellings would be more 'spacious', demand for the idealised 'family home' was weak due to the increased costs of housing and transport, including the costs of owning a second car. As Ayasha (couple family, two children) figured, the financial burden of increased transport costs associated with detached dwelling, were outweighed by the locational benefits of Liverpool CBD:

most important is the location ... I can get everything in a very short distance ... We are paying \$50 more than in our last apartment but if I had to own my own car that would cost me more.

Mahgol, who lived with her mother in a two-bedroom apartment, similarly described housing choice in terms of walkability to 'public transport, the shops and library' within the context of considerable 'financial constraints', while Naomi, who lived with her husband and four children in a two-bedroom apartment with a mortgage, described her apartment as 'what we could afford, close to the train station ... and within close proximity to the shops' where 'we didn't have to have a second car'.

However, demand for centrally-located dwellings was not only about navigating financial constraints. For example, even though Sigrid, who lived in a three-bedroom home with her husband and four children, described co-location of home, school, libraries and transport as the 'first indicator' in their housing choice, followed by 'constraints in terms of money', she also connected walkability to parenting roles and capacities (cf. Clement and Waitt 2017). This included the affordances of walkability that supported parenting through minimising stress, where as Sigrid noted:

we looked for a specific location that would be easy for the kids to be going to school without pressure for me being forced to pick them up, that was the priority, being close to the station

Like many first generation migrants (Kerr, Klocker, and Waitt 2018b) the prospect of driving was not desirable for Sigrid, described in terms of 'pressure' and 'worry'. Paying attention to these affects, as Bissel (2018) argues, can reveal the wider geographies

Table 2. Different family types in apartments, Liverpool CBD and LGA, 2016 and 2011.

Family type	Liverpool CBD		Liverpool LGA	
	2011	2016	2011	2016
Couple family with no children	690 (17.2%)	867 (17.9%)	1064 (15.8%)	1292 (16.6%)
Couple family with children	1372 (34.1%)	1650 (34%)	1772 (26.2%)	2153 (27.7%)
One parent family	620 (15.4%)	790 (16.3%)	1030 (15.2%)	1185 (15.3%)
Other family	68 (1.7%)	92 (1.9%)	97 (1.4%)	133 (1.7%)
Lone person household	1133 (28.2%)	1260 (26%)	2557 (37.9%)	2699 (34.7%)
Group household	136 (3.4%)	193 (4%)	235 (3.5%)	308 (4%)
Adj total	4019	4852	6755	7770

Source: ABS Censuses 2011 and 2016.

Notes: The totals in Table 2 do not match the totals in Table 3 due to 'not stated' category.

through which mobility and housing cultures diversify. Demand for more multi-unit housing in suburban town centres is not therefore a simple question of 'choice' but a sociocultural process encompassing centrality, mobility, income constraints and parenting responsibilities. But how widespread is this demand across families in the Liverpool CBD?

Apartment occupancy data, shown in Table 2, provides one indication. Focusing first on the bottom row, Table 2 shows that there were 4852 occupied apartments in Liverpool's CBD in 2016 comprising 62.4% of the total 7770 apartments in the LGA. Of the Liverpool CBD apartments, 50.3% were occupied by families, counting both couple families with children (34%) and single parent families (16.3%). This is double the proportion of families occupying apartments in Greater Sydney in 2016 (cf. Kerr, Gibson, and Klocker 2018a) and a slight increase in the proportion of families occupying apartments in the Liverpool CBD since 2011 (49.5%). In contrast, just one in four apartments in 2016 were occupied by lone person households in Liverpool CBD (26%) – half the proportion of CBD apartments occupied by families – and a proportion that has decreased since 2011 (28.2%).

It is worth comparing the composition of family types in the Liverpool LGA with those in the Liverpool CBD to see that families with children comprised 43% of the apartment market in the LGA in 2016. Together, these data challenge understandings of apartments as housing for childless singles and couples, supporting the steer in the qualitative interviews that apartment living in the Liverpool CBD is a significant option for families with children.

6 From stepping-stone to family home: the demand for spacious apartments in suburban town centres

While the finding that the Liverpool CBD families see multi-unit dwelling as the 'best' option challenges the


traditional interpretation of apartments as stepping-stones towards detached dwellings, the central role of high-rise in meeting the needs of participants as their families grow, hints at a more fundamental shift in apartment dwelling over the life course. Qualitative interviews suggest that as families embrace apartment living, the differences *within* apartment markets become more significant. The demand for spacious apartments as families grew was indicative. Consider for instance, the central place of finding a large apartment in Amy's plans to form a family. Amy (couple household two children, three-bedroom apartment) describes buying the largest apartment she could afford to accommodate their family over the life course:

(w)e knew that later we would need more and more space because we knew we were going to have family, we thought we might as well get it now than later [laughs] when you need to move, then the price would probably be up again.

Similarly, for other participants, the birth of their children triggered the search for a larger apartment rather than demand for detached housing. This included Ayasha's decision to leave the 'tiny' one-bedroom apartment she rented with her husband to find a new rental with two 'spacious' bedrooms when her second child was due. Similarly, constrained by the costs of detached dwellings, with her second pregnancy, Naomi and her husband (couple family, four children) moved from a two-bedroom rental in a nearby suburb, to a larger, off-the-plan two-bedroom apartment in Liverpool CBD. Sarah and her partner too, bought a larger two-bedroom apartment in Liverpool CBD, rather than a detached suburban home, ahead of the birth of their first child. Apartments also dominated in future housing plans. While acknowledging the 'ideal' of detached dwelling as 'more spacious', it was a nearby apartment that Amy was planning to buy: 'we already like the thought of one that is under construction here. So we were just planning with our real estate'.

These discussions reveal the everyday housing decisions around which high-rise family living has become normalised in Sydney's suburban town centres. As Ayasha noted '95 per cent of my daughter's classmates are brought up in apartments' while Sigrid, who migrated to Australia from Cameroon noted that 'here in Liverpool, there are so many buildings, most of the city dwellers do live in apartments and units so you just accept the way it is'. These images contrast with the detached dwellings that have dominated understandings of Sydney's western suburbs (Greater Sydney Commission 2018b) and that still attract significant policy support and public investment.

Despite demand for spacious apartments in amenity-rich suburban centres, the experiences of the

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Liverpool CBD participants also point to supply-side gaps (cf. Kerr, Gibson, and Klocker 2021). This includes the small size of bedrooms in new apartments, that as Naomi pointed out, are designed for one bed, rather than two single beds for children to share a room, leaving no space 'between the two beds and the wardrobe'. Common areas in her building too, lacked sufficient space for prams and bikes. At the scale of the building Naomi astutely calculated that:

on our floor, there are ten apartments: there's two one-bedroom apartments, there's one three-bedroom apartment and then there are seven two-bedroom apartments. So in terms of ratio of apartments, there's really only one family that could live across these ten apartments, which is pretty low.

Given these ratios, Naomi questioned the commitment to ensuring housing supply for families. As she saw it:

I don't think the buildings are ready for families. I think that Liverpool Council sell off the land but they don't really then ensure that building developers are creating apartment spaces that are practical for families.

These accounts therefore challenge the norm that a detached home is the only appropriate housing form for families, against which all apartments – regardless of the size of those apartments – are inadequate. As families embrace apartment-dwellings, the differences within apartment markets become significant. In particular, from the perspective of the Liverpool CBD participants, spacious apartments in suburban town centres are highly sought after.

How common then, are larger apartments in Liverpool CBD? Breaking-down the total number of occupied apartments in the Liverpool CBD by number of bedrooms, Table 3 shows that a majority of apartments in 2016 were two-bedroom apartments (76%), followed significantly smaller proportions of three bedroom (15%) and one-bedroom apartments (8%).

Table 3. Size of occupied apartments in Liverpool CBD, 2011 and 2016.

Occupied apartment size	Liverpool CBD	
	2011	2016
None (includes bedsitters)	38 (1%)	22 (0.5%)
One bedroom	251 (6.4%)	355 (7.5%)
Two bedrooms	3028 (77%)	3604 (76.4%)
Three bedrooms	591 (15%)	712 (15.1%)
Four bedrooms	19 (0.5%)	18 (0.4%)
5 bedrooms or more	3 (0.1%)	4 (0.1%)
Total	3930	4715

Source: ABS Censuses 2011 and 2016.

Notes: The totals in Table 3 do not match the totals in Table 2 due to 'not stated' category.

These figures are in line with Naomi's estimation and, given that around 50% of all apartments in the Liverpool CBD are occupied by families but only 15% of these apartments have three or more bedrooms, there appears to be an under-supply of larger apartments in Liverpool CBD. To interrogate this further, Figure 2 compares family type and apartment size. It shows that among couple families with children in Liverpool CBD, around three quarters live in two-bedroom apartments and one quarter in three-bedroom apartments. As shown through qualitative analysis, despite many couple families with children living in two-bedroom apartments, they create challenges for families in terms of space. Moreover, looking at lone person households, nearly two-thirds lived in two-bedroom apartments. While issues such as shared parenting or part-time caring for grandchildren or other family members make this housing necessary and appropriate for lone person households (Tervo and Hirvonen 2020), the occupation of two-bedroom households by lone persons place some pressure on two-bedroom apartments that are occupied by the majority of families.

7 Building approvals: reflections on future supply

We have so far examined resident insights about demand for spacious, multi-unit housing through occupancy, size and household data. In this final section, we focus on whether future supply is likely to continue to produce a shortfall in larger apartments. To do this, we focus on new building approvals of apartments to dissect specific apartment sizes that are expected in the market. Thus, this section interrogates whether the projected apartments (by size) can accommodate the projected household types based on current occupation patterns. While there are limitations in estimating housing supply from building approval data (as an approval does not always result in construction), using building approval data had the advantage of providing estimates beyond the census period.

Specifically considering new 'other residential buildings' (of which overwhelming majority are apartments), our extrapolation shows almost all the new stock comprises two-bedroom apartments, and only a few other sizes in the Liverpool CBD (see Figure 3). About 3700 new 2 bedroom apartments are projected in Liverpool CBD over the five years from 2014 to 2018 (compared to 3600 occupied 2 bedroom apartments in 2016), suggesting an efficient pipeline of new apartments of this size. However, in response to the question 'are current building approvals in these suburbs set to accommodate projected household needs?', we observe a persistent pattern of a large number of two-bedroom apartments and only a few

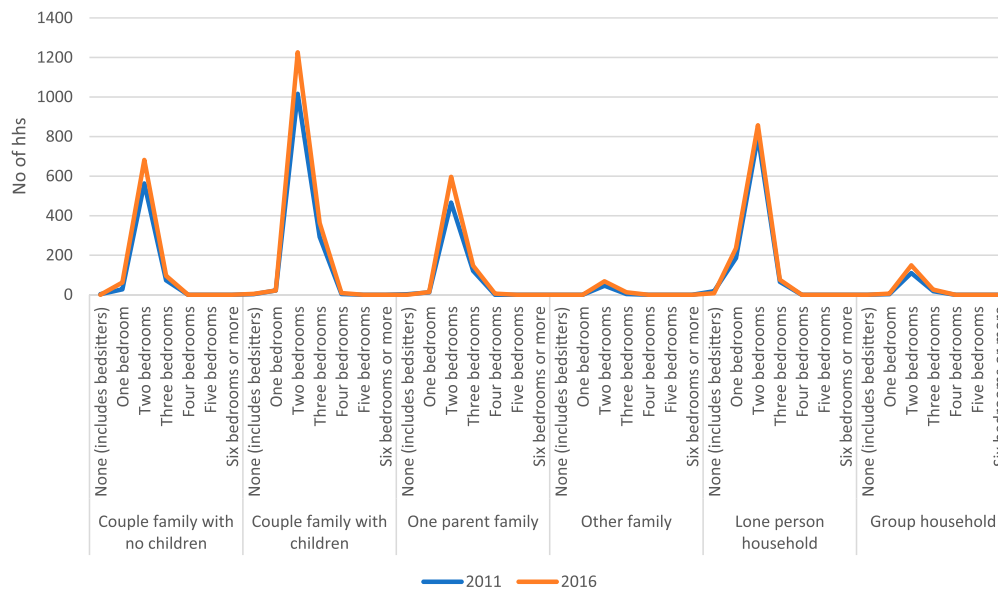


Figure 2. Family types and apartment size, Liverpool CBD, 2011 and 2016 Source: ABS Censuses 2011 and 2016.
Notes: The totals in Figure 3 do not match the totals in Table 2 due to 'not stated' category

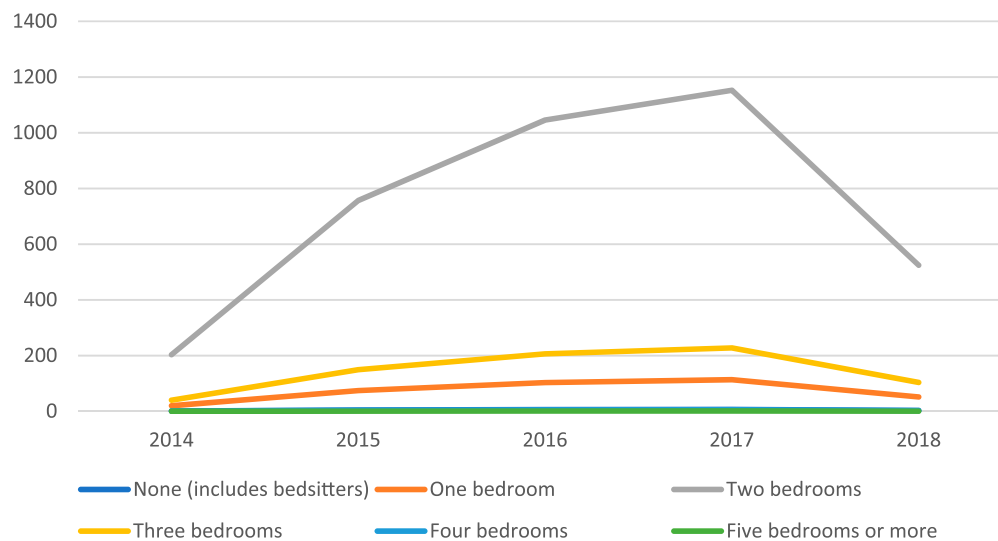


Figure 3. Projected 'other residential buildings' by bedroom size, Liverpool CBD (2014–2018). Source: ABS (2011) 8731.0 Building Approvals, Australia.
Notes: (i) Other residential buildings include flats, units, apartments, semidetached, row, terrace and townhouses. (ii) SA2 is synonymous with suburb/CBD. (iii) Boundary of Liverpool SA2 changed in 2016: Data from 2014–16 are for 2011 Liverpool - Warwick Farm (127031525) SA2. Data from 2017–2018 are for 2016 Liverpool (127031598) SA2.

other sizes. This indicates supply over the next several years will add a disproportionate number of two-bedroom apartments into the apartment stock. This analysis is useful to ascertain the picture of the post-census period.

8 Conclusions

Suburban town centres around the world are diversifying through processes of landuse intensification. However, post-suburbanisation is an uneven process

shaped by market-oriented policy (Charmes and Keil 2015) that has important implications for housing diversity (Ruming and Fingland 2021). For example, a large share of multi-unit housing stock in the Australian context is developed for individual and small-scale investors that coupled with construction costs and permissive planning controls, tends towards the production of smaller apartments (Nethercote 2019; Troy et al. 2020). Given that a significant proportion of multi-unit dwellings in suburban town centres are occupied by families (Easthope, Tice, and Randolph 2009; Randolph 2006), there is a potential misalignment between housing supply and demand in these neighbourhoods.

Mixed method, place-based approaches that consider both resident demand and multi-unit housing supply, reveal suburban town centres as dynamic sites of densification. In housing submarkets where apartments play an increasing role in family life, the suitability of multi-unit housing stock is an important policy issue (Kerr, Gibson, and Klocker 2021). These questions are of singular importance in middle and outer suburbs enlisted in policies of private-sector led renewal (Ruming and Fingland 2021). As our analysis of the Liverpool CBD in Sydney's south western suburbs illustrates, the idea of low-density and car-dependent suburbia fails to capture the multi-unit character of suburban town centres. Here, in the context of rising housing costs, privatised transport burdens and employment barriers, residents seek CBD apartments that can address the 'time-geography' demands of family life. Our analysis of dwelling structure by family type in Liverpool reflects the ongoing significance of multi-unit dwelling in lower-order town centres for families (e.g. Randolph and Holloway 2005). We show that in 2016, 50% of high-rise apartments in Liverpool CBD were occupied by families, compared to just 26% of apartments occupied by singles. High-rise apartments in Liverpool's town centre are therefore more than transitional housing options, a point reinforced by the Liverpool CBD families. These accounts suggest housing demand in outer suburban town centres is diversifying beyond detached housing in car-dependent suburbs to include spacious apartments in suburban town centres. While it might be tempting to consider suburban densification as the solution to the ills of sprawl, the experiences of the families who make suburban high-rise home reveal distinctive market shortfalls and policy gaps.

Our research highlights an opportunity for Liverpool City Council to revise Development Control Plans to achieve a higher ratio of three-bedroom apartments relative to two bedroom and one bedroom homes. This is especially as ratios of three-bedroom apartments in the current Development Control Plan for Liverpool CBD (Liverpool City Council

2020b, 26) are set at 10%, even though, as we have seen, families occupied 50.3% of the apartment stock in 2016. While increasing the supply of larger apartments could be achieved through density bonuses (Fidler 2015), experiments elsewhere, such as the adoption by the Hills Shire Council (2016) of a 20% ratio of three- and four-bedroom apartments in key development corridors, flag the potential for diversification in planning controls (see also Kerr, Gibson, and Klocker 2021). There is also a need for analysis of housing demand and supply at the scale of the suburban town centre, because as we have shown, the proportion of families living in apartments in town centres such as Liverpool, is twice the metropolitan average. Without targeted, place-based analysis of suburban town centres, the dynamics of housing demand in these rapidly transforming places remain invisible in planning research, practice and policy. The risk is that even in relatively affordable housing submarkets, there is unmet demand and poor market response.

Correcting misalignment in supply and demand lies at the core of successful densification. This includes multi-unit housing that is fit-for-purpose that encompasses evolution in housing careers and that underpinned by further research, responds to even more recent trends in the post-pandemic reconfiguration of home and work (e.g. Gibson et al. 2022). The development and construction of high-rise buildings has a long-term impact on housing markets. Misalignment has the potential to exacerbate existing shortfalls in housing submarkets, drive scarcity, fuel house-price increases and lock populations into ill-fitting and inefficiently priced housing for decades to come. By bringing the cultural geographies of home into dialogue with the economics of housing, resident experiences and sociocultural change can be integrated into urban development planning. As this research demonstrates, apartment-size is an important dimension of densification where tensions between market-led development and public policy responsibilities manifest.

Notes

1. Strata title is the most common system for owning units and townhouses in Australia, which generally have a combination of private residences as well as communal spaces. Someone buying into a strata plan buys a 'lot', which may include the main unit area and possibly a balcony, garage or even storage area. Other parts of the property – such as a foyer, stairways and driveways – are usually common property (<https://www.lawsociety.com.au/for-the-public/know-your-rights/strata-title>)
2. The Western City District defined by the Greater Sydney Commission (2018b) [now the Greater Cities Commission] includes eight Sydney Local Government Areas: Blue Mountains, Camden,

- Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith and Wollondilly
- Private dwellings include homes, apartments, mobile homes and other substantial structures but exclude boarding houses, nursing homes and prisons
 - This reflects a relatively long history of development and application of new methods for projection of population and demographic trends, household types and dwelling types in Australia - see McDonald (2003). Projection of dwellings by size has not been of interest so far.

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DRAFT Liverpool Development Control Plan
2008
Part 3.7

Residential Flat Buildings
In the R4 Zone (Outside Liverpool City
Centre)

19 February 2014

Part 3.7
LIVERPOOL
CITY
COUNCIL



must be read in conjunction with Part 1

Check if any Locality Parts also apply

Liverpool Development Control Plan 2008

Part 3.7 Residential Flat Buildings in the R4 Zone (Outside Liverpool City Centre)

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1. Preliminary

Applies to

1. Part 3.7 applies to residential flat building development on land in the Residential, R4 – High Density Residential **and R1 – General Residential** zones under *Liverpool LEP 2008* except as described in 3.
2. Part 1 of the DCP also applies to the land.
3. Part 3.7 does not apply to residential development on land in the following locations. All controls in relation to the Private and Public Domain are covered by the respective parts.
 - Middleton Grange. (Refer to Part 2.5 for all controls on residential development).
 - **Edmondson Park (Refer to Part 2.11 for all controls on residential development)**
 - Liverpool City Centre (Refer to Part 4 or all controls on residential development).

Background

Residential Flat Buildings are permitted in the **R1 and R4** zones under *Liverpool LEP 2008*.

Good quality buildings help improve the quality of life. The quality involves the location, size and scale, appearance and amenity of the buildings in which many people live. The design of new residential flat buildings is important to neighbourhoods - to provide good quality and amenity to growing populations with changing needs. Quality design contributes to enjoyable places: buildings, streets, squares and parks.

Residential Flat Buildings are also subject to State Environmental Planning Policy No 65—Design Quality of Residential Flat Development.

Link to Liverpool LEP 2008

Liverpool LEP 2008 provides overall requirements and objectives for development in the residential areas of Liverpool. It does not just cover residential development but also non-residential development in residential areas.

Each zone provides objectives, which provide direction for the controls in the DCP. There are also general provisions for development in the residential zones as well as provisions for specific forms of development in the residential areas or for development on specific sites.

Objectives

- a) To provide controls for residential development to ensure that it achieves a high standard of urban design, that is compatible with the amenity and character of the area.
- b) To provide for a variety of housing choice within residential areas with Liverpool.
- c) Additional objectives are listed in the detailed controls for the various land uses.

2 Frontage and Site Area

Site Area and Frontage

Objective

To permit residential flat buildings on land that can adequately accommodate landscaping, open space, parking, and solar access requirements.

Control

The minimum lot width 24m.

Note: The amalgamation of land parcels into larger development sites is encouraged as this will result in better forms of housing development and design.

Refer to the Liverpool LEP 2008 written statement and maps for the minimum site area and width in the R4 zone.

3. Site Planning

Site Planning

Objectives

- a) To ensure that the residential flat building is sensitive to site attributes, such as streetscape character, natural landform, drainage, existing vegetation, land capability, slope, solar access and if relevant, heritage items.
- b) To ensure privacy for residents and neighbours.
- c) To ensure that residential flat buildings that do not result in the loss of amenity to adjacent dwellings and open space.
- d) To ensure that the development reflects the character of the locality and environment.

Controls

1. The building should relate to the site's topography with minimal earthworks, except for basement car parking.
2. Siting of buildings should provide usable and efficient spaces, with consideration given to energy efficiency in the building design.
3. Site layout should provide safe pedestrian, cycle and vehicle access to and from the street.
4. Siting of buildings should be sympathetic to surrounding development, taking specific account of the streetscape in terms of scale, bulk, setbacks, materials and visual amenity.
5. Stormwater from the site must be able to be drained satisfactorily. Where the site falls away from the street, it may be necessary to obtain an easement over adjoining property to drain water satisfactorily to a Council stormwater system. Where stormwater drains directly to the street, there may also be a need to incorporate on-site detention of stormwater where street drainage is inadequate. Refer to Water cycle management in Part 1.
6. The development will need to satisfy the requirements of State Environmental Planning Policy No 65—Design Quality of Residential Flat Development.

Note: A Site Analysis Plan is required for each development application.

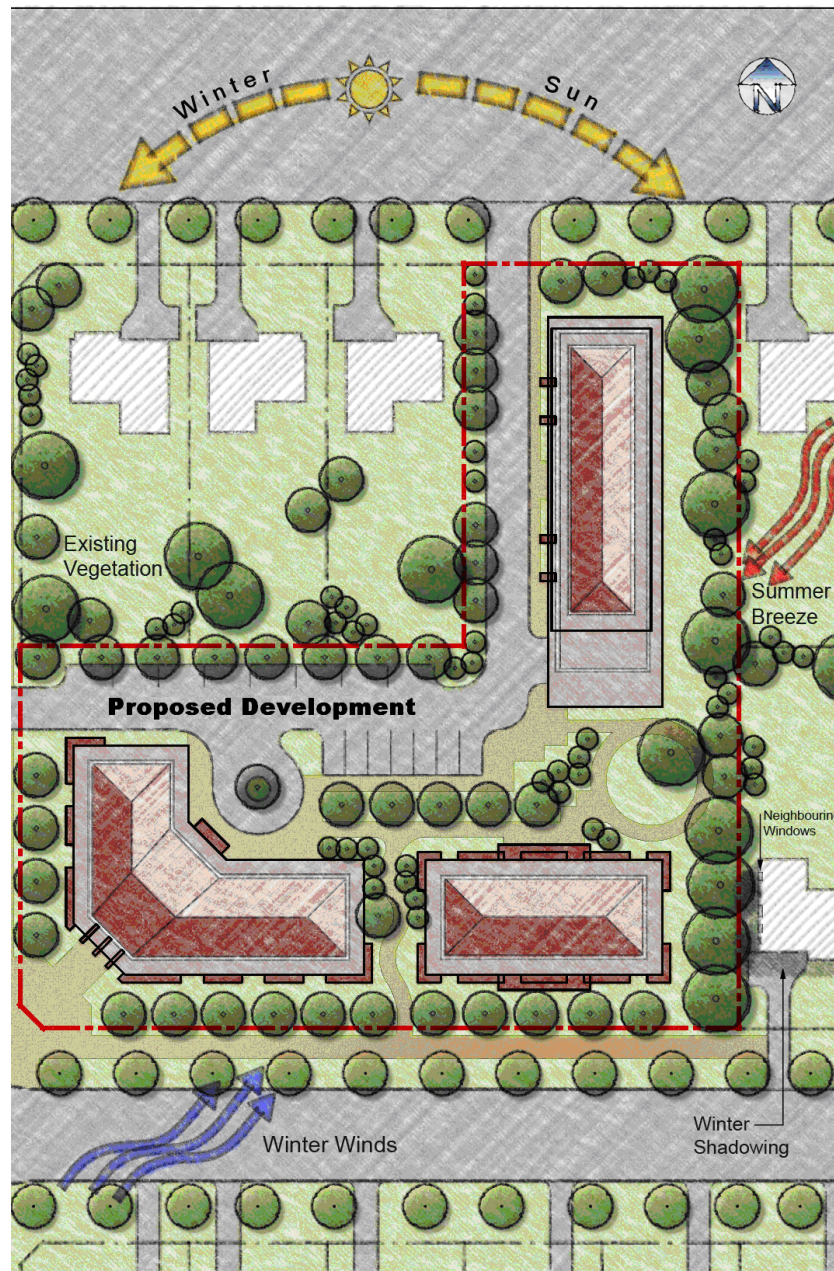


Figure 1 Site analysis plan for a Residential Flat Building



Figure 2 Residential Flat Building in context with its surroundings

4. Setbacks

Objectives

- To set buildings back from the street and adjacent properties to provide reasonable space for landscaping, open space and solar access.
- To set buildings back from each other to provide visual and acoustic privacy.
- To establish a streetscape of a scale and sense of enclosure appropriate to the locality.
- To provide convenient and unobtrusive vehicle access and car parking without the use of long driveways.

Controls

Front and Secondary Setbacks

- Buildings shall be setback in accordance with the following table.

Table 1

Road	Front Setback	Secondary Setback
Classified Roads	7.0m	7.0m
Other Streets	5.5m	5.5m

- Verandahs, eaves and other sun control devices may encroach on the front and secondary setback by up to 1m.
- The secondary setback is along the longest length boundary.

Side and Rear Setbacks

- Buildings shall be setback from the side and rear boundaries in accordance with the following table.

Table 2

Item	Side Setback	Rear Setback
Boundary to land in R2 & R3 zones	10m	10m
Boundary to land in R2 & R3 zones (no windows to habitable rooms)	10m	10m
Boundary to land in R1 & R4 zone (First 10m in height, excluding roof/attic)	3m	8m
Boundary to land in R1 & R4 zone (Greater than 10m in height)	8m	8m
Boundary to public open space	6m	6m

- Consideration will need to be given to existing and approved setbacks of residential flat buildings on adjoining buildings.

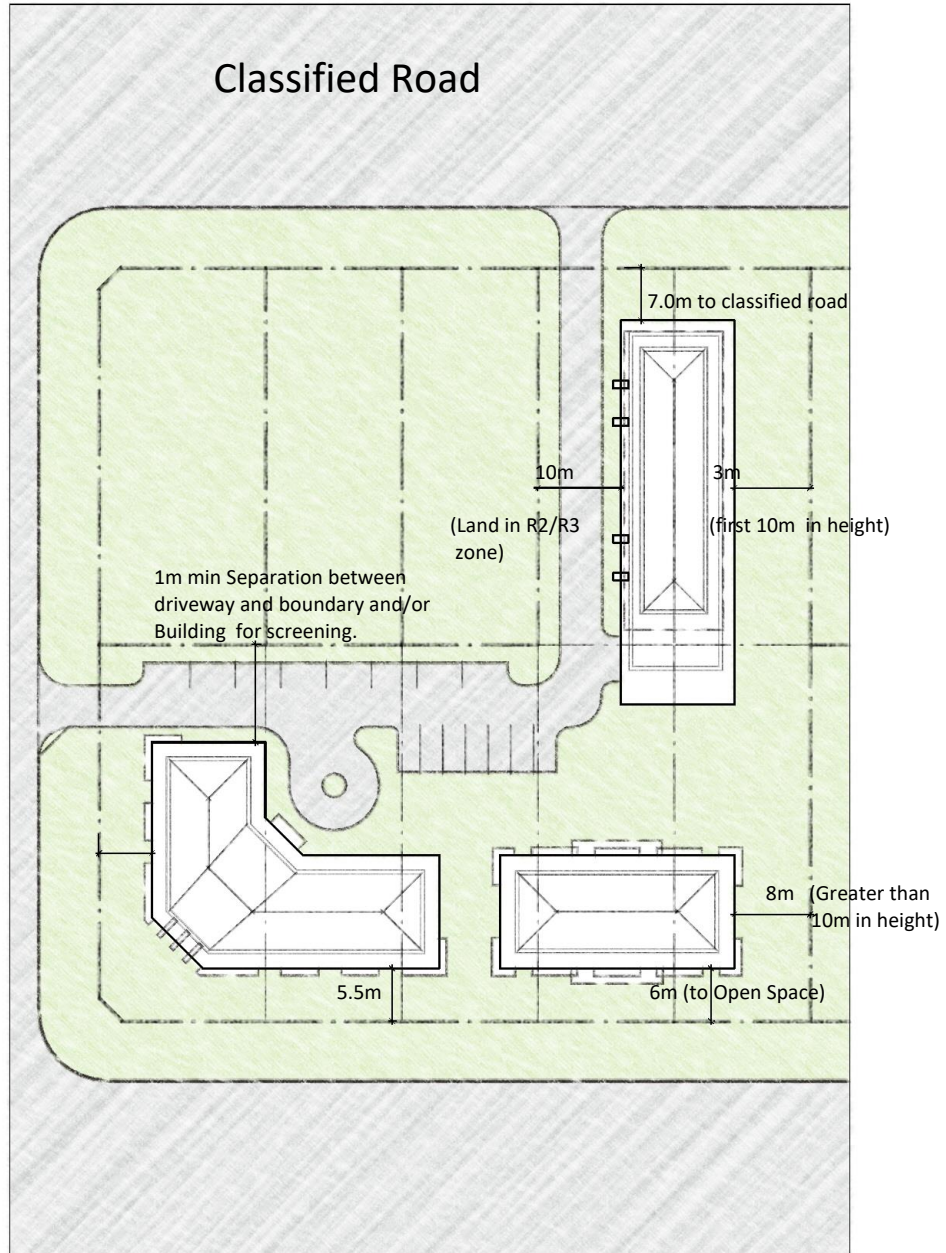


Figure 3 Residential Flat Building showing setbacks

5. Landscaped Area and Private Open Space

Landscaped area is defined in Liverpool LEP 2008.

Landscaped Area (deep soil area)

Objectives

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

Controls

1. A minimum of 25% of the site area shall be landscaped area.
2. A minimum of 50% of the front setback area shall be landscaped area.
3. Optimise the provision of consolidated landscaped area within a site by:
 - The design of basement and sub-basement car parking, so as not to fully cover the site.
 - The use of front and side setbacks.
 - Optimise the extent of landscaped area beyond the site boundaries by locating them contiguous with the landscaped area of adjacent properties.
4. Promote landscape health by supporting for a rich variety of vegetation type and size.
5. Increase the permeability of paved areas by limiting the area of paving and/or using pervious paving materials.

Open Space

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

Objectives

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

Controls

1. Provide communal open space, which is appropriate and relevant to the context and the building's setting.
2. Where communal open space is provided, facilitate its use for the desired range of activities by:
 - Locating it in relation to buildings to optimise solar access to dwellings.
 - Consolidating open space on the site into recognisable areas with reasonable space, facilities and landscape.
 - Designing its size and dimensions to allow for the range of uses it will contain.

- Minimising overshadowing.
 - Carefully locating ventilation duct outlets from basement car parking.
3. Locate open space to increase the potential for residential amenity.

Private Open Space

Objective

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

Controls

1. Private open space shall be provided for each dwelling in accordance with the following table.

Table 3

Dwelling Size	Private Open Space Area	Minimum Width
Small < 65 sqm	10sqm	2m
Medium 65 – 100	12sqm	2m
Large > 100 sqm	12sqm	2m

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

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

Drying areas

Objective

To provide adequate area clothes drying area for residents.

Controls

Clothes drying facilities must be provided at a rate of 5 lineal m of line per unit. Clothes drying areas should not be visible from a public place and should have solar access.

6. Building Design, Streetscape and Layout

Building Height

Objective

To ensure that the new development is compatible with the character of residential flat buildings and the adjoining neighbourhood.

Controls

Refer to the Liverpool LEP 2008 written statement and maps for the maximum Building Height in the **R1 and R4** zone. Note that this varies depending on the location.



Figure 4 Streetscape Presentation

Building Appearance and Streetscape

Objectives

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

Controls

1. Residential Flat Buildings shall comply with State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development, and should consider the **Residential Flat Design Code** **Apartment Design Guide**.

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

13. Express important corners by giving visual prominence to parts of the facade, for example, a change in building articulation, material or colour, roof expression or increased height.
14. Co-ordinate and integrate building services, such as drainage pipes, with overall facade and balcony design.
15. Co-ordinate security grills/screens, ventilation louvres and car park entry doors with the overall facade design



Figure 5 Building appearance and streetscape

Roof Design

Objectives

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

Controls

1. Relate roof design to the desired built form. This may include:
 - Articulating the roof, or breaking down its massing on large buildings, to minimise the apparent bulk or to relate to a context of smaller building forms.
 - Using a similar roof pitch or material to adjacent buildings, particularly in existing special character areas or heritage conservation areas.
 - Minimising the expression of roof forms gives prominence to a strong horizontal datum in the adjacent context, such as an existing parapet line.
 - Using special roof features, which relate to the desired character of an area, to express important corners.
2. Design the roof to relate to the size and scale of the building, the building elevations and three-dimensional building form. This includes the design of any parapet or terminating elements and the selection of roof materials.

3. Design roofs to respond to the orientation of the site, for example, by using eaves and skillion roofs to respond to sun access.
4. Minimise the visual intrusiveness of service elements by integrating them into the design of the roof. These elements include lift over-runs, service plants, chimneys, vent stacks, telecommunication infrastructures, gutters, downpipes and signage.
5. Where habitable space is provided within the roof optimise residential amenity in the form of attics or penthouse dwellings.



Figure 6 Roof design keeping in with the surrounds

Building Entry

Objectives

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

Controls

1. Improve the presentation of the development to the street by:
 - Locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access network.
 - Designing the entry as a clearly identifiable element of the building in the street.
 - Utilising multiple entries-main entry plus private ground floor dwelling entries-where it is desirable to activate the street edge or reinforce a rhythm of entries along a street.
2. Provide as direct a physical and visual connection as possible between the street and the entry.
3. Achieve clear lines of transition between the public street, the shared private, circulation spaces and the dwelling unit.

4. Ensure equal access for all
5. Provide safe and secure access by:
 - Avoiding ambiguous and publicly accessible small spaces in entry areas.
 - Providing a clear line of sight between one circulation space and the next.
 - Providing sheltered well-lit and highly visible spaces to enter the building, meet and collect mail.
6. Generally provide separate entries from the street for:
 - Pedestrians and cars.
 - Different uses, for example, for residential and commercial users in a mixed-use development.
 - Ground floor dwellings, where applicable.
7. Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces.
8. Provide and design letterboxes to be convenient for residents and not to clutter the appearance of the development from the street by:
 - Locating them adjacent to the major entrance and integrated into a wall, where possible.
 - Setting them at 90 degrees to the street, rather than along the front boundary.



Figure 7 Entry to the Residential Flat Building

Balconies

Objectives

- a) To ensure that balconies contribute positively to the façade of a building.
- b) To ensure balconies are functional and responsive to the environment thereby promoting the enjoyment of outdoor living for dwelling residents.

- c) To ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings.
- d) To contribute to the safety and liveliness of the street by allowing for casual overlooking and address.

Controls

1. Balconies may project up to 1m from the façade of a building.
2. Balustrades must be compatible with the façade of the building.
3. Ensure balconies are not so deep that they prevent sunlight entering the dwelling below.
4. Design balustrades to allow views and casual surveillance of the street.
5. Balustrades on balconies at lower levels shall be of solid construction.
6. Balconies should where possible be located above ground level to maximise privacy for occupants, particularly from the street.
7. Solid or semi solid louvres are permitted.
8. Noise attenuation measures on balconies facing a Classified Road should be considered.
9. Balconies should be located on the street frontage, boundaries with views and onto a substantial communal open space.
10. Primary balconies should be:
 - Located adjacent to the main living areas, such as living room, dining room or kitchen to extend the dwelling living space;
 - Sufficiently large and well proportioned to be functional and promote indoor/outdoor living. A dining table and two chairs (smaller dwelling) and four chairs (larger dwelling) should fit on the majority of balconies in any development.
11. Consider secondary balconies, including Juliet balconies or operable walls with balustrades, for additional amenity and choice in larger dwellings, adjacent to bedrooms or for clothes drying, site balconies off laundries or bathrooms.
12. Design and detail balconies in response to the local climate and context thereby increasing the usefulness of balconies. This may be achieved by:
 - Locating balconies facing predominantly north, east or west to provide solar access.
 - Utilising sunscreens, pergolas, shutters and operable walls to control sunlight and wind.
 - Providing balconies with operable screens, Juliet balconies or operable walls/sliding doors with a balustrade in special locations where noise or high winds prohibit other solutions - along rail corridors, on busy roads or in tower buildings - choose cantilevered balconies, partially cantilevered balconies and/or recessed balconies in response to daylight, wind, acoustic privacy and visual privacy.
13. Provide primary balconies for all dwellings with a minimum depth of 2m.
14. Ensuring balconies are not so deep that they prevent sunlight entering the dwelling below.
15. Design balustrades to allow views and casual surveillance of the street while providing for safety and visual privacy. Design considerations may include:
 - Detailing balustrades using a proportion of solid to transparent materials to address site lines from the street, public domain or adjacent development.

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

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

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



Figure 8 Balcony design

Daylight Access

Objectives

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

Controls

1. Plan the site so that new residential flat development is oriented to optimise northern aspect.
2. Ensure direct daylight access to communal open space between March and September and provide appropriate shading in summer.
3. Optimise the number of dwellings receiving daylight access to habitable rooms and principal windows:
4. Ensure daylight access to habitable rooms and private open space, particularly in winter - use skylights, clerestory windows and fanlights to supplement daylight access.

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

Internal design

Objective

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

Controls

1. All staircases should be internal.
2. Minimise the length of common walls between dwellings.
3. Basement car parking shall be located beneath the building footprint.
4. Where possible natural ventilation shall be provided to basement car parking.
5. Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to dwellings

6. Minimise the location of noise sensitive rooms such as bedrooms adjoining noisier rooms such as bathrooms or kitchens or common corridors and stairwells.
7. Where a site has frontage to a Classified Road, locate bedrooms away from the front of the site.
8. Where common walls are provided they must be carried to the underside of the roof and be constructed in accordance with *Part F5 of the Building Code of Australia*.
9. Locate active use rooms or habitable rooms with windows overlooking communal/public areas (e.g. playgrounds, gardens).

Housing Choice and Mix

Objectives

- a) *Provide a mix of dwelling types, sizes and open space to cater for a range of household types and living styles.*
- b) *Provide dwelling mix in apartments with consideration to demographic trends, including larger household types, particularly families with children.*
- c) *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 elderly, disabled residents and families.*

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 controls:*

• <i>Studio and one bedroom units</i>	<i>must be at least 10% of the total mix of units within each development</i>
• <i>Three or more bedroom units</i>	<i>must be at least 25% of the total mix of units within each development</i>
• <i>Dual-key apartments</i>	<i>must not exceed 10% of the total number of apartments</i>

2. *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.*
3. *Adaptable dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995).*
4. *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).*
5. *Ensure car parking and garages allocated to adaptable dwellings comply with the requirements of the relevant Australian Standard for disabled parking spaces.*

Ground Floor Dwellings

Objectives

- a) To contribute to the desired streetscape of an area and to create active safe streets.

- b) To increase the housing and lifestyle choices available in dwelling buildings.
- c) *Provide dwelling mix that is sufficiently flexible for residents' changing needs over time, and responds to current demographic trends.*
- d) *Provide dwelling mix in apartments with consideration to larger household types, particularly families with children.*

Controls

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

Security

Objectives

- a) To ensure that buildings are orientated to allow surveillance from the street and adjoining buildings.
- b) To ensure that entrances to buildings are clearly visible and easy to locate in order to minimise the opportunities for intruders.
- c) To ensure buildings are safe and secure for residents and visitors.
- d) To contribute to the safety of the public domain.

Controls

1. Entrances to buildings should be orientated towards the front of the site and facing the street.
2. The main entrance to dwellings or other premises should not be from rear lanes and should be designed with clear directions and signage.
3. Blank walls in general that address street frontages or public open space are discouraged. Where they are unavoidable building elements or landscaping must be used to break up large expanses of walls. In some cases an anti-graffiti coating will need to be applied to the wall to a height of 2 metres.

4. Minimise the number of entry points to buildings.
5. Reinforce the development boundary to strengthen the distinction between public and private space by:
 - Employing a level change at the site and/or building threshold (subject to accessibility requirements).
 - Signage.
 - Entry awnings.
 - Fences, walls and gates.
 - Change of material in paving between the street and the development.
6. Optimise the visibility, functionality and safety of building entrances by:
 - Orienting entrances towards the public street.
 - Providing clear lines of sight between entrances, foyers and the street.
 - Providing direct entry to ground level dwellings from the street rather than through a common foyer.
 - Direct and well-lit access between car parks and dwellings, between car parks and lift lobbies and to all unit entrances.
7. Improve the opportunities for casual surveillance by:
 - Orienting living areas with views over public or communal open spaces, where possible.
 - Using bay windows and balconies, which protrude beyond the main facade and enable a wider angle of vision to the street.
 - Using corner windows, which provide oblique views of the street.
 - Providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks.
8. Minimise opportunities for concealment by:
 - Avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor car parks, along corridors and walkways.
 - Providing well-lit routes throughout the development.
 - Providing appropriate levels of illumination for all common areas.
 - Providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard.
9. Control access to the development by:
 - Making dwellings inaccessible from the balconies, roofs and windows of neighbouring buildings.
 - Separating the residential component of a development's car parking from any other building use and controlling car park access from public and common areas.
 - Providing direct access from car parks to dwelling lobbies for residents.

Natural Ventilation

Objectives

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

Controls

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

Building Layout**Objectives**

- (a) To provide variety in appearance.
- (b) To provide increasing privacy between dwellings within the building.
- (c) To assist with flow through ventilation.
- (d) To improve solar access.

Controls

The layout of dwellings within a residential flat building should minimise the extent of common walls. Figure 9 shows layouts that are not preferred and options that are considered acceptable.

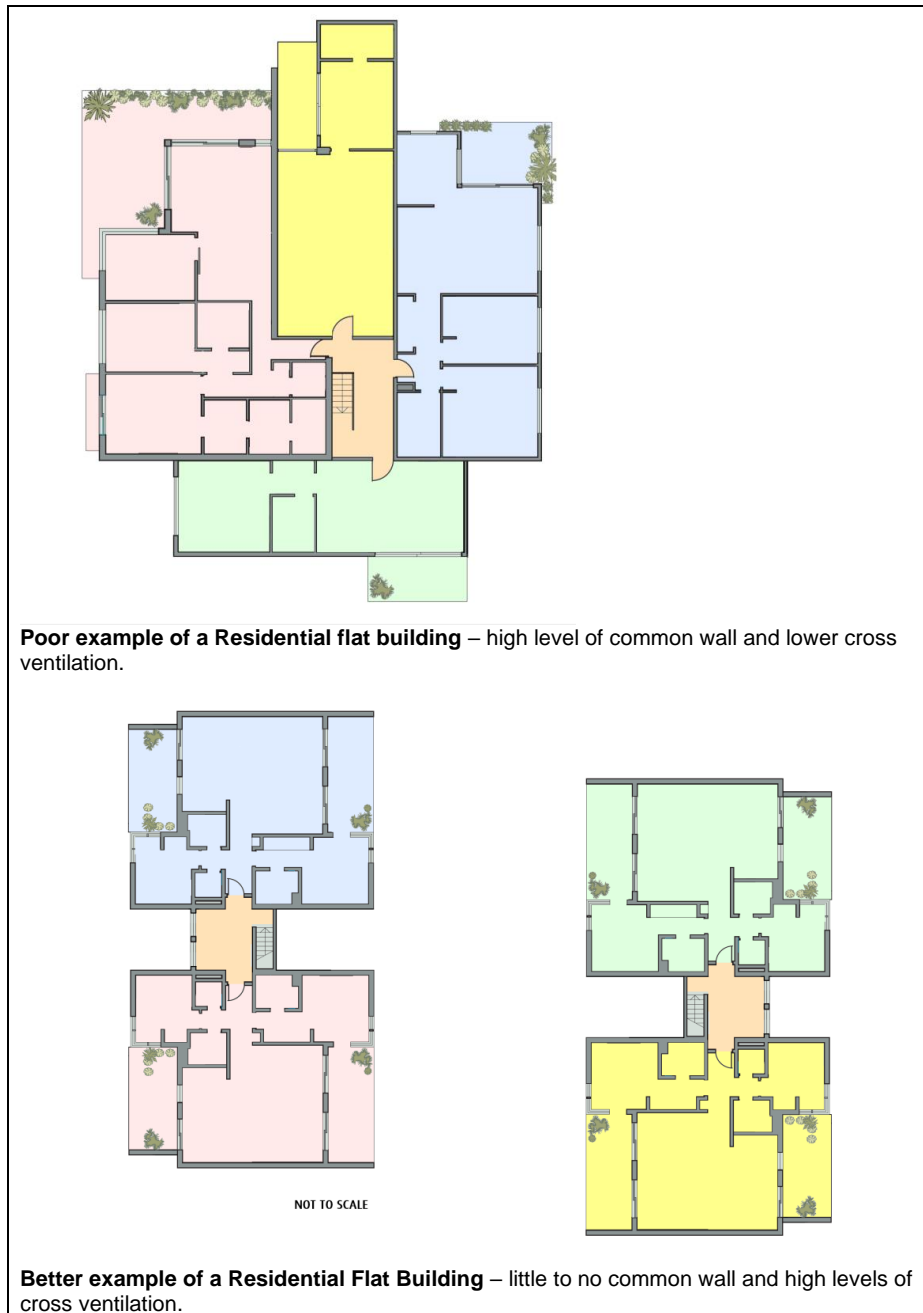


Figure 9 Layout of dwellings

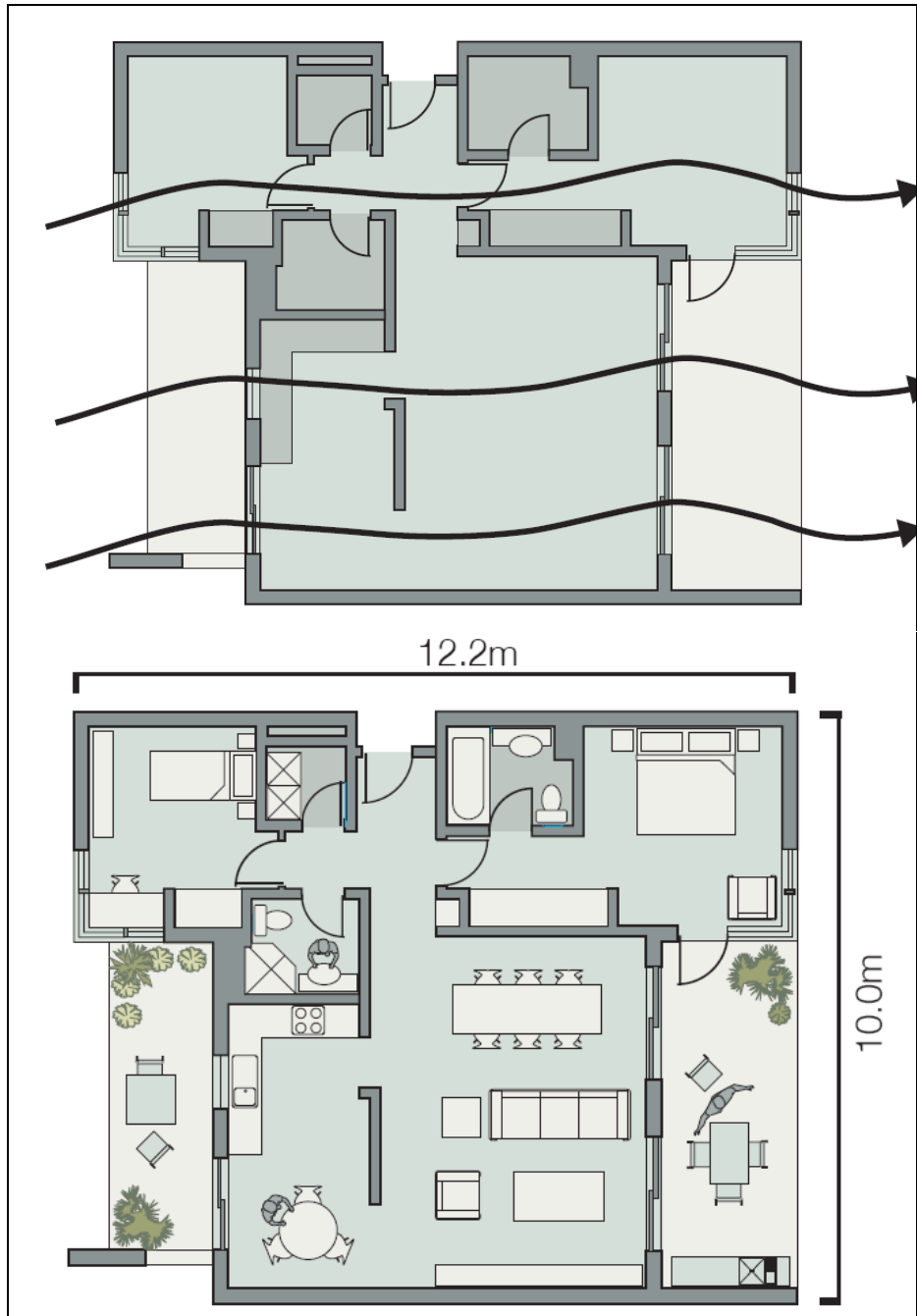


Figure 10 Cross Ventilation

Storage Areas**Objective**

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

Controls

1. A secure storage space is to be provided for each dwelling with a minimum volume 8 m³ (minimum dimension 1m²). This must be set aside exclusively for storage as part of the basement or garage.
2. Storage areas must be adequately lit and secure. Particular attention must be given to security of basement and garage storage areas.

7. Landscaping and Fencing

Landscaping

Objectives

- a) To ensure that the development uses 'soft landscaping' treatments to soften the appearance of the buildings and complement the streetscape.
- b) To ensure that the relation of landscape design is appropriate to the desired proportions and character of the streetscape.
- c) To ensure that the use of planting and landscape elements are appropriate to the scale of the development.
- a) To retain existing mature trees within the site in a way which ensures their ongoing health and vitality.
- b) To provide privacy, summer shade and allow winter sun.
- c) To encourage landscaping that is appropriate to the natural, cultural and heritage characteristics of its locality.
- d) To add value to residents' quality of life within the development in the forms of privacy, outlook and views.

Controls

1. The setback areas are to be utilised for canopy tree planting. The landscape design for all development must include canopy trees that will achieve a minimum 8 m height at maturity within front and rear setback areas.
2. Landscape planting should be principally comprised of native species to maintain the character of Liverpool and 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.
3. The landscaping shall contain an appropriate mix of canopy trees, shrubs and groundcovers. Avoid medium height shrubs (600 – 1800mm) especially along paths and close to windows and doors.
4. Landscaping in the vicinity of a driveway entrance should not obstruct visibility for the safe ingress and egress of vehicles and pedestrians.
5. Tree and shrub planting alongside and rear boundaries should assist in providing effective screening to adjoining properties.
6. Landscaping on any podium level or planter box shall be appropriately designed and irrigated. Landscaping on podium levels and planter boxes should be accessible from habitable areas of dwellings or elsewhere as appropriate for gardener access in other forms of development.
7. The development must be designed around significant vegetation on the site.
8. It is important to retain significant vegetation to maintain an existing streetscape and enhance the visual appearance of new dwellings.
9. Trees adjacent to private open space areas and living rooms should provide summer shade and allow winter sun entry.
10. Where landscaping is used to control overlooking, species selected are to be a kind able to achieve privacy within 3 years.
11. All species of trees and shrubs should be drought resistant.
12. Advanced tree species are to be used for key elements with the landscape design concept.

13. Any tree with a mature height over 8m should be planted a minimum distance of 3m from the building or utility services.
14. Contribute to streetscape character and the amenity of the public domain by:
 - Relating landscape design to the desired proportions and character of the streetscape.
 - Using planting and landscape elements appropriate to the scale of the development.
 - Mediating between and visually softening the bulk of large development for the person on the street.
15. Improve the energy efficiency and solar efficiency of dwellings and the microclimate of private open spaces.
16. Planting design solutions include:
 - Trees for shading low-angle sun on the eastern and western sides of a dwelling.
 - Trees that do not cast a shadow over solar collectors at any time of the year.
 - Deciduous trees for shading of windows and open space areas in summer.
17. Design landscape which contributes to the site's particular and positive characteristics, for example by:
 - Enhancing habitat and ecology.
 - Retaining and incorporating trees, shrubs and ground covers endemic to the area, where appropriate.
 - Retaining and incorporating changes of level, visual markers, views and any significant site elements.

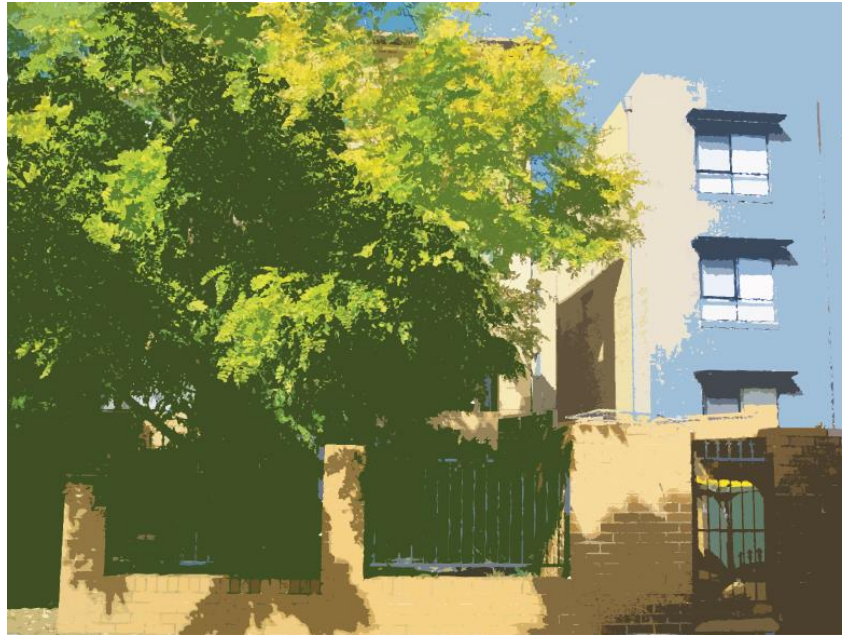


Figure 11 Vegetation and fencing

Planting on Structures

Objectives

- a) To contribute to the quality and amenity of communal open space on podiums and internal courtyards.
- b) To encourage the establishment and healthy growth of trees in urban areas.

Controls

1. Design for optimum conditions for plant growth by:
 - Providing soil depth, soil volume and soil area appropriate to the size of the plants to be established.
 - Providing appropriate soil conditions and irrigation methods.
 - Providing appropriate drainage.
 - Design planters to support the appropriate soil depth and plant selection by:
 - Ensuring planter proportions accommodate the largest volume of soil possible. Minimum soil depths will vary depending on the size of the plant. However, soil depths greater than 1.5 m are unlikely to have any benefits for tree growth.
 - Providing square or rectangular planting areas rather than long narrow linear areas.
2. The following are recommended as minimum standards for a range of plant sizes:
 - Large trees such as figs (canopy diameter of up to 16 m at maturity)
 - Minimum soil volume 150m³.
 - Minimum soil depth 1.3m.
 - Minimum soil area of 10 x 10m or equivalent.

Medium trees (8m canopy diameter at maturity).

- Minimum soil volume 35m³.
- Minimum soil depth 1m.
- Approximate soil area of 6 x 6m or equivalent.

Small trees (4 m canopy diameter at maturity).

- Minimum soil volume 9m³.
- Minimum soil depth 0.8m.
- Approximate soil area of 3.5 x 3.5m or equivalent.

Shrubs: Minimum soil depths 500 – 600mm.

- Ground cover: Minimum soil depths 300 – 450mm.

Turf: Minimum soil depths 100 – 300mm.

Any subsurface drainage requirements are in addition to the minimum soil depths quoted above.

Fencing

Objectives

- a) To provide a clear transition between public and private open space.
- b) To provide variety in the streetscape.
- c) To provide fencing that enhances the streetscape.

Controls

Primary Frontage

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

Secondary Frontage

7. Fences and walls must be a maximum of 1.8m in height, and constructed of masonry, timber and/or landscaped.
8. For side walls or fences along the secondary frontage, a maximum height of 1.2m is required for the first 9m measured from the front boundary, the remaining fence / wall may then be raised to a maximum of 1.8m. The secondary setback is the longest length boundary.

Boundary Fences

9. The maximum height of side boundary fencing within the setback to the street is 1.2m.
10. Boundary fences shall be lapped and capped timber or metal sheeting.

8. Car Parking and Access

Car Parking

Objectives

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

Controls

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



Figure 12 Car parking at ground level

Pedestrian Access

Objectives

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

Controls

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

9. Amenity and Environmental Impact

Overshadowing

Objective

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

Controls

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

Privacy

Objectives

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

Controls

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

- Solid or semi-solid balustrades to balconies - louvres or screen panels to windows and/or balconies.
- Fencing.
- Vegetation as a screen between spaces.
- Incorporating planter boxes into walls or balustrades to increase the visual separation between areas.
- Utilising pergolas or shading devices to limit overlooking of lower dwellings or private open space.



Figure 13 Screening and lower level balconies

Acoustic Impact

Objective

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

Controls

1. Noise attenuation measures should be incorporated into building design to ensure acoustic privacy between on-site and adjoining buildings.
2. Buildings having frontage to a Classified Road or a railway and impacted upon by rail or traffic related noises must incorporate the appropriate noise and vibration mitigation measures into the design in terms of the site layout, building materials and design, orientation of the buildings and location of sleeping and recreation areas.
3. The proposed buildings must comply with the Environment Protection Authority criteria and the current relevant Australian Standards for noise and vibration and quality assurance.

4. Arrange dwellings within a development to minimise noise transition between dwellings by:
 - Locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms with living rooms, bedrooms with bedrooms
 - Using storage or circulation zones within an dwelling to buffer noise from adjacent dwellings, mechanical services or corridors and lobby areas
 - Minimising the amount of common walls with other dwellings.
 - Design the internal dwelling layout to separate noisier spaces from quieter spaces by:
 - Grouping uses within a dwelling - bedrooms with bedrooms and service areas like kitchen, bathroom, and laundry together.

10. Site Services

Objectives

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

Controls

Letterboxes

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

Waste management

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

Frontage works and damage to Council infrastructure

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

Electricity Sub Station

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

**DRAFT Liverpool Development Control Plan
2008
Part 4
Development in
Liverpool city centre**

6 May 2020

Part 4 must be read in conjunction with Part 1

**LIVERPOOL
CITY
COUNCIL**



Liverpool Development Control Plan 2008

Part 4 Liverpool city centre

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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 (LEP) 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 (LDGP) 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 (LEP) 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

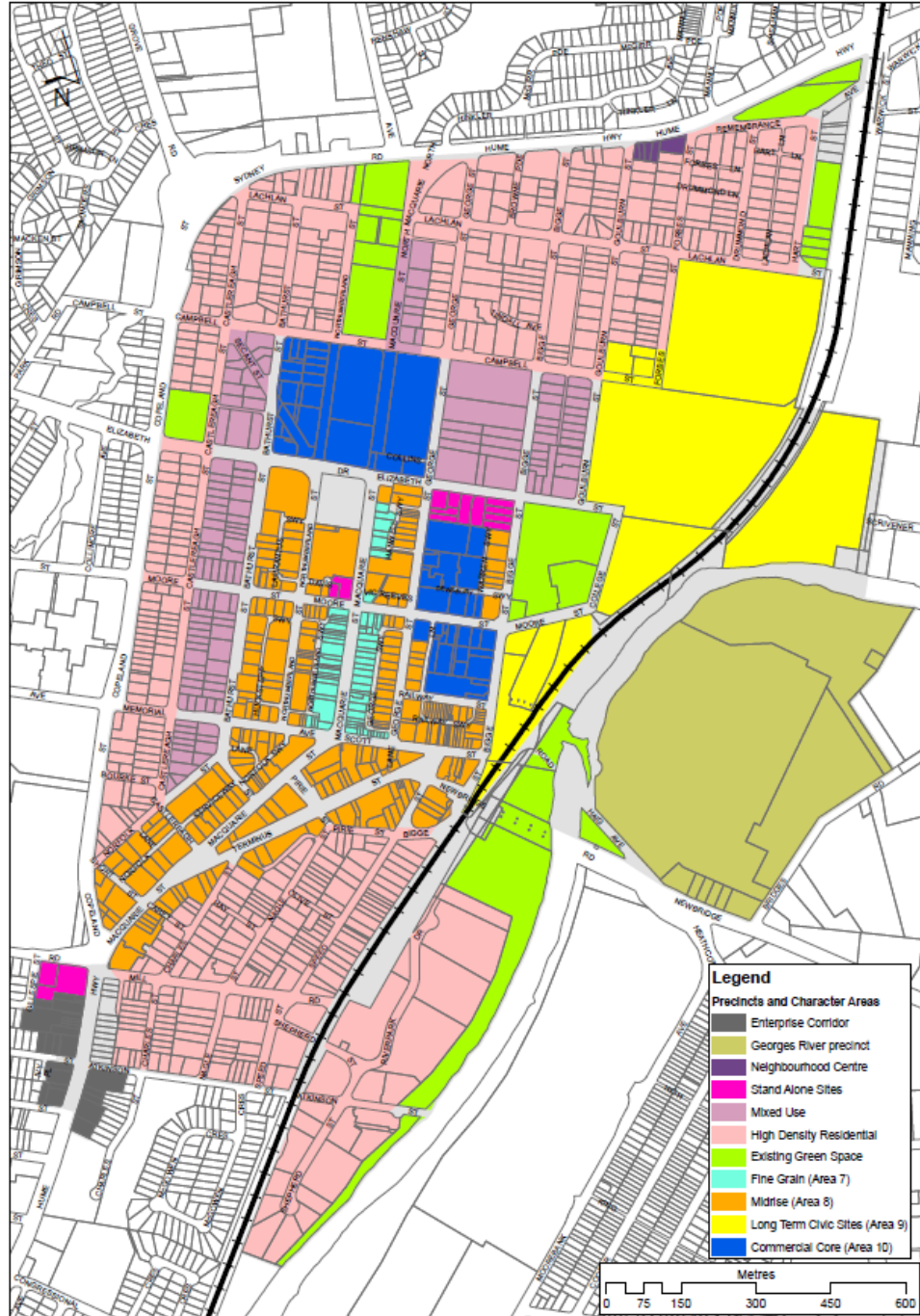
Develop new buildings in Liverpool city centre using the following building typologies for precincts as identified in **Figure 4-2**:

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 1,500m² 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.

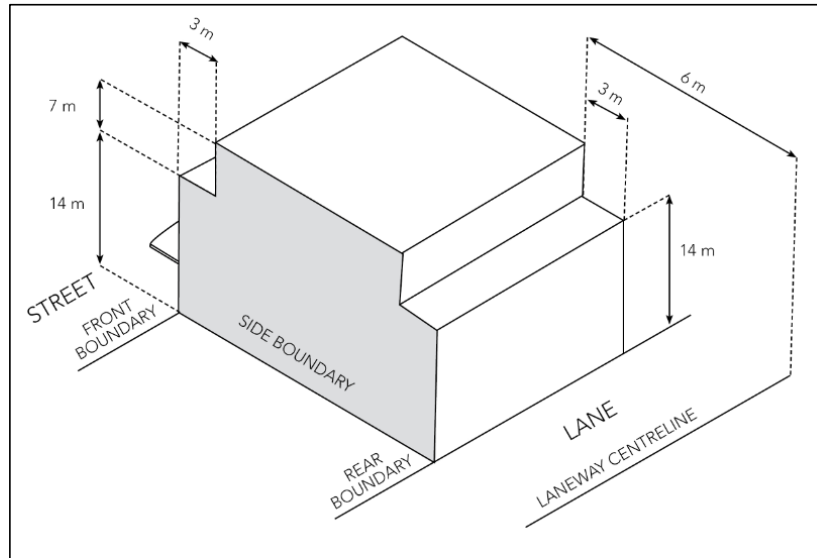
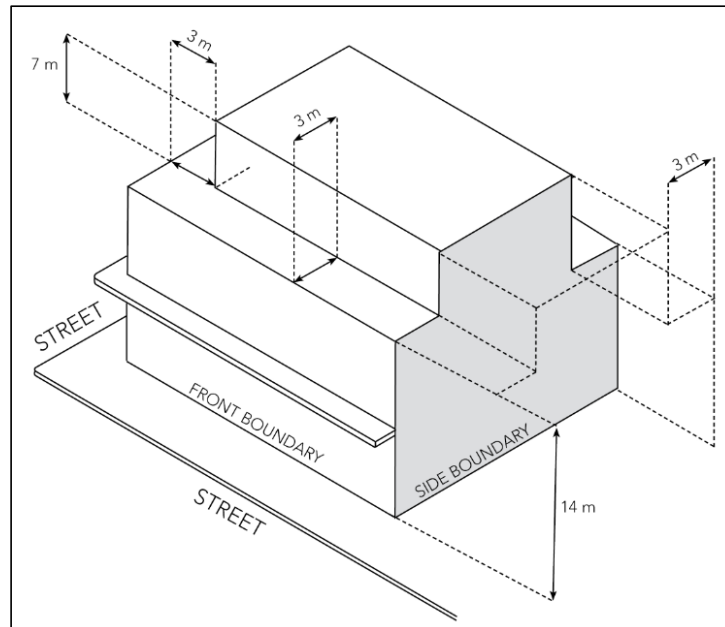
Objectives

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.

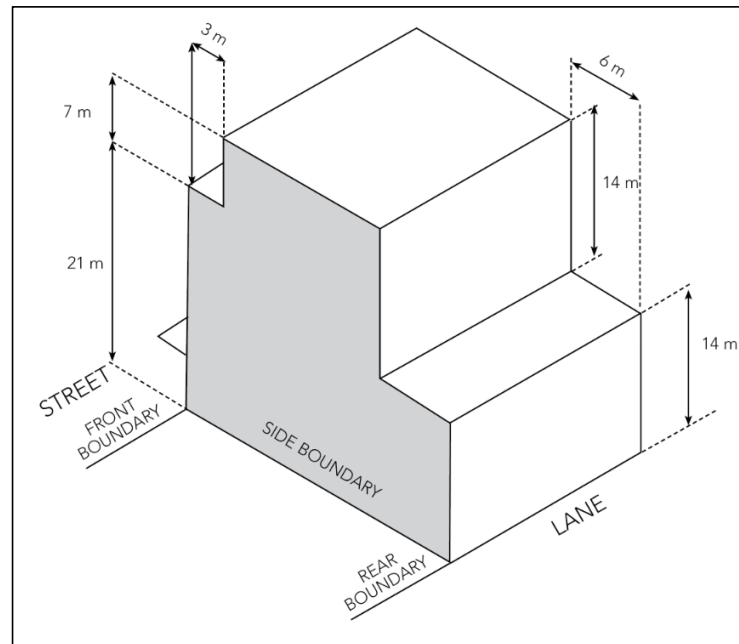
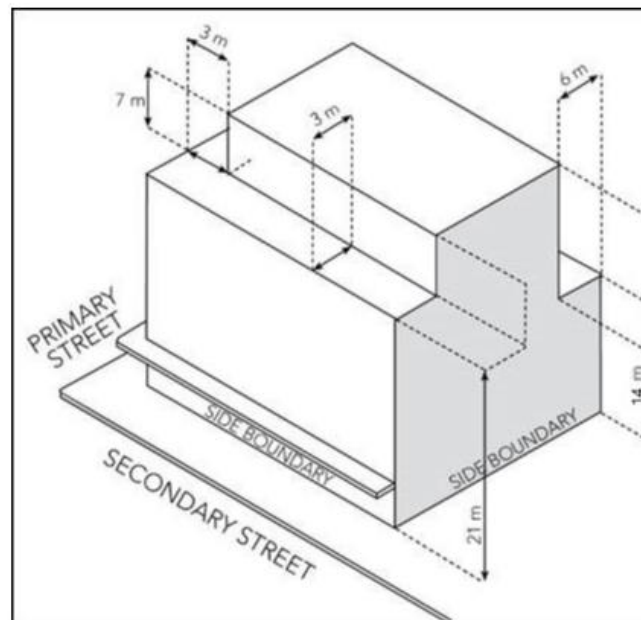
Objectives

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 servicerways; 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

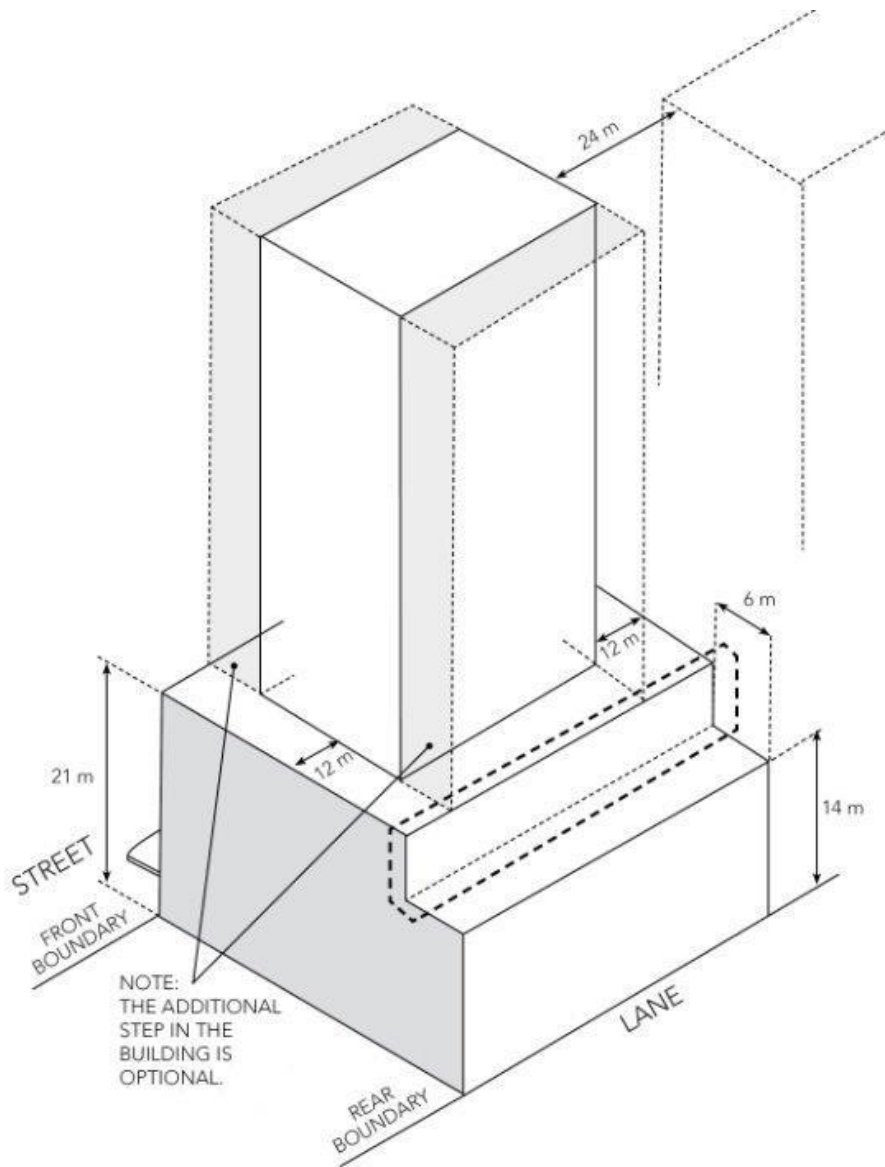


Figure 4-8: Tower on a Podium/Corner Site

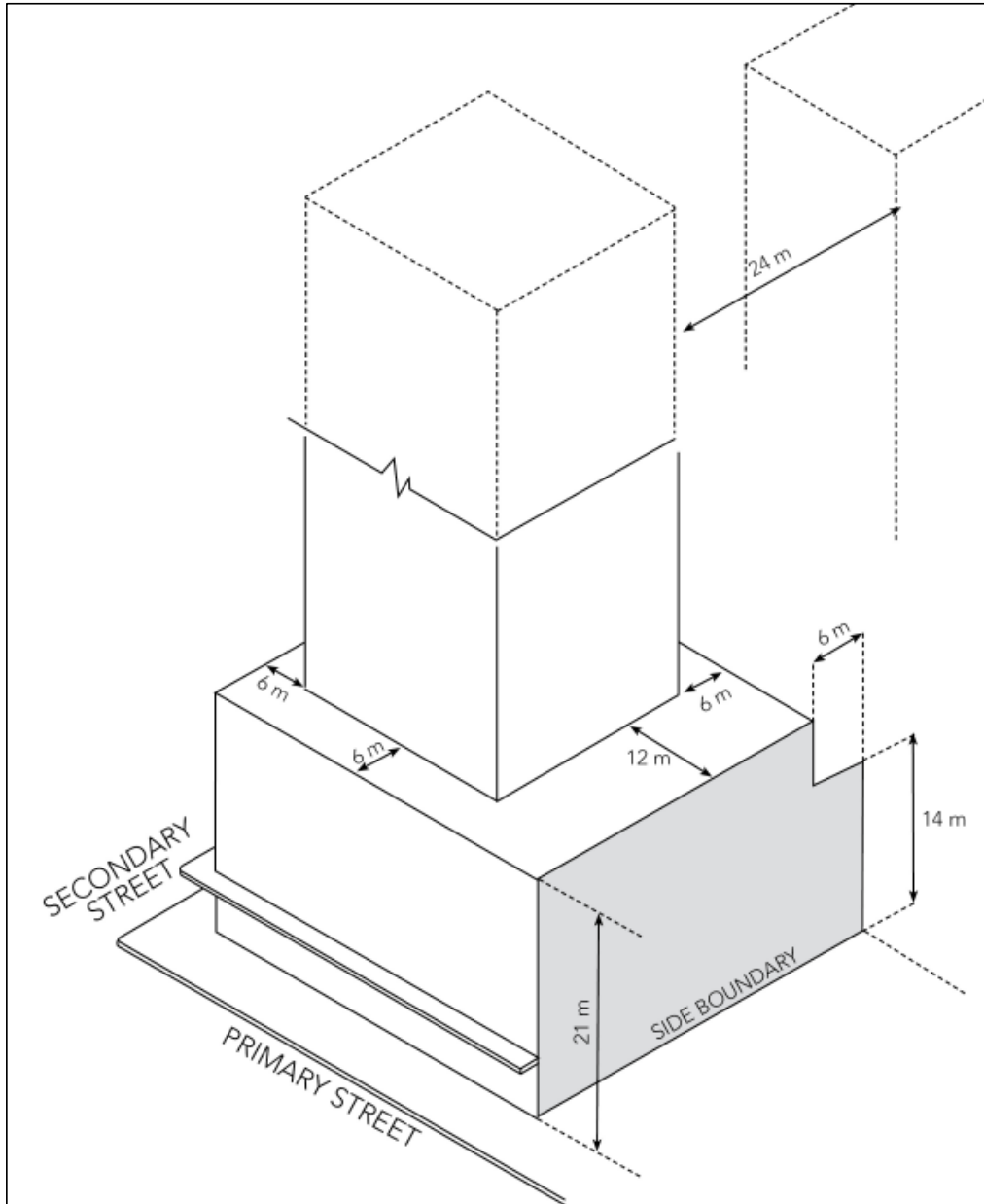
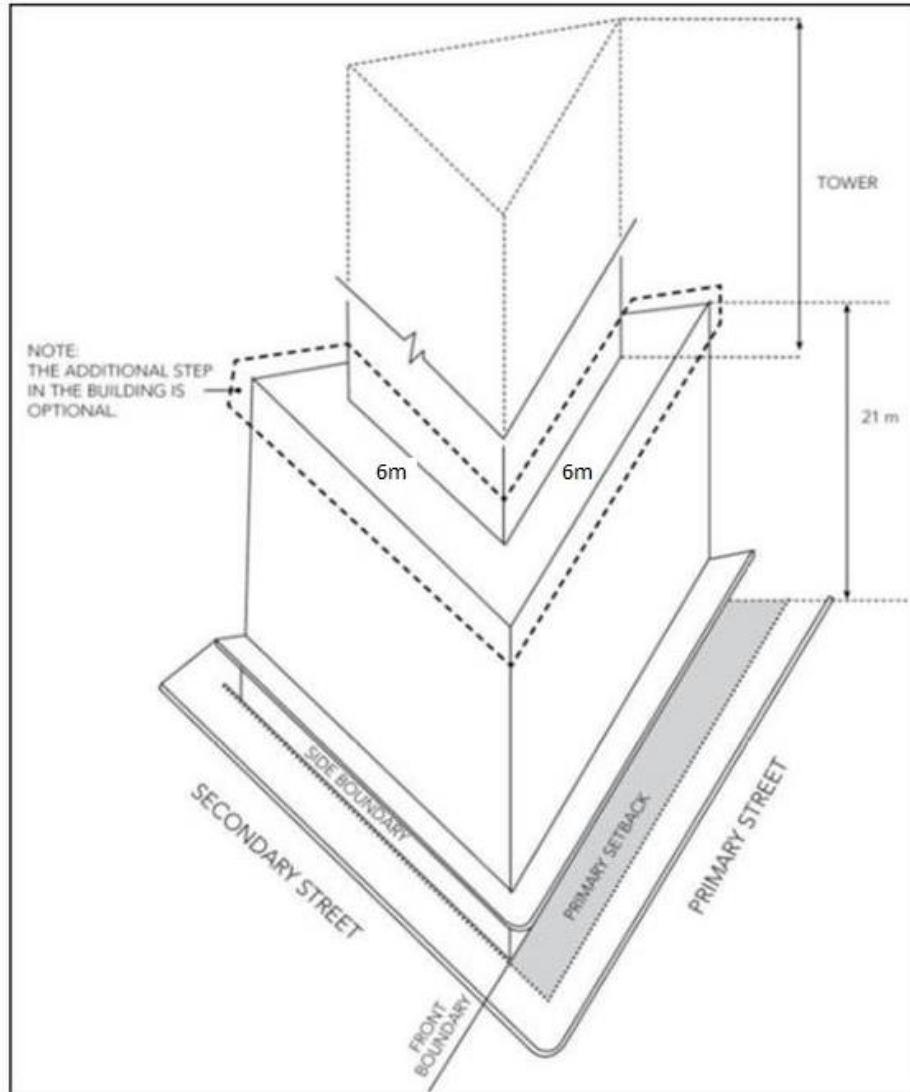


Figure 4-9: Tower on a Podium/Acute Corner Site



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.

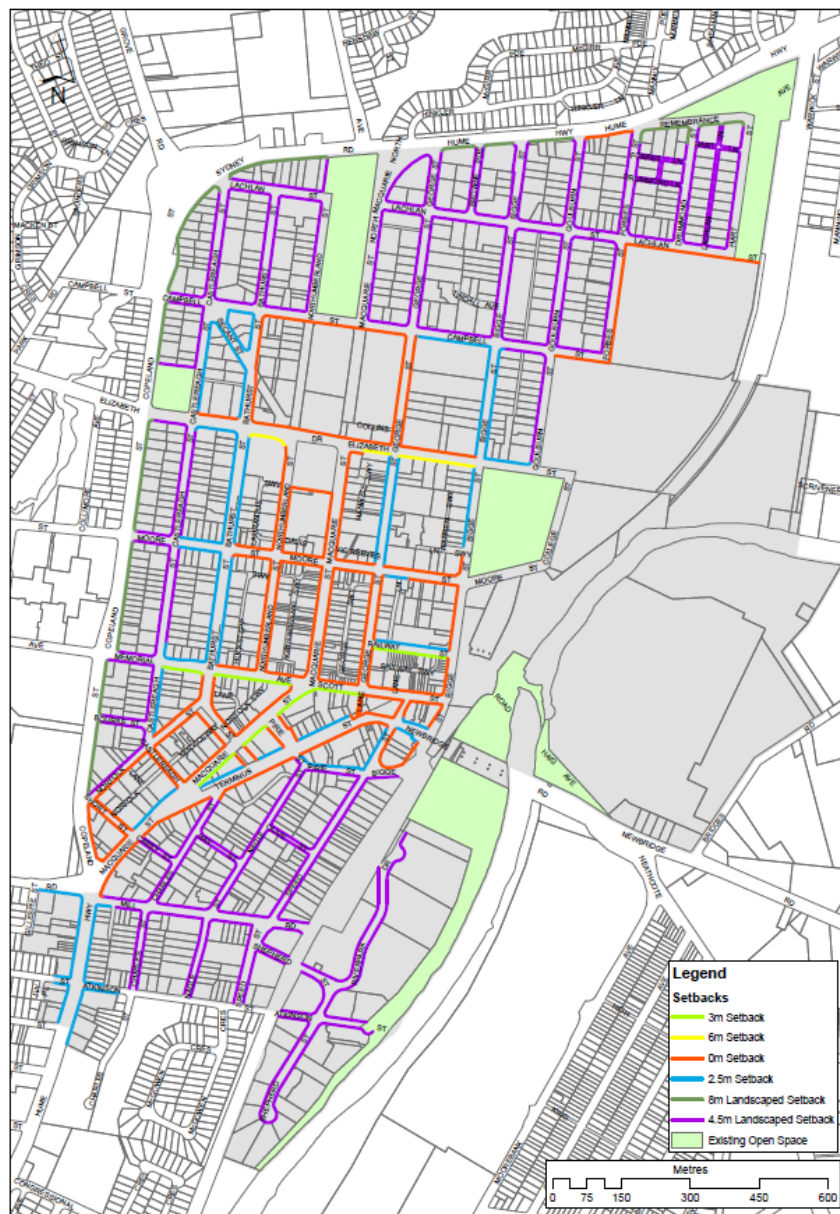
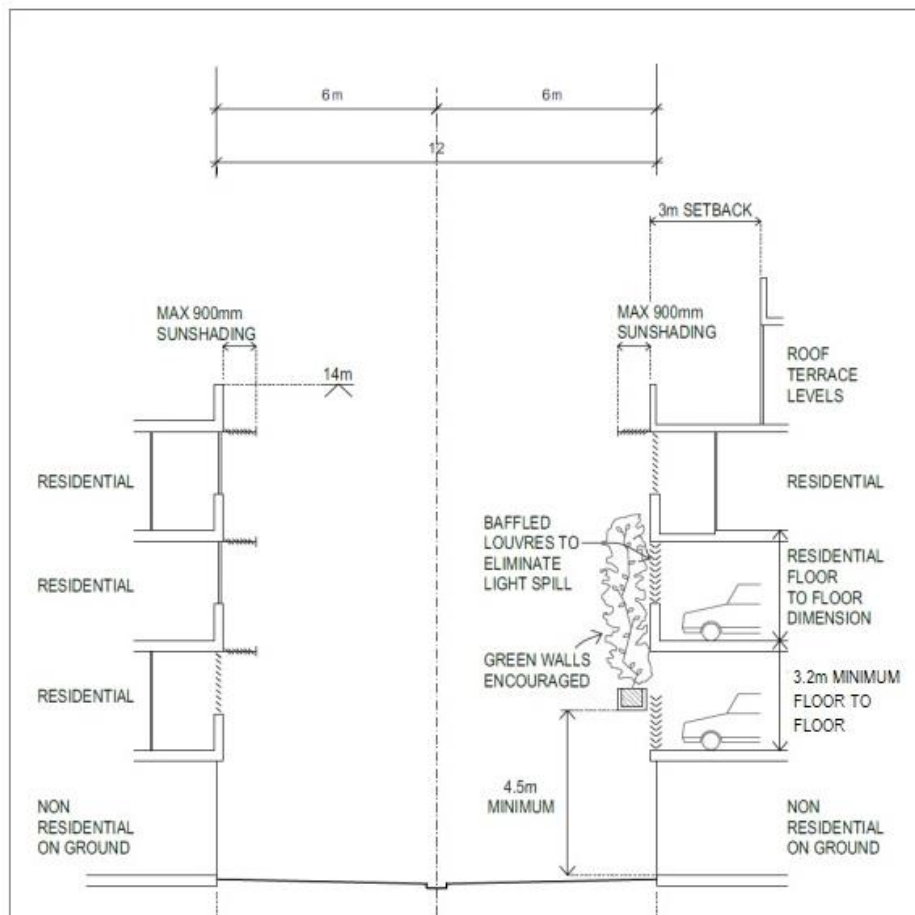
Figure 4-10 Street Setbacks

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, *living styles*, and to achieve housing affordability. *There are many families with children residing in apartments in the Liverpool City Centre, therefore the provisions must reflect this.* Dwellings require internal flexibility as well as a variety of outdoor and recreational areas, *and some must be capable of adaptation for disabled or elderly residents.*

Objectives

Developments must:

1. Provide a mix of dwelling types, sizes and open space to cater for a range of household types *including families with children*, and living styles.
2. Provide dwelling ~~layout~~ *mix* that is sufficiently flexible for residents' changing needs over time, and responds to current demographic trends.
3. Provide ~~unit sizes~~ *dwelling mix* in apartments with consideration to larger household types, particularly families with children.
4. 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 *elderly, disabled* residents *and families*.

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~~ *controls*:

• Studio and one bedroom units	must not be less than <i>be at least 10%-10%</i> of the total mix of units within each development;
• Three or more bedroom units	must not be less than 10% <i>be at least 25%</i> of the total mix of units within each development;
• Dual-key apartments	must not exceed 10% <i>10%</i> of the total number of apartments; and

2. 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.
3. Adaptable dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995).
4. 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).
5. 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.

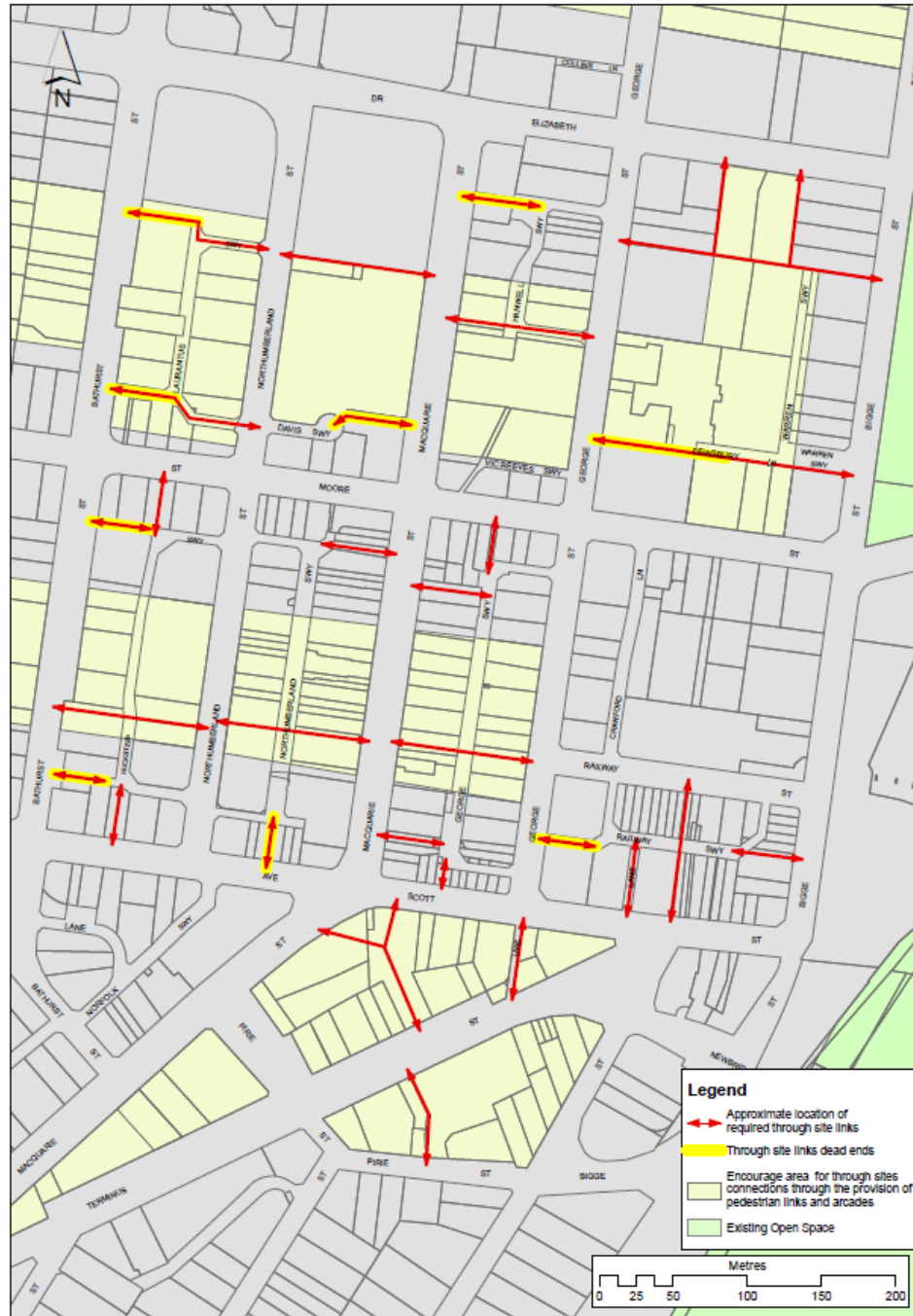
Objectives

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 **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 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

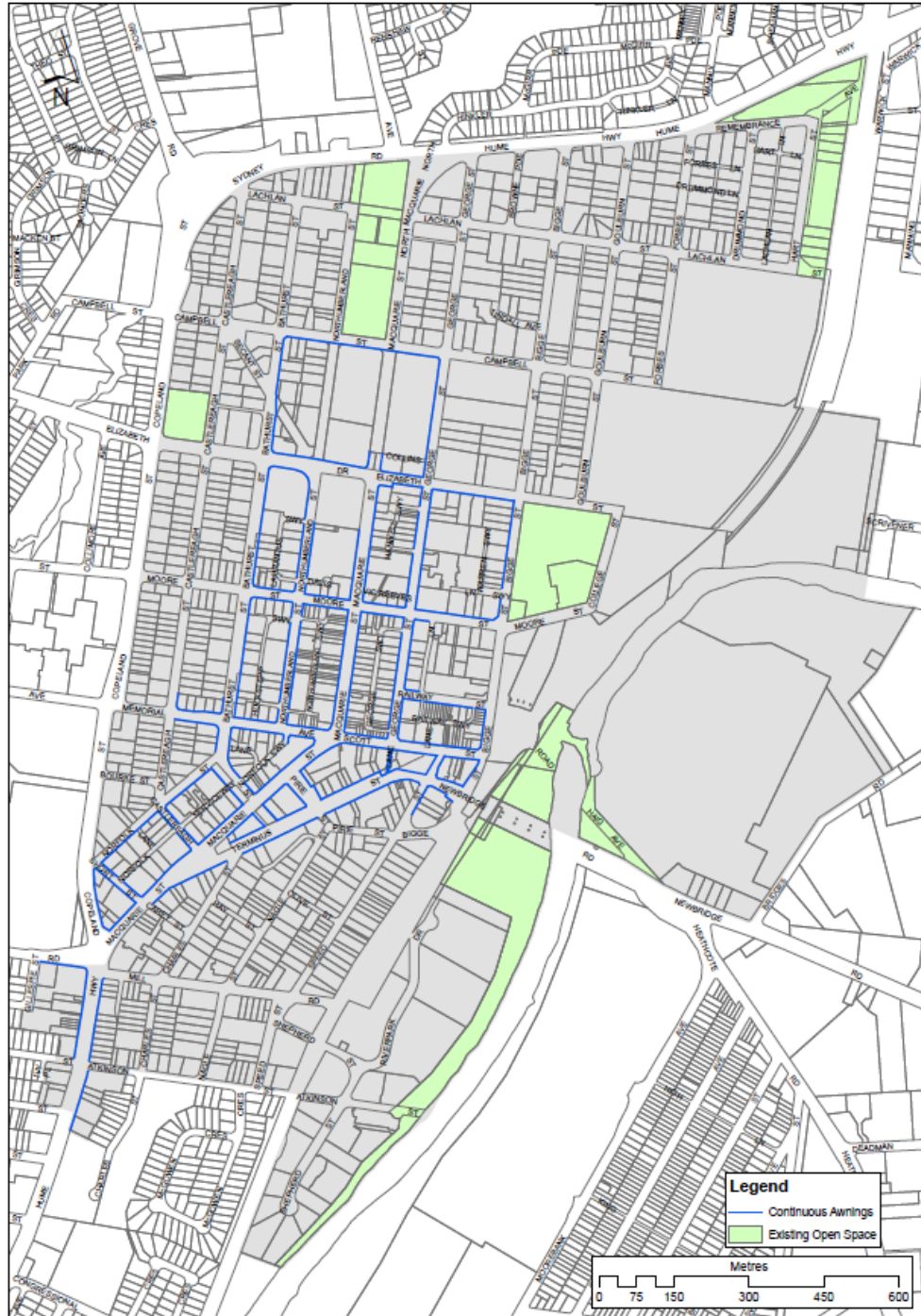
Awnings on buildings must:

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

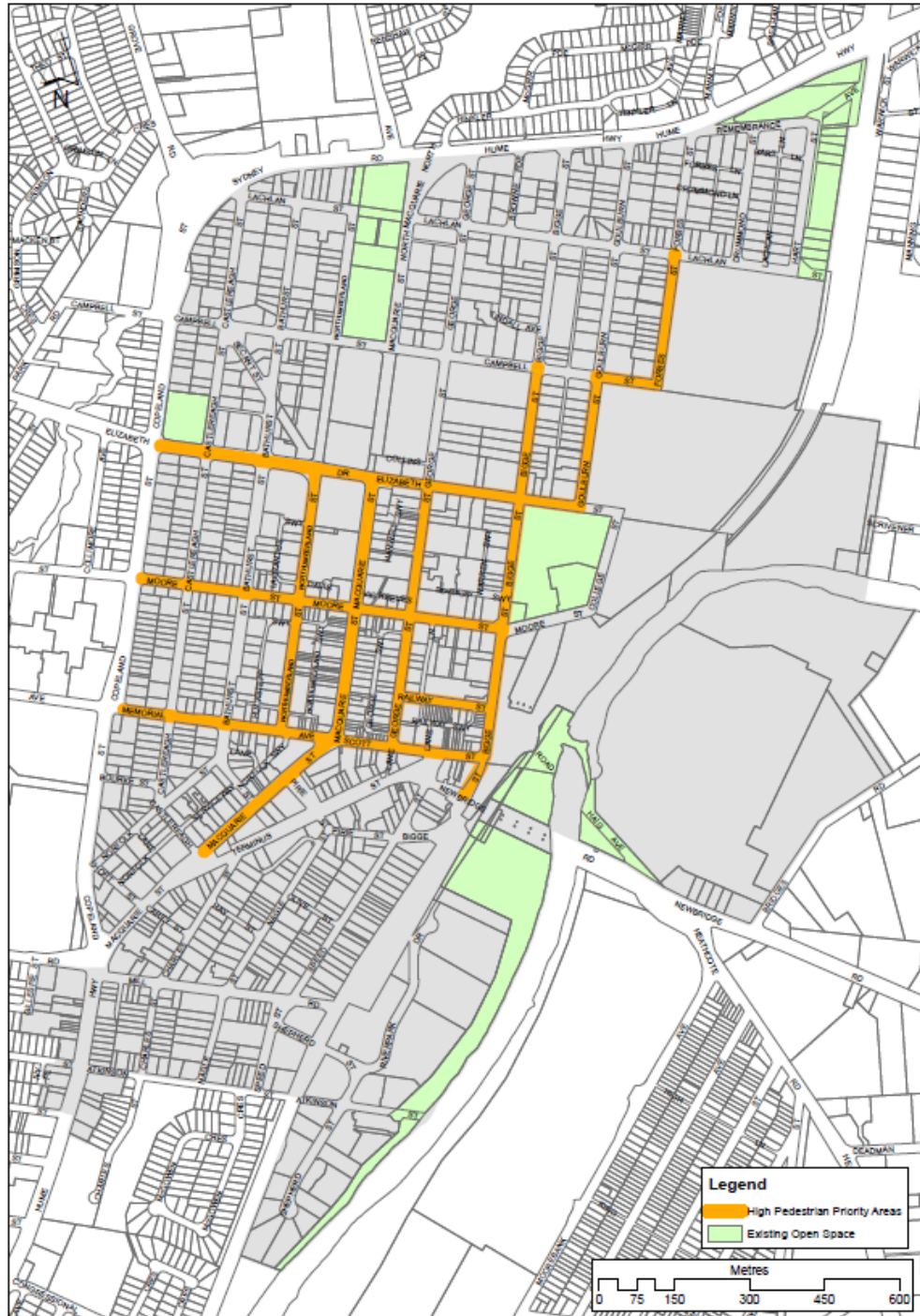
The design and location of vehicular access to developments must:

1. Avoid or minimise conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian priority areas identified in **Figure 4-15**.
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 4-15 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

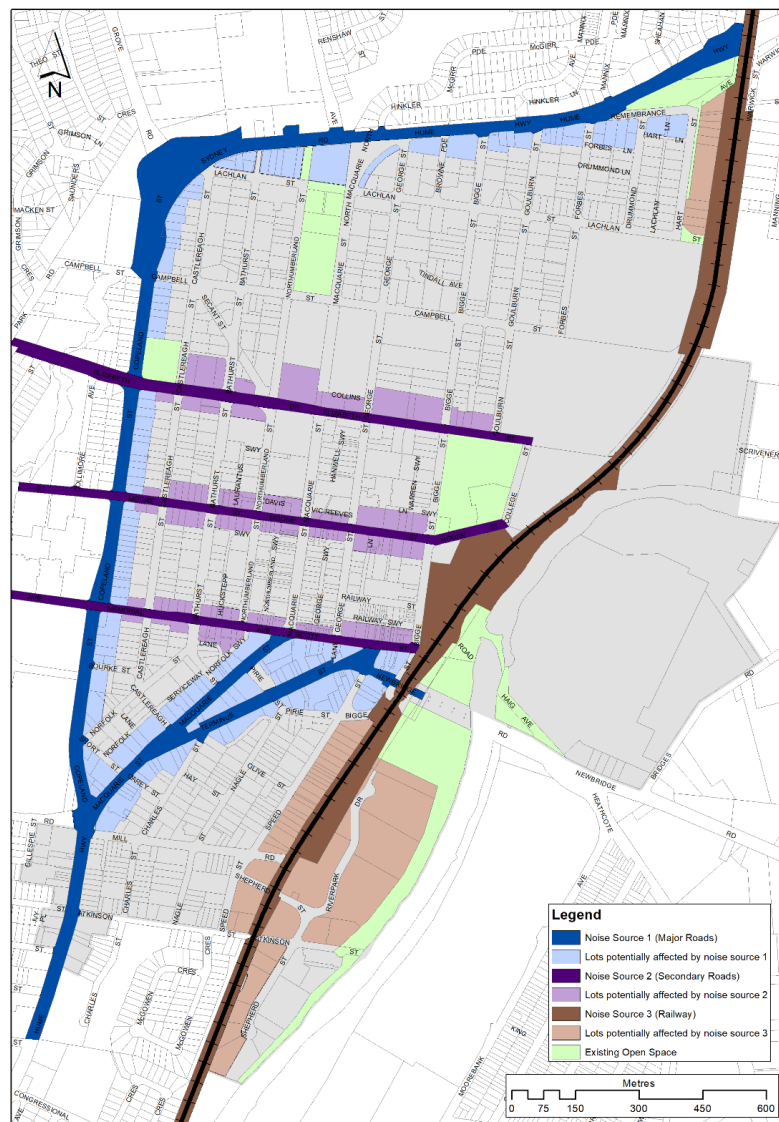
1. Noise mitigation measures must achieve appropriate amenity in noise affected locations.

Controls

1. Design development on sites adjacent to road and rail noise sources identified in **Figure 4-16**, 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.

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 4-16 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.



Ref No.: 179877.2023
Contact: Deborah Cuthbertson
Ph: 02 8711 7777
Date: 14 June 2023

The Hon. Julie Collins MP
Minister for Housing, Minister for Homelessness
Parliament House
Canberra 2600

julie.collins.mp@aph.gov.au

Dear Minister,

I am writing to inform you of a motion passed by Liverpool City Council asking the Federal Government to give greater focus to the development of larger, family-friendly apartments.

At its meeting on 31 May 2023, Councillors agreed that the expectations of modern families were not always being met by the design and suitability of some apartments being made available.

Our concern is that families anticipating having more than one child are limited in their choice of housing by the predominantly two-bedroom apartments that seem to feature most prominently in the marketplace.

Councillors feel that offering incentives to developers is one option available to the Federal Government to correct the imbalance between the number of three-bedroom and two-bedroom apartments being built.

Liverpool City Council is also writing to the Hon Rose Jackson MLC Minister for Water, Minister for Housing, Minister for Homelessness, Minister for Mental Health, Minister for Youth, and Minister for the North Coast in the NSW Government, to express our concern about the lack of variety in apartment choices.

In support of its objective to promote the availability bigger apartments, Liverpool Councillors also voted to investigate amending the Liverpool Development Control Plan 2008 plan for the Liverpool CBD to encourage the availability of apartments designed to accommodate bigger families.

The Council has begun looking at ways to provide bigger apartments by investigating quality and design requirements that match the specific needs of families living in apartments in the Liverpool CBD.

Yours sincerely,

A handwritten signature in black ink, reading "John Ajaka".

John Ajaka
Chief Executive Officer



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

All correspondence to Locked Bag 7064 Liverpool BC NSW 1871

Call Centre 1300 36 2170 **Email** lcc@liverpool.nsw.gov.au

Web www.liverpool.nsw.gov.au **NRS** 13 36 77 **ABN** 84 181 182 471

Page 1 of 1



Ref No.: 179877.2023
 Contact: Deborah Cuthbertson
 Ph: 8711 7777
 Date: 13 June 2023

The Hon. Rose Jackson MLC
 Minister for Water, Minister for Housing, Minister for Homelessness, Minister for Mental Health,
 Minister for Youth, and Minister for the North Coast
 Parliament House
 Macquarie Street
 SYDNEY NSW 2001

office@jackson.minister.nsw.gov.au

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At its meeting on 31 May 2023, Councillors agreed that the expectations of modern families were not always being met by the design and suitability of some apartments being made available.

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The Council has begun looking at ways to provide bigger apartments by investigating quality and design requirements that match the specific needs of families living in apartments in the Liverpool CBD.

Yours sincerely

John Ajaka
 Chief Executive Officer



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

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Call Centre 1300 36 2170 **Email** lcc@liverpool.nsw.gov.au

Web www.liverpool.nsw.gov.au **NRS** 13 36 77 **ABN** 84 181 182 471

ITEM 03**Transfer/Dedication to Council as Public Road - various lots along The Northern Road in Luddenham and Bringelly**

Strategic Objective	Liveable, Sustainable, Resilient Promote and advocate for an integrated transport network with improved transport options and connectivity
File Ref	204708.2023
Report By	Charles Wiafe - Manager Transport Management
Approved By	Lina Kakish - Director Planning & Compliance

EXECUTIVE SUMMARY

At its meeting on 31 May 2023, Council considered a report on transfer/dedication to council of various lots along sections of The Northern Road in Luddenham and Bringelly, as public road reserve. During the discussion on the item, there was a question taken on notice on the following two issues, with a request that a response be provided by way of a report to the Governance Committee Meeting:

- Which Governance Committee Meeting the transfer / dedication of various lots along sections of The Northern Road in Luddenham and Bringelly, was reported to.
- Quality Assurance - what quality assurance measures are put in place to ensure that the works done on public roads are carried out to Council's satisfaction.

This report provides responses on the two issues raised.

The Northern Road Land Dedication

The Northern Road is a State classified road under the care and control of Transport for NSW (TfNSW). In accordance with the Roads Act, Council is the road authority and owns the land on which the road is constructed.

Over the last five years, TfNSW has upgraded the section of The Northern Road between Camden and Penrith Local Government Areas (LGA's). The upgrade in the Liverpool LGA between Luddenham and Bringelly includes realignment and land acquisitions.

In accordance with the Roads Act, as the road upgrade is completed, TfNSW dedicates lots that are required for the road construction to the relevant Councils, including Liverpool, as

public road reserves. The report considered by Council at its 31 May 2023 meeting provided detailed information for the process of land dedication to Council.

Considering the above process, the dedication and transfer of the various lots making up the public road reserve has not previously been reported to a Governance Committee Meeting.

Quality Assurance for Works-in-Kind Projects

Roadworks handed over to Council as part of Works-in-Kind agreement, or subdivision works need to be carried out in accordance with Council's design and construction requirements.

During construction, Council Staff supervise road works to ensure that appropriate Quality Assurance procedures are followed for any road that is handed over to Council. Documentation submitted as part of the asset transfer to Council is as outlined in the report below.

RECOMMENDATION

That the Committee recommends that Council note the information in the report.

REPORT

At its meeting on 31 May 2023, Council considered a report on transfer / dedication to Council of various lots along sections of The Northern Road in Luddenham and Bringelly, as public road reserve. During the discussion on the item, there was a question taken on notice on the following two issues, with a request that a response be provided by way of a report to the Governance Committee Meeting:

Which Governance Committee Meeting the transfer / dedication of various lots along sections of The Northern Road in Luddenham and Bringelly, was reported to.

Quality Assurance - what quality assurance measures are put in place to ensure that the works done on public roads are carried out to Council's satisfaction.

The Northern Road land dedication

The Northern Road is a State classified road under the care and control of Transport for NSW (TfNSW). In accordance with the Roads Act, Council is the road authority and owns the land on which the road is constructed.

The section of The Northern Road between Camden and Penrith Local Government Areas (LGA's), including the section through the Liverpool LGA has been upgraded in the last five years to a four or six lane road. The upgrade in the Liverpool LGA between Luddenham and

Bringelly includes realignment of the road west of the Western Sydney International Airport site.

As part of the realignment, the Federal Department of Regional Transport, on behalf of the Federal Government, signed the Roads - Memorandum of Understanding (MOU) Western Sydney Airport with Council and the then Roads and Maritime Services in 2017, for the road upgrade and associated transfer of the road reservation to Council after the road is constructed.

The MOU included a process for the road reservation transfer, including the realigned road section to replace the previous public road reserve and dedication to Council. The process used for the land dedication is in accordance with the requirements of the Roads Act. Council is required to maintain the landscaping and the footpath within the footpath reserve while TfNSW maintains the carriageway.

The dedication and transfer of the various lots making up the public road reserve has not previously been reported to a Governance Committee Meeting.

Quality Assurance for Works-in-Kind Projects

Roadworks handed over to Council as part of works in kind agreement, or subdivision works need to be carried out in accordance with Council's design and construction requirements.

During construction, Council Staff supervise road works to ensure that appropriate Quality Assurance procedures are followed. As part of this Quality Assurance process, Council requires the following documentation to be submitted before projects are handed over to Council.

- Work-As-Executed plan (in digital format);
- Pavement design and geotechnical compaction reports;
- Structural certification on any structures (bridges, retaining walls, etc);
- Site walkover/inspection to identify any issues/defects that need to be ratified; and
- Ratification of any identified deficiencies.

FINANCIAL IMPLICATIONS

There are no financial implications relating to this recommendation.

CONSIDERATIONS

Economic	Deliver and maintain a range of transport related infrastructure such as footpaths, bus shelters and bikeways.
Environment	Support the delivery of a range of transport options.
Social	Utilise the Western Sydney City Deal agreement to provide connectivity across the LGA through infrastructure and social initiatives.
Civic Leadership	Actively advocate for federal and state government support, funding and services.
Legislative	Roads Act 1993.
Risk	There is no risk associated with this report.

ATTACHMENTS

Nil

ITEM 04**Comprehensive Heritage Study Report**

Strategic Objective	Healthy, Inclusive, Engaging Embrace the city's heritage and history
File Ref	203972.2023
Report By	Agata Calabrese - Senior Heritage Project Officer Supriya Singh - Heritage Project Officer
Approved By	Lina Kakish - Director Planning & Compliance

EXECUTIVE SUMMARY

The Liverpool Local Government Area (LGA) has experienced substantial growth over recent decades, and this has resulted in increased development of heritage sites and the loss of potential heritage items.

For this reason, a major update to Council's existing Heritage Study (initially developed in 1992 and then reviewed in 2005) is required to ensure appropriate heritage protection, to assist in retaining and celebrating the unique character of the Liverpool LGA, whilst allowing ongoing sustainable development. The Liverpool Comprehensive Heritage Study (this Project) is designed to provide a coordinated response to identifying potential gaps in the existing heritage register, to minimise an *ad hoc* approach being taken to identify and protect heritage items across the Liverpool LGA. The study will also inform the comprehensive review of Council's Liverpool Local Environmental Plan (LLEP).

Council staff intend to commence work on the project, shortly. Community consultation will be undertaken as part of the project, and it is noted that there may be concerns raised by the community, in relation to the potential heritage listing of private properties. As such, the purpose of this report is to provide an overview of the project scope and methodology, and to address any questions or concerns raised by the committee, before work commences on the project.

RECOMMENDATION

That the Committee recommends Council receives and notes this report (and attachments) in relation to undertaking the Liverpool Comprehensive Heritage Study.

REPORT

The purpose of this report is to advise that Council staff will soon be undertaking the Liverpool Comprehensive Heritage Study (this Project), provide an overview of the project, and address any questions or concerns raised in relation to the project.

By way of background, the Liverpool Local Government Area (LGA) has experienced substantial growth over recent decades, and this has resulted in increased development of heritage sites and the loss of potential heritage items. The issue became evident in October 2020, when the Council issued Interim Heritage Orders for various properties in Liverpool. This highlighted the deficiencies in the existing research and understanding of the cultural heritage of Liverpool, and the potential gaps within the existing Liverpool heritage register.

For this reason, a major update to Council's existing Heritage Study (initially developed in 1992 and then reviewed in 2005) is required to ensure appropriate heritage protection, to assist in retaining and celebrating the unique character of the Liverpool LGA, whilst allowing ongoing sustainable development. The Liverpool Comprehensive Heritage Study (this Project) is designed to provide a coordinated response to identifying potential gaps in the existing heritage register, to minimise an *ad hoc* approach being taken to identify and protect heritage items across the Liverpool LGA. The study will also inform the comprehensive review of Council's Liverpool Local Environmental Plan (LLEP).

Currently, the Liverpool heritage items listed in statutory listings include 1 Aboriginal Place listed under the National Park and Wildlife Act, 19 heritage items listed under the NSW Heritage Act, and 185 items listed by Local Government and State Agencies (source: State Heritage Inventory). These items need to be reviewed against the NSW Heritage Office Significance Assessment Guidelines, and their inventory forms will be updated accordingly. Liverpool heritage items listed on non-statutory registers will be also reviewed to assess the need for further investigation and potential inclusion in statutory registers. As part of this study, the community will be engaged to review these existing heritage items and to nominate further potential heritage items. The existing and potential heritage items will be presented to Councillors for input and comments before being added to the final report.

The objectives of the Liverpool Comprehensive Heritage Study, are as follows:

- Review the 2005 heritage study;
- Review and update previous thematic history, as necessary;
- Review and assess places included in the existing Heritage Study to determine their current significance;
- Assess heritage sites and localities that have been nominated by the public and/or Mayor and Councillors;

- Undertake further research and site inspections to determine if additional items should be included in the Heritage Study;
- Resulting from the review and assessment, create a database of sites and localities that hold heritage significance for the Liverpool LGA;
- Identify through the review and assessment, items that should be listed for protection (if not already) under the Liverpool Local Environmental Plan (LEP) 2008 and recommend new items;
- Engage a consultant to undertake a detailed land use economics, and land use planning study of the proposed heritage items, to identify any impacts of the proposed listing and identify possible mitigation measures; and
- Provide management and recommendations including incentives for the listing of properties.

The majority of the project (with the exception of the land use economics and land use planning studies) will be completed utilising internal resources, and it is anticipated that it will be completed within a 3-year timeframe. Further information, in relation to the project plan is included in **Attachment A – (Draft) Project Plan**.

Further information, in relation to the scope and methodology for the project, is included in **Attachment B – (Draft) Project Brief** and **Attachment C (Draft) Methodology**.

Community and Stakeholder consultation will be undertaken as part of the project. Further details, in relation to the proposed engagement activities is included in Attachment B – (Draft) Project Brief and Attachment C (Draft) Methodology.

It is noted that there may be concerns raised by the community, in relation to the potential heritage listing of private properties. Detailed information will be provided to the community and property owners, and Q&A sessions will be facilitated. Additionally, as part of this study an Economist and Town Planner will be engaged to assess the financial and development potential of each possible item. The owners/occupiers of existing and potential new listings will be provided with the reports from the Economist and Town Planner. Following completion of the engagement activities, the draft heritage list will be revised with consideration to the recommendations made by the economist and town planning consultants, and feedback received from the community and stakeholders. The draft heritage list and reports from the economist and town planning consultants will be presented to Councillors at the second Councillor Briefing (refer to Attachment B – (Draft) Project Brief), for endorsement. Further information in relation to this, and other identified risks that will be managed, is included in Attachment A – (Draft) Project Plan.

The project team would like to address any questions or concerns raised by the committee. Any respective updates will then be made to the draft Project Brief (and associated documents), before work commences on the project.

FINANCIAL IMPLICATIONS

The majority of the project will be completed utilising internal resources. Consultants will be required to undertake the land use economics and land use planning study components of the project. Budget has already been approved and allocated to fund these activities.

The preliminary assessment of the existing Thematic History (initially developed in 1992 and then reviewed in 2005) has revealed significant gaps that necessitate the engagement of a professional historian. The estimated cost to engage suitably qualified and experienced historian is approximately \$15,000 to \$20,000. Budget will be requested for this component of the work, through Council's quarterly budget process.

CONSIDERATIONS

Economic	Facilitate the development of new tourism based on local attractions, culture and creative industries.
Environment	There are no environmental and sustainability considerations.
Social	Preserve and maintain heritage, both landscape and cultural as urban development takes place.
Civic Leadership	Foster neighbourhood pride and a sense of responsibility. Encourage the community to engage in Council initiatives and actions.
Legislative	Significant places, objects and known or potential archaeological resources are protected under the Environmental Planning and Assessment Act 1979, Heritage Act 1977 and National Parks and Wildlife Act 1974.
Risk	The risk is deemed to be Low to Medium. Details of the risks associated with this project can be found in Attachment A – (Draft) Project Plan. The risk is considered within Council's risk appetite.

ATTACHMENTS

1. Attachment A – (Draft) Project Plan (Under separate cover) - **Confidential**
2. Attachment B – (Draft) Project Brief (Under separate cover) - **Confidential**
3. Attachment C – (Draft) Methodology (Under separate cover) - **Confidential**

ITEM 05**Voluntary Planning Agreement - Monthly Update**

Strategic Objective	Evolving, Prosperous, Innovative Implement planning controls and best practice urban design to create high-quality, inclusive urban environments
File Ref	253856.2023
Report By	Claire Scott - Coordinator Contributions Planning
Approved By	Lina Kakish - Director Planning & Compliance

EXECUTIVE SUMMARY

The purpose of this report is to provide a summary of all activity associated with VPAs, including VPA offers under review, VPA negotiations and executed VPA schedule of works, land and contributions.

RECOMMENDATION

That the Committee recommends that Council receive and notes this report.

REPORT

This report is prepared to table the status of Voluntary Planning Agreements (VPAs) for August 2023. The list outlines the status of each VPA, as well as their individual items.

Items that are stricken through resemble matters that are considered no longer outstanding.

Items are still outstanding when the works or land have not commenced, incomplete, under defects, maintenance periods, or deferred for further diligence / investigations.

Currently Council has:

- 1 Letter of offer under review
- 3 under review and/or negotiation (not yet public)
- 18 current executed VPAs

FINANCIAL IMPLICATIONS

There are no financial implications relating to this recommendation.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.
Social	There are no social and cultural considerations.
Civic Leadership	There are no civic leadership and governance considerations.
Legislative	<i>Environmental Planning and Assessment Act</i> <i>Environmental Planning and Assessment Regulation</i>
Risk	There is no risk associated with this report.

ATTACHMENTS

1. Monthly VPA Status Report to Council as at 31 July 2023 pdf

VOLUNTARY PLANNING AGREEMENT REPORT 31 JULY 2023

Letter of Offer				
REF	SUBURB	LOT / DP	LOCATION	APPLICATION
VPA-52	Liverpool	53-80/1154816 126/25952 140/25952	145 Hoxton Park Road	RZ-3/2022
				Under assessment – part of planning proposal gateway application. To be reported to council under separate cover.

Negotiation				
REF	SUBURB	LOT / DP	LOCATION	APPLICATION
VPA-39	Edmondson Park	1-2/1204198; 62/1191356	Edmondson Park Town Centre (South)	Mod 4 & Mod-42
				Mod 12 withdrawn Waiting for revised offer from Frasers
VPA-45	Edmondson Park	All land within Edmondson Park Town Centre (concept plan approval), excluding Frasers Land (refer to VPA 39) & Campbelltown LGA	Edmondson Park Town Centre (North)	Part 3A application
				Under negotiation – Department Planning and Environment facilitating framework of offer. Before finalising draft VPA, Council to receive and endorse a principal framework and offer.

VPA-5 Lot 29 501 Cowpasture Road Hinchinbrook				
1	3.1.1	Monetary contribution towards district drainage	Incomplete	Monetary contribution recovery to action
2	3.1.2	Monetary Contribution and administration fee	Incomplete	Monetary contribution recovery to action
3	3.2.1	Removal of any waste and subsequent fill (related to the removal of the waste) to existing or otherwise approved finished ground level. Removal or other appropriate management of site contamination if any	Incomplete	Final Inspection - Defects Liability retained
4	3.2.2	Prepare the Vegetation Management Plan (that includes a staged program of works for, weed control, regeneration, and re-vegetation) for the Designated Land and obtain the approval of Council for the plan.	Complete	Plan Received

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5	3.2.3	Carry out the program of works for soil remediation, weed control, regeneration, and re-vegetation for all Designated Land as stipulated in the approved Vegetation Management Plan	Complete (refer to 3.3)	July 2021	
6	3.2.4	Maintenance works described in the VMP to optimise plant establishment and weed control	Complete	July 2021	
7	3.2.5	Construction of drainage channel between the Cowpasture Road and Hinchinbrook Creek and to the Government Road stormwater detention basin to the South, varying between 15m and 40m width and at an average depth of 1m. In accordance with the drainage design approved as part of DA-926/2010.	Further investigation	Council to carry out an inspection and seek signoff	
8	3.3	Designated Land - Public Recreation Land	Incomplete	Council seeking further clarification illegal dumping and soil remediation works	
	VPA-8	Coopers Paddock Warwick Farm			
9	3.1.1	Removal of any waste and subsequent fill (related to the removal of the waste) to existing or otherwise approved finished ground level.	Incomplete	Site audit statement required	
		Removal and / or other appropriate management of site contamination as identified in, and in accordance with, the Site Contamination Report			
10	3.1.2	Carry out the program of works and maintenance as specified in the Vegetation Management Plan approved by Council	Incomplete	Council to confirm if VMP has been endorsed	
11	3.1.3	Carry out offsetting works within the Designated Land in accordance with the ecological report 'Ecological Constraints Report Proposed Rezoning Lot 1 DP 581034 Coopers Paddock Governor Macquarie Drive Warwick Farm' prepared by Travers Bushfire & Ecology and dated August 2011 and accepted by the NSW Office of the Environment and Heritage and the VMP approved by Council	Incomplete	Subject to 3.1.1 and 3.1.2	
12	3.1.4a	Governor Macquarie Drive to be widened to 2 lanes in each direction between the entrance to the Coopers Paddock Site and a new entrance into the ATC Site near the existing Old Tote Stand. The new carriage way is to be constructed on the southern side of the existing carriageway of Governor Macquarie Drive	Project delivery amended	This project is being managed via Council's Transport project team	
13	3.1.4b	Provision of the following works in both carriageways of Governor Macquarie Drive: • Lighting • Kerb and Guttering • Median Strip	Project delivery amended	This project is being managed via Council's Transport project team	
14	3.1.4c	Subject to Council approval, construct 2 new intersections at the Coopers Paddock and Governor Macquarie Drive intersection and proposed car park entrance at Governor Macquarie Drive	Project delivery amended	This project is being managed via Council's Transport project team	

VOLUNTARY PLANNING AGREEMENT REPORT 31 JULY 2023

15	3.1.5a	The construction of shared bike / pedestrian paths of a minimum width of 2.5 metres located adjacent to Governor Macquarie Drive on the northern side of the existing carriageway, to run the length from the existing cycle path near the William Long Bridge to the Hume Highway	Project delivery amended	This project is being managed via Council's Transport project team
16	3.1.5b	The construction of a shared bike / pedestrian path of a minimum width of 2.5m within the Industrial Land	Project delivery amended	This project is being managed via Council's Transport project team
17	3.1.5b	The construction of a shared bike / Pedestrian path of a minimum of 2.5 metres from Munday street to Warwick Farm Railway Station	Project delivery amended	This project is being managed via Council's Transport project team
18	3.2a	Dedicated Land: That part of the Developer's Land south of Governor Macquarie Drive Coloured green and identified as 'Designated Land' and "RE1" and land coloured orange and identified as Environmental Land "E2" on the plan	Incomplete	Council to meet on site to finalise path alignment, path design, approval process and associated works with VMP
19	3.2b	That part of the Developer's Land immediately adjacent to Governor Macquarie Drive which is necessary to ensure that the road works to be carried out to Governor Macquarie Drive are within the dedicated road reservation and align with the zone boundaries at the time of the dedication of that land.	Project delivery amended	This project is being managed via Council's Transport project team
20	VPA-9	New Brighton Golf Club, Brickmakers Drive, Moorebank		
21	3.1a	Construction of a 2.5m shared pedestrian/bike path within the Georges River foreshore land to be dedicated to Council	In progress	Design and approval process underway by Developer
22	3.1b	Construction of a 2.5m shared pedestrian/bike path linking between the Georges River foreshore and Residential Land along the northern boundary of Lot 103 DP 1070029 to Brickmakers Drive	In progress	Design and approval process underway by developer
23	3.1c	Construction of a 2.5m shared pedestrian / bike network within the residential area	In progress	Pathway completed but not handed over to Council due to construction (stages) within precinct
24	3.2a	Preparation of a Vegetation Management Plan (VMP) to the satisfaction of Council that defines planting offsets required as a consequence of any possible clearing works	In progress	Council to confirm satisfaction with works program
25	3.2b	Riparian Planting within the Public Recreation Land along the foreshore (in accordance with an approved Vegetation Management Plan) and adjacent to cycleway links and golf course land. This includes the allowance for potential vegetation offsetting	Not commenced	Subject to VMP approval
26	3.2c	Construction of a perimeter fence around the basin located on the southern boundary of Lot 2240 DP 1090848, the design of which must be approved by Council in writing	Complete	Handed over to Council

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26	3.2d	Landscaping and recreational facilities provided on Lot 1 within the Community Scheme established as part of the Development comprising community swimming pool, mixed use court, cabana and meeting place, seating, and BBQs	Complete	Handed over to Community scheme (via 88b titles)
27	3.2e	Reconstruction of Cantello Reserve Dog Park within Cantello Reserve	Complete	Handed over to Council
28	3.3a	Construction of 8-metre-wide access and easement to enable the public to traverse under the M5 Motorway. The design must be approved by Council in writing.	Incomplete	Responsibility with Developer
29	3.4a	Installation of two (2) Gross Pollutant Traps (GTPs). The design must be approved by Council in writing	Complete	Handed over to Council
30	3.4b	Construction of water quality control ponds. The design must be approved by Council in writing	Complete	Handed over to Council
31	4	Land - Public Recreation - 40m wide strip of land running parallel to the Mean High-Water Mark of the nearest bank of the Georges River	Incomplete	Council undertaking due diligence - Soil test report. Vegetation works require permit.
	VPA-10	90 Flynn Avenue, Middleton Grange		
32	6	Monetary contribution	Incomplete	This matter is a legal matter and subject to a further confidential report to Council
	VPA-11	Georges Cove, 146 Newbridge Road, Moorebank (Tanlane)		
33	3.1a-d	Embellishment of river foreshore land	Incomplete	VPA subject to an amendment – due to Council August 2023
24	3.1e	Dedication of River Foreshore land to Council	Incomplete	VPA subject to an amendment – due to Council August 2023
35	3.2a	River Foreshore land - development of a vegetation management plan	Incomplete	VPA subject to an amendment – due to Council August 2023
36	3.2b	River Foreshore land - removal of noxious weeds	Incomplete	VPA subject to an amendment – due to Council August 2023
37	3.2c	River Foreshore land - completion of works described in the vegetation management plan	Incomplete	VPA subject to an amendment – due to Council August 2023
38	3.2d	Conduct of maintenance works prescribed in the Vegetation Management Plan	Incomplete	VPA subject to an amendment – due to Council August 2023
39	3.3	Construction of bike/pedestrian path	Incomplete	VPA subject to an amendment – due to Council August 2023

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40	3.4	Construction and dedication of bike/pedestrian path link to Brickmakers Drive	Incomplete	VPA subject to an amendment – due to Council August 2023
41	3.5a-b	Construction of passive recreation facilities on the river foreshore land	Incomplete	VPA subject to an amendment – due to Council August 2023
42	3.6	Dedication of 'Drainage Channel'	Incomplete	VPA subject to an amendment – due to Council August 2023
43	3.7	Construction and dedication of road bridge over drainage channel, embankment, and road to Brickmakers Drive	Incomplete	VPA subject to an amendment – due to Council August 2023
44	3.8	Construction and dedication of pedestrian access to Newbridge Road more or less in the position on the plan and a pedestrian path within the public verge along the entire length of the land frontage to Newbridge Road	Incomplete	VPA subject to an amendment – due to Council August 2023
45	3.9	Dedication of an easement over the land for access for the purpose of allowing council to undertake maintenance to the River Foreshore land more in less in the position on the plan	Incomplete	VPA subject to an amendment – due to Council August 2023
	VPA-12	124 Newbridge Road, Moorebank		
46	3.1a-c	Embellishment of river foreshore land	Outstanding	Development Status to be confirmed
47	3.1d	Dedicated of river foreshore land	Outstanding	Development Status to be confirmed
48	3.2a	Development of a Vegetation Management Plan (VMP) and offset Strategy	Outstanding	Development status to be confirmed
49	3.2b	Completion of works described in the VMP	Outstanding	Development status to be confirmed
50	3.2c	Conduct of maintenance works described in the VMP	Outstanding	Development status to be confirmed
51	3.3a-c	Construction of bike/pedestrian path	Outstanding	Development status to be confirmed
52	3.3d	Construction of pedestrian footpath along northern boundary of site within Newbridge Road verge - RE2 Private Recreation	Outstanding	Development status to be confirmed
53	3.3e	Construction of pedestrian footpath along northern boundary of site within Newbridge Road verge - B6 Enterprise Corridor	Outstanding	Development status to be confirmed
	VPA-15	75 Flynn Avenue, Middleton Grange		
54	6	Monetary Contribution	Incomplete	This matter is a legal matter and subject to a further confidential report to Council
	VPA-17	220-230 Northumberland Street, Liverpool		
55	5	Monetary Contribution	Outstanding	Development status to be confirmed
	VPA-18	Liverpool MegaCenta (The Grove) 10 Orange Grove Road, Warwick Farm		
56	4.1	Roadworks which will include the rehabilitation of the road surface and construction of a pedestrian access on the Homepride Avenue Land	Outstanding	Development status to be confirmed
57	4.2	RMS Roadworks - Orange Grove Road / Viscount Place Intersection	Outstanding	Development status to be confirmed

VOLUNTARY PLANNING AGREEMENT REPORT 31 JULY 2023

58	4.3	RMS Roadworks - Hume Highway / Homepride Avenue Intersection	Outstanding	Development status to be confirmed
	VPA-19	20 Shepherd Street, Liverpool		
59	3.1	Transport Service - Establish and operate a publicly accessible shuttle bus service that connects the Development to the Liverpool CBD	Incomplete	Action taken to commence shuttle bus
60	3.2	Bike Share Pods	Incomplete	Site inspection required for sign off.
61	3.3	Publicly accessible car share spaces	Incomplete	Site inspection required for sign off
62	3.4	Woodbrook Road pedestrian and Cycle underpass - RTA now doing these works - Council has accepted a monetary contribution of \$71,825 ex GST in lieu of these works	Outstanding	Work program under discussion between Council major project team and developer - contribution payment being confirmed by Finance team.
63	3.5	Monetary Contribution - Local Traffic Infrastructure Contribution	Incomplete	Seeking confirmation by finance
64	3.6	Monetary Contribution - Regional Traffic Infrastructure Contribution	Incomplete	Seeking confirmation by finance
65	3.7	Bank Stabilisation Works	Outstanding	Work program under discussion between Council major project team and developer
66	3.8	Riverwalk Works	Outstanding	Work program under discussion between Council major project team and developer
67	3.9	Pedestrian and Cycle Pathway upgrade through Lighthouse Park to Newbridge Road - LCC accepts completion of works except for the final portion of the path adjacent to Lighthouse Park. Council accepted a monetary contribution of \$310,334 ex GST in lieu of these works	Outstanding	Work program under discussion between Council major project team and developer - contribution payment being confirmed by Finance team.
68	3.10	Rehabilitation of riparian zone - Light horse Park	Outstanding	Work program under discussion between Council major project team and developer
69	3.11	Monetary Contribution - Open Space Contribution	Incomplete	Seeking confirmation by finance
	VPA-34	85 Flynn Avenue, Middleton Grange		
70	6	Monetary Contribution	Incomplete	This matter is a legal matter and subject to a further confidential report to Council
	VPA-36	4-8 Hoxton Park Road, Liverpool		
71	3	Provision of Affordable Housing Lots	Outstanding	Status update required
72	4	Monetary Contribution	Outstanding	Status update required
	VPA-37	Middleton Grange Town Centre		
73	4.B2	Embellishment of New Park 2	Outstanding	Site inspection required for program status
74	4.C1	Construction of a signalised intersection at Main St and Flynn Ave and the intersection for the new proposed access lane and Flynn Avenue	Outstanding	Site inspection required for program status

VOLUNTARY PLANNING AGREEMENT REPORT 31 JULY 2023

75	4.C2	Construction of a roundabout at Southern Cross Avenue and Main Street	Outstanding	Site inspection required for program status
76	4.C3	Construction of a T-intersection at Southern Cross Avenue and Middleton Drive	Outstanding	Site inspection required for program status
77	4.C4	Construction of a T-intersection at Southern Cross Avenue and Bravo Avenue	Outstanding	Site inspection required for program status
78	4.D	Construction of an upgrade to Cowpasture Road intersection, Flynn Avenue from Qantas Boulevard to Ulm Street as a widened 4 lane road within the existing road reserve	Outstanding	Site inspection required for program status
79	4.E	Construction of a road upgrade and services for Southern Cross Avenue to a standard comparable to the existing Southern Cross Drive between the western boundary of the land to the Middleton Grange Primary School	Outstanding	Site inspection required for program status
80	4.F	Culvert, drainage and shared road works wholly within Lot 102 DP 1128111 – Public Reserve	Outstanding	Site inspection required for program status
81	4.H	Monetary Contribution	Outstanding	Site inspection required for program status
	VPA-40	28 Yarrunga Street, Prestons		
82	3	Monetary Contribution	Outstanding	7.11 contribution not paid Works monetary contribution not paid Seeking status of DA commencement.
	VPA-42	1370 Camden Valley Way, Leppington		
83	4.1	Maintenance Works required to maintain and keep in good repair the Acquisition Land, and any improvements on it, prior to its acquisition by Council	Outstanding	DA not commenced
84	4.2	Registration of Positive Covenant on the title of the Acquisition Land to provide for public use and access of the Acquisition Land and to ensure the Developer carries out the Maintenance	Outstanding	DA not commenced
85	5.1	Social Court	Outstanding	DA not commenced
86	5.2	Walking Loop	Outstanding	DA not commenced
87	5.3	Link across Riparian corridor (Boardwalk / Bridge)	Outstanding	DA not commenced
88	5.4	Pedestrian Crossing	Outstanding	DA not commenced
	VPA-44	5 Melito Court, Prestons		
89	3	Monetary Contribution	Partially completed	7.11 Contributions paid.

VOLUNTARY PLANNING AGREEMENT REPORT 31 JULY 2023

90	VPA-46	14 Yarrunga Street, Prestons			Work contribution payment to be confirmed.
	3	Monetary Contribution	Partially completed	7.11 Contributions paid. Work contribution payment to be confirmed.	
91	VPA-47	47 Seventeenth Avenue, Austral		Outstanding	DA not commenced
	5	Monetary Contribution			

ITEM 06**Strategic Planning Work Program**

Strategic Objective	Evolving, Prosperous, Innovative Implement planning controls and best practice urban design to create high-quality, inclusive urban environments
File Ref	262893.2023
Report By	Luke Oste - Coordinator Strategic Planning
Approved By	Lina Kakish - Director Planning & Compliance

EXECUTIVE SUMMARY

This report is prepared to table the Strategic Planning Work Programme for August 2023.

RECOMMENDATION

That the Committee recommends that Council receives and notes this report.

REPORT

This report is prepared to table the Strategic Planning Work Program for August 2023 (**Attachment 1**). The Work Program outlines the status of each planning proposal, as well as broader strategic planning projects.

FINANCIAL IMPLICATIONS

There are no financial implications relating to this recommendation.

CONSIDERATIONS

Economic	There are no economic and financial considerations.
Environment	There are no environmental and sustainability considerations.
Social	There are no social and cultural considerations.

Civic Leadership	Provide information about Council's services, roles and decision making processes.
Legislative	There are no legislative considerations relating to this report.
Risk	There is no risk associated with this report.

ATTACHMENTS

1. Strategic Planning Work Program

Strategic Planning Work Program



Strategic Planning Work Program

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Planning Proposals not yet endorsed by Council

Reference	Address	Status
RZ-2/2023	327 Eighth Avenue, Austral	Pre-LPP assessment in progress
RZ-7/2022	60 Gurner Ave, Austral	State agency negotiations
RZ-3/2023	1411 The Northern Road, Bringelly	Assessment in progress
RZ-3/2022	93-145 Hoxton Park Rd, Liverpool	August Council meeting seeking Gateway
RZ-2/2020	Lot 6 Newbridge Road, Moorebank	Planning Proposal being prepared as per July 2023 Resolution
RZ-4/2018	337-349 Newbridge Road, Moorebank	Awaiting progress of Moore Point proposal
RZ-10/2022	1400 Elizabeth Drive, Cecil Park	Awaiting additional information

Strategic Planning Work Program – Planning Proposals not yet endorsed by Council

RZ-2/2023 - 327 Eighth Avenue, Austral – SP2 (High School Site)

Lodgement: 5 May 2023

Address: 327 Eighth Avenue, Austral

Responsible officer: Talia Saad – Assistant Strategic Planner

Brief description:

The proposal seeks to amend the zone from SP2 Infrastructure (Educational Establishment) land to R3 Medium Density Residential via an amendment to Appendix 4 of the State Environmental Planning Policy (Precincts – Western Parkland City) 2021. It also proposes to remove the acquisition burden that currently applies to the Site.

Changed development standards:

Amend the zone from SP2 Educational Establishment to R3 Medium Density Residential
Amend the Land Zoning Map: LZN_007
Amend the Land Reservation Acquisition Map: LRA_007

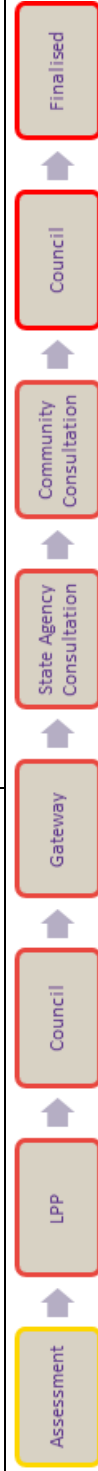
Comments:

The Planning Proposal (PP) was lodged on the 05/05/2023. An initial adequacy review of the proposal has been completed.

Currently in the process of reviewing and assessing the PP in preparation of a justification assessment of the strategic and site-specific merit of the sites' intended outcome.



Source: ePlanning Spatial Viewer



Strategic Planning Work Program – Planning Proposals not yet endorsed by Council

RZ-7/2022 – 60 Gurner Avenue, Austral

Lodgement: 31 August 2022

Address: 60 Gurner Avenue, Austral

Responsible officer: Danielle Hijazi – Strategic Planner

Brief description: The proposal seeks to amend the zone from SP2 Educational Establishment to R2 Low Density Residential; the Land Reservation Acquisition Map by removing the yellow colouring and Educational Establishment notation and the 'Height of Buildings Map' from 12 metres to 9 metres.

Changed controls:

- Amend the zone from SP2 Educational Establishment to R2 Low Density Residential.
- Amend the Land Reservation Acquisition Map by removing the yellow colouring and Educational Establishment notation.
- Amend the Height of Buildings Map' from 12 metres to 9 metres.

Status: The planning proposal was lodged on the 31/08/2022. An initial review of the proposal has been completed.

Issues with Strategic and site specific merit have been identified. Working with the proponent, DPE and SINSW to resolve the issue, or otherwise move the matter forward.

Update 17/01/23: SINSW has informed Council officers that they will write to the planning minister / DPE to relinquish acquisition, which will avoid the need for this planning proposal to be considered by Council. Delays are being experienced due to the state governments caretaker period. Council staff are actively advocating for this to be expedited by DPE and SINSW.



Strategic Planning Work Program – Planning Proposals not yet endorsed by Council

RZ-3/2023 - 1411 The Northern Road, Bringelly

Lodgement: 7 June 2023

Address: 1411 The Northern Road, Bringelly

Responsible officer: Jerard Tungcab – Strategic Planner

Brief description: Planning Proposal seeking to include take-away food, service station, and light industrial units in Schedule 1 of Liverpool LEP through the additional permitted uses section

Changed controls:

- Include the Site as a “Key Site” under Clause 9,
- Amend Schedule 1 to permit with development consent over Lot 6 DP 1217784, the development of a Service Station; Food and Drink Premises; and Light Industry.

Comments:

Payment has been made; assessment in progress



Strategic Planning Work Program – Planning Proposals not yet endorsed by Council

RZ-3/2022 – Hoxton Park Road, Liverpool

Lodgement: 15 July 2022

Address: 93-145 Hoxton Park Road, 51 Maryvale Avenue and 260 Memorial Avenue, Liverpool NSW

Responsible officer: Stephen Peterson– Senior Strategic Planner

Brief description: Facilitate 6 storey development comprising of approximately 300 dwellings, minor ancillary retail development and basement car parking.

Changed controls:

- Increase the maximum height of buildings from 15m to 21m
- Increase the FSR control from 1:1 to 1.5:1
- Schedule 1 of LLEP 2008 clause to permit small scale food and drink and retail land use.

Comments:

- Various discussions with the proponent have occurred to receive required information and justification for the proposal. This included a supporting DCP amendment and VPA offer.
- The planning proposal amended/additional documentation has been assessed with a recommendation to lower the proposed FSR to 1.5:1.
- The LPP considered the proposal at the May meeting.
- RFI issued June 2023 – Proponent responded July 2023.
- **Initial report to Council in August 2023.**



Strategic Planning Work Program – Planning Proposals not yet endorsed by Council

RZ-2/2020 - Lot 6 Newbridge Road, Moorebank – EQ Riverside

<p>Lodgement: 5 March 2020</p>	<p>Address: Lot 6 Newbridge Road, Chipping Norton</p>	<p>Responsible officer: Stephen Peterson – Senior Strategic Planner</p>	<p>Brief description: Planning proposal request to rezone the site from E2 to part R1, part SP2 and part RE1 to support approximately 2,000 new dwellings (Superseded)</p>	<p>Planning Proposal as per 26 July 2023 Council meeting resolution is to now rezone site to part RE2 and part E4 (general industrial).</p>	<p>Changed controls: Height of buildings development standard of 50m and Floor Space Ratio of 1:1 (Superseded) As of 26 July 2023: Nil</p>	<p>Comments:</p> <ul style="list-style-type: none"> • PPL-1/2019 minutes issued 9 Oct 2019. Lodged March 2020. • Considered at LLPP meeting 30 Nov 2020. No site specific or strategic merit. • PP considered at Dec2020 Council meeting. Outcome to defer Gateway request and to work with proponent on amended PP. • Meetings held with proponent on 04/02/21 and 31/03/21 to discuss a potential revised proposal. • Council report considered at the 23/02/22 meeting providing an update in response to NOM 01 from the November 2021 meeting. • Council report considered at the 27/07/22 meeting providing an update in response to NOM 05 from the 29/06/22 meeting. Outcome to consider retail and business park. • Council report considered at the 28/09/22 meeting. Outcome to consider retail on site. • Council engaged consultant to undertake Economic Impact Assessment (EIA) of retail on site. • EIA not supportive of retail on site. EIA considered at 26/07/2023 meeting. Outcome for staff to prepare PP to rezone site to park RE2 along 40m of river foreshore and rest of site as E4 (General Industrial) and refer back to LPP. • Meeting currently being arranged with proponent and report being drafted for upcoming LPP. 	
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Strategic Planning Work Program – Planning Proposals not yet endorsed by Council

RZ-4/2018 - 337-349 Newbridge Road, Moorebank

Lodgement: 19 June 2019

Address: 335-349 Newbridge Road, Moorebank (Lot 201 DP 584561)

Responsible officer: Luke Oste – Coordinator Strategic Planning

Brief description:

Rezoned the site from IN2 Light Industrial to B4 Mixed Use allowing for a mixed-use development containing approximately 536 apartments of up to 18 storeys and 6,300sqm of commercial floor space.

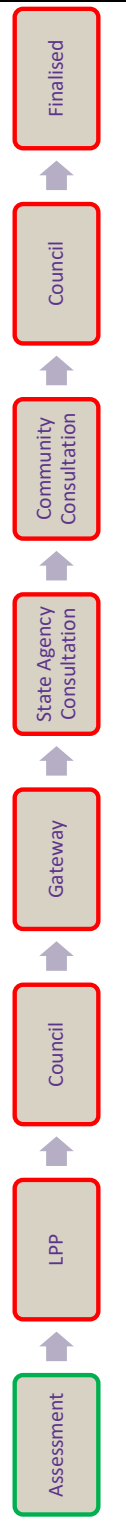
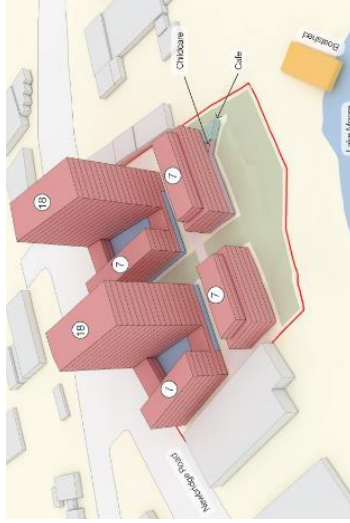
Changed controls:

- Rezoned from IN2 –Light Industrial to B4 – Mixed Use
- Increase FSR from current 0.75:1 to 3:1
- Increase HOB from current 15m to 67m (approx. 22 stories)
- Adopt a non-residential floor space ratio of 0.4:1

Comments:



As the broader Moore Point development has received a Gateway for the broad precinct that includes this site, this smaller proposal will not be progressed. Council is working with the proponent to arrange this and ensure the site is considered as part of the broader Moore Point precinct.

Awaiting response from proponent.



Strategic Planning Work Program – Planning Proposals not yet endorsed by Council

RZ-10/2022 – 1400-1480 Elizabeth Drive, Cecil Park – Additional GFA


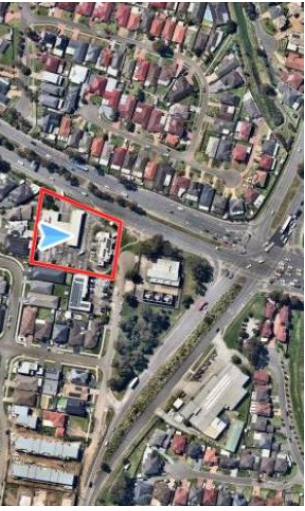
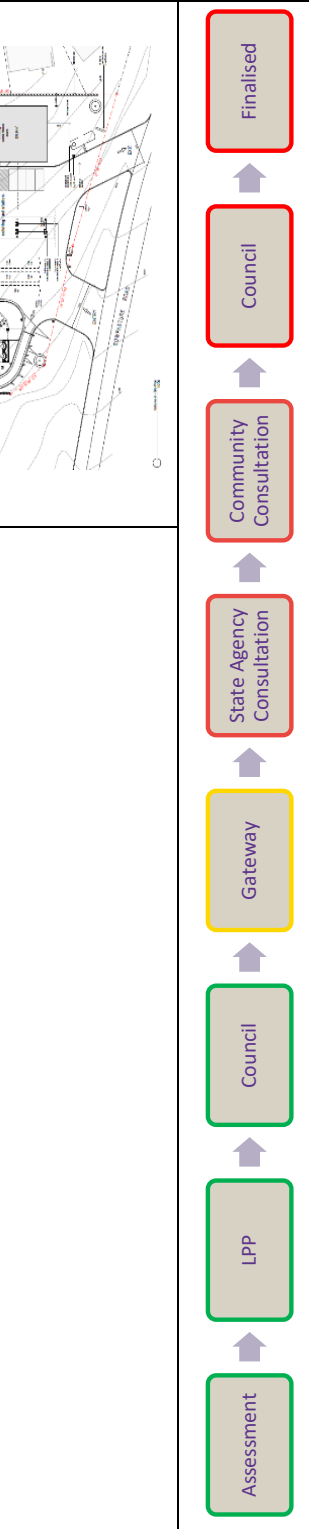
Lodgement: 10 October 2022 Address: 1400-1480 Elizabeth Drive, Cecil Park	
Responsible officer: Kweku Aikins – Senior Strategic Planner	
Brief description: Schedule 1 amendment to permit take away food premises of up to 500 square metres on land at 1400-1480 Elizabeth Drive, Cecil Park	
Changed development standards: N/A	
Comments: A request for information letter was sent to the proponent on 17 March 2023. The proponent met with Council officers on 28 March 2023 and agreed to submit additional information to address Council's concerns. Council is awaiting this information.	
	

Planning Proposals endorsed by Council

Reference	Address	Status
RZ-7/2021	368-370 Cowpasture Rd, Middleton Grange (Amendment 99)	Did not receive a Gateway determination. Working with proponent on next steps.
RZ-6/2021	Liverpool Private Hospital (Amendment 97)	Post exhibition submissions being considered, and state agency issues being negotiated.
RZ-4/2017	124 Newbridge Road, Moorebank (Flower Power) – Amendment ##	Request for information with proponent
RZ-8/2017	Holsworthy Town Centre (Amendment 80)	With DPE for finalisation
RZ-9/2017	146 Newbridge Road, Moorebank – (Georges Cove Village) (Amendment 87)	Request for information with proponent
RZ-5/2018	146 Newbridge Road, Moorebank George's Cove Marina (Amendment 86)	Request for information with proponent
RZ-9/2022	22 Box Road, Casula (Amendment 98)	Undergoing public exhibition. Public hearing scheduled for September
RZ-6/2015	Moore Point – Amendment 90	Addressing Gateway requirements

Strategic Planning Work Program – DCP Amendments

RZ-7/2021 – 370 Cowpasture Road, Middleton Grange (Amendment 99)

<p>Lodgement: 8 March 2022 Address: 370 Cowpasture Rd, Middleton Grange Responsible officer: Brianna van Zyl – Senior Strategic Planner</p>	
<p>Brief description: Ensure the zoning reflects the current land-uses on site.</p>	
<p>Changed controls:</p> <ul style="list-style-type: none"> • Increase FSR from current 0.65:1 to 0.75:1 • Increase HOB from current 8.5m to 12m 	
<p>Status:</p> <ul style="list-style-type: none"> • The pp was referred to the LPP on 14 November 2022. • The proponent submitted a PSI which was considered insufficient. • The proposal was referred to Council on 26 April 2023 where Council voted to defer the item until a site visit was arranged. • A site visit occurred on 16 May 2023. • The item was endorsed at the 28 June 2023 Council meeting to proceed with a Gateway determination. • DPE determined the planning proposal inadequate for Gateway Assessment. • A letter has been sent to the proponent advising Council recommends put this as part of the LEP review. 	
	

Strategic Planning Work Program – DCP Amendments

RZ-6/2021 – Liverpool Private Hospital (Amendment 97)

Lodgement: 10 December 2021

Address: 61-71 Goulburn Street, Liverpool

Responsible officer: Brianna van Zyl – Strategic Planner

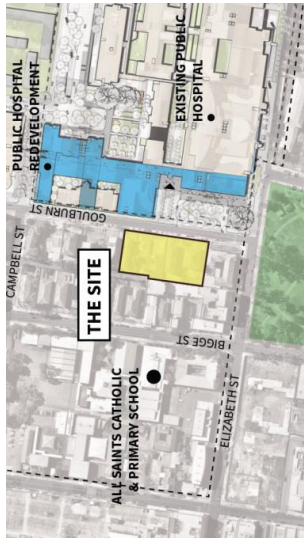
Brief description: Facilitate the development of a 20 storey private hospital, consulting suites, medical related offices and supporting ground floor retail.

Changed controls:

- Increase FSR from current 2.5:1 (3.5:1 with bonuses) to 6.9:1
- Increase HOB from current 35m to 71m

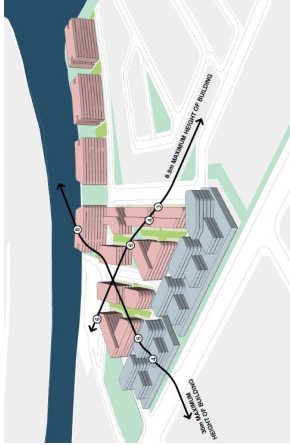

Status:

- Underwent a 28-day exhibition for initial community consultation in alignment with the CPP (ending on 1 Mar).
- Initial state agency consultation also occurred.
- An LPP meeting was held in June, the panel supported the proposal.
- Council supported at Aug 2022 Council meeting.
- DPE issued Gateway on 5th Dec with additional information requested.
- Information received and reviewed by Council and DPE
- Public exhibition occurred from 12 Apr to 12 May.
- **Final state agency concerns being considered currently in relation to flooding. The proposal is expected to be reported to the Sept Council meeting.**



Strategic Planning Work Program – DCP Amendments

RZ-4/2017 - 124 Newbridge Road, Moorebank (Flower Power) – Amendment ##

<p>Lodgement: 7 June 2017 Address: 124 Newbridge Road, Moorebank (Lot 2 DP 602988) Responsible officer: Stephen Peterson – Senior Strategic Planner</p>	 
<p>Brief description: Facilitate approximately 600 apartments, 167 serviced apartments and commercial land uses (Mixed use land fronting Newbridge Road). Retain RE1 Public Open Space along Georges River (Dedicated to Council). Closure of Davy Robinson Drive, new access Road to Newbridge Road.</p> <p>Changed controls:</p> <ul style="list-style-type: none"> Rezoned the subject site including amending internal zone boundaries of the site to E3 (Productivity Support), RE1 (Public Recreation) and R1 General Residential. Increase HOB and FSR to 24m and 1.7:1 for the northern residential area (Fronting and located towards Newbridge Road) and to 30m and 2.5:1 for the residential foreshore area. Decrease minimum lot size (excluding the portion of the site proposed to be zoned RE1 (Public Recreation)) to 2,000m² No development standards within proposed RE1 zone to accommodate required flood mitigation works required under DA-309/2011/B. 	
<p>Status:</p> <ul style="list-style-type: none"> VPA from 2008 (VPA-12). Contributions section following up landowner regarding progress. Referred to LPP and Council in 2020. DPE advised to defer until Georges River Regional Flood Evacuation Study is completed (Now finalised). May 2023 - DPE advised up to Council to submit a PP for Gateway assessment, as long as it addresses the Flood Inquiry findings and draft shelter in place policy. June 2023 - RFI issued to proponent. Currently awaiting a response from proponent. To be re-referred to Council upon review of response to June 2023 RFI. 	
<p>Assessment → LPP → Council → Gateway → State Agency Consultation → Community Consultation → Council → Finalised</p>	

Strategic Planning Work Program – DCP Amendments

RZ-8/2017 - Holsworthy Town Centre (Amendment 80)

<p>Lodgement: 11 October 2017</p> <p>Address: 2 Macarthur Drive, Holsworthy (Lot 5 DP 825745)</p>					<div><div>Assessment</div><div>↑</div><div>LPP</div><div>↑</div><div>Council</div><div>↑</div><div>Gateway</div><div>↑</div><div>State Agency Consultation</div><div>↑</div><div>Community Consultation</div><div>↑</div><div>Council</div><div>↑</div><div>Finalised</div></div>
<p>Responsible officer: Stephen Peterson – Senior Strategic Planner</p>					
<p>Brief description:</p> <p>Intensify the density of land uses on the site to facilitate a mixed-use town centre development.</p>					
<p>Changed controls:</p> <ul style="list-style-type: none">• Increase HOB from current 21m to part 25m and part 45m• Increase FSR from 1.5:1 to 2.15:1• Site specific clause to allow maximum 9000sqm of retail floor area					
<p>Status:</p> <ul style="list-style-type: none">• Post Exhibition report was referred to April 2023 Council meeting where Council resolved to support the Planning Proposal.• Proposal forwarded to DPE for finalisation as Council is not the local plan making authority. Proposal is currently outstanding with the DPE.					



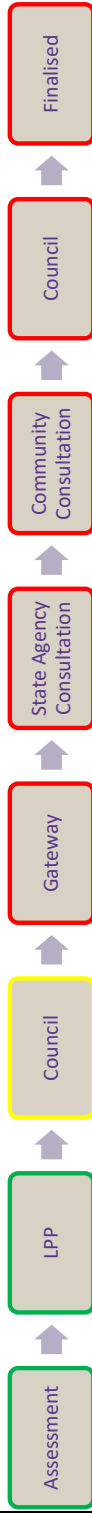
Strategic Planning Work Program – DCP Amendments

RZ-9/2017 - 146 Newbridge Road, Moorebank – (Georges Cove Village) (Amendment 87)

<p>Lodgement: 18 October 2017 Address: 146 Newbridge Road, Moorebank (Lot 7 DP 1065574)</p>	<p>Responsible officer: Stephen Peterson – Senior Strategic Planner</p>	<p>Brief description: Schedule 1 amendment to LLEP 2008 to permit supermarkets with a maximum gross floor area of 4,000sqm in the E3 – Productivity support zone.</p>	<p>Changed controls:</p> <ul style="list-style-type: none"> Additional LLEP 2008 Schedule 1 clause for supermarket land use with maximum GFA of 4,000sqm in the E3 – Productivity support zone. 	<p>Status:</p> <ul style="list-style-type: none"> Referred to LPP and Council in 2020. DPE advised to defer until Georges River Regional Flood Evacuation Study is completed (Now finalised). April 2023 – Proponent removed residential uses from the planning proposal- Now only commercial/Industrial uses. May 2023 - DPE advised to submit a PP for Gateway assessment, as long as it addresses the Flood Inquiry findings and draft shelter in place policy. June 2023 - RFI issued to proponent. Currently awaiting a response from proponent. Upon receipt of a response to the June 2023 RFI, Council will assess the proposal and if satisfactory, refer to an upcoming Council meeting. 	 	
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Strategic Planning Work Program – DCP Amendments

RZ-5/2018 - 146 Newbridge Road, Moorebank George's Cove Marina (Amendment 86)

<p>Lodgement: 6 July 2018 Address: 146 Newbridge Road, Moorebank (Lot 7 DP 1065574) Responsible officer: Stephen Peterson</p>	 
<p>Brief description: Facilitate approximately 21 terrace dwellings and 353 apartments adjacent to the Georges Cove Marina. Amend FSR and HOB, Keys site map and schedule 1 clause for residential.</p> <p>Changed controls:</p> <ul style="list-style-type: none"> Amend the Key Sites map to include a designated area for residential accommodation in the RE2 Private Recreation zone. Include a site-specific provision under Schedule 1 to enable residential accommodation as an additional permitted use (limited to multi-dwelling housing and residential flat buildings) within the key site. Amend the maximum permissible Floor Space Ratio from 0.25:1 to 0.4:1 (limited to the key site). Amend the maximum permissible Height of Building from 21m to 35m (limited to the key site). 	
<p>Status:</p> <ul style="list-style-type: none"> Referred to LPP and Council in 2020. DPE advised to defer until Georges River Regional Flood Evacuation Study is completed (Now finalised). May 2023 - DPE advised to submit a PP for Gateway assessment, as long as it addresses the Flood Inquiry findings and draft shelter in place policy. June 2023 - RFI issued to proponent. Currently awaiting a response from proponent. Upon receipt of a response to the June 2023 RFI, Council will assess the proposal and if satisfactory, refer to an upcoming Council meeting. 	
	



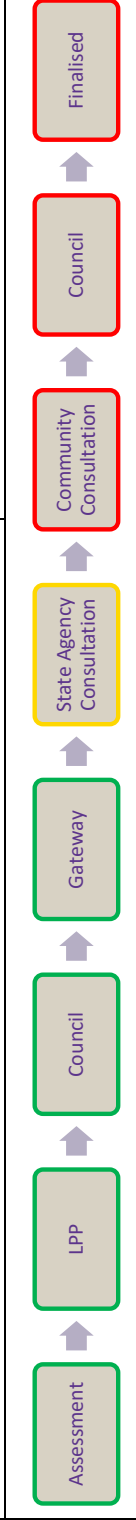
Strategic Planning Work Program – DCP Amendments

RZ-9/2022 – 22 Box Road, Casula (Amendment 98)

<p>Lodgement: Address: 22 Box Road, Casula</p>	<p>Responsible officer: Brianna van Zyl – Senior Strategic Planner</p> <p>Brief description: Rezone the site from RE1 to R2 Low Density and reclassify the site from community to operational.</p> <p>Changed controls:</p> <ul style="list-style-type: none"> • Rezone site from RE1 to R2 Low Density Residential, and same development standards as adjacent residential zone. • Reclassify the site from community to operational <p>Status:</p> <ul style="list-style-type: none"> • On 31 August 2022, Council resolved to rezone the site • The planning proposal was referred to the local planning panel on 28 November 2022 • Council endorsed the planning proposal on 29 March 2023 • DPE issued a Gateway determination on 6 June 2023. • Public Exhibition is currently underway (17 July to 14 August 2023) • A Public Hearing has been scheduled for 21 September 2023 at Lurnea Community Hall 	 <div> <div>Assessment</div> <div>LPP</div> <div>Council</div> <div>Gateway</div> <div>State Agency Consultation</div> <div>Community Consultation</div> <div>Council</div> <div>Finalised</div> </div>
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Strategic Planning Work Program – DCP Amendments


RZ-6/2015 - Moore Point – Amendment 90

<p>Amendment lodged: 17 April 2020 Address: 6, 8 & 16 Bridges Road, Moorebank (Lot 10 DP 875626, Lot 1-8 CS 57/2015, Lot 1 DP 329572)</p>	
<p>Responsible officer: Luke Oste – Coordinator Strategic Planning</p>	
<p>Brief description: To enable mixed-use development and high density residential.</p>	
<p>Changed controls:</p> <ul style="list-style-type: none"> • Rezone from IN2 Light Industrial to B4 Mixed Use and B6 Enterprise Corridor. • Amend the maximum building height from 15m and 18m to RL 136m and RL 108m. • Amend the maximum FSR from 0.75:1 to 4.2:1 and 3.5:1 to facilitate the development of approximately 12,220 dwellings and 249,364sqm commercial floor area. • Introduce Division 1A to manage site specific provisions • Introduce new subclause in Schedule 1 to permit additional uses. 	<p>Comments: A Gateway determination was issued on 3 April with many conditions to be addressed prior to the proposal progressing to the consultation stage. Furthermore, the proposal now relies on a levy to be built on Council owned community land that has not been previously assessed.</p> <p>Council staff are working with DPE to resource the progression of this proposal, and assessing the changes to the proposal in relation to flood mitigation and a potential levy.</p> <p>Arrangements are being made to enable the proponent to present the current design and progress on the project to an upcoming Infrastructure and Planning Governance Committee meeting.</p>


DCP Amendments

Reference	Address	Status
Electric Vehicle Infrastructure and Impact on Planning Controls	NA	A draft report is being prepared for the August Council meeting
Family Friendly Apartments and Review of Part 3.7 (RFB's Outside Liverpool City Centre)	NA	Report being prepared for August consultative Committee and Council Report being drafted for September Council Meeting.
Middleton Grange DCP	Middleton Grange Local Centre	Anticipated to be reported to August Council Meeting
Sustainability LSPS Actions	NA	Investigations underway
Child Care Update	NA	Investigations underway
Housekeeping Updates throughout DCP for new Conservation and Employment Zones	NA	Drafting underway – September Council Meeting
Residential Subdivision	NA	Drafting underway – August Council Meeting

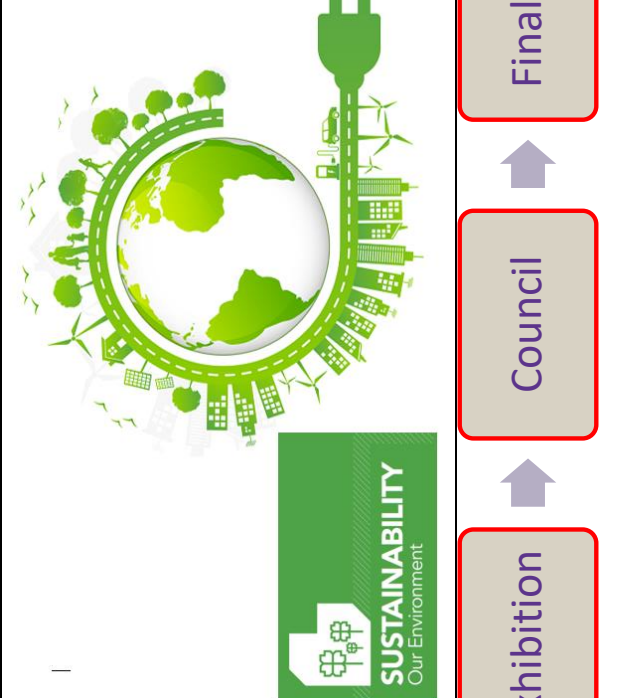

Electric Vehicle Infrastructure and Impact on Planning Controls

Commenced: January 2023	
Responsible officer: Danielle Hijazi – Strategic Planner	
Description: Investigate suitable planning controls that will require new development in Liverpool to make provision for electric vehicle charging infrastructure.	
Status: In Progress <ul style="list-style-type: none">• Benchmark surrounding Council's controls• Liaise with urban design team on the design of the infrastructure.• Looking at existing state and federal planning controls that already regulate EV infrastructure.• Draft Amendments have been made. A report to Council is being prepared for the August 2023 meeting.	
	<div><div>Drafting</div><div>→</div><div>Council</div><div>→</div><div>Exhibition</div><div>→</div><div>Council</div><div>→</div><div>Finalised</div></div>

Family Friendly Apartments and Update to reflect ADG

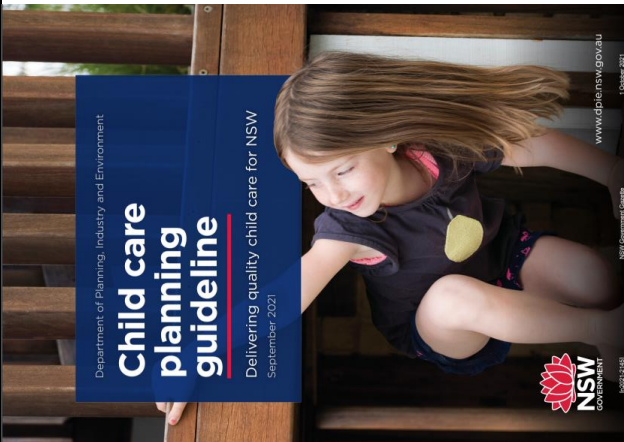
Commenced: June 2023					
Responsible officer: Lamiokor Wellington – Assistant Strategic Planner Stephen Peterson – Senior Planner					
Description: Review LDCP 2008 chapters 3.7 Residential Flat Buildings outside the City Centre and Part 4 Development within the City Centre, to encourage family friendly apartments and update in accordance with SEPP 65 and the Apartment Design Guide.					
Status: In Progress	<ul style="list-style-type: none">• Draft report regarding Family Friendly changes anticipated to August Consultative Committee, noting further updates to the chapter regarding the ADG are ongoing.• Review of part 3.7 (RFB's outside the City Centre) to align DCP Part with SEPP 65 and ADG and to include provisions for family friendly apartments. Report drafted for September Council Meeting• Report findings to Council Q4 2023.				
	Drafting	Council	Exhibition & Design Excellence Panel	Council	Finalised

Sustainability Updates to DCP


Commenced: July 2023			
Responsible officer: Liana Pham			
Description: Review LDCP 2008 to address LSPS actions regarding sustainability, e.g. urban heat, solar panels, water sensitive urban design, emissions.			
Status: In Progress <ul style="list-style-type: none">• Anticipated report to September Committee Meeting• Report findings to Council Q4 2023.			

Strategic Planning Work Program – DCP Amendments

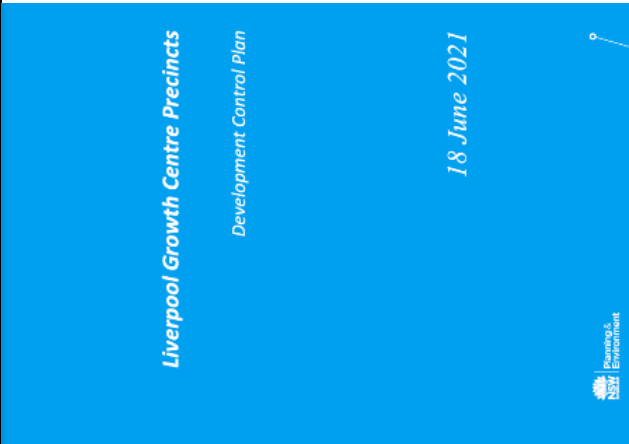

Housekeeping amendment to Childcare DCP sections

Commenced: July 2023										
Responsible officer: Brianna van Zyl, Senior Strategic Planner										
Description: Minor Housekeeping amendment to the LDCP 2008 to address the provisions in Child Care SEPP which override the DCP.										
Status: In Progress <ul style="list-style-type: none">Report findings to Council September 2023.										
		Drafting	↑	Council	↑	Exhibition	↑	Council	↑	Finalised

Housekeeping amendment for Employment Zone Reforms

Commenced: August 2023	
Responsible officer: Stephen Peterson, Senior Strategic Planner	
Description: Housekeeping amendments to the Liverpool DCP 2008, to update new land use zones following the Employment Zone Reforms and conservation zone reform.	
Status: In Progress <ul style="list-style-type: none">Amending various parts of DCP to amend previous environmental and business/industrial zones to conservation and employment zones.Draft Council report being prepared for exhibition to Council September 2023.	<div><div>Drafting</div><div>↑</div><div>Council</div><div>↑</div><div>Exhibition</div><div>↑</div><div>Council</div><div>↑</div><div>Finalised</div></div>

2022/1483 Liverpool Growth Centres Precinct DCP Anomalies Amendment

Commenced: May 2022		
Responsible officer: Danielle Hijazi – Assistant Strategic Planner		
Description: A review of the Liverpool Growth Centres Precinct DCP to fix any anomalies and grammatical errors. Status: Initial investigations underway into unintended changes made by DPE resulting from legislation and policy reforms. Changes have been drafted. Awaiting supporting documentation from the urban design team. Changes are being reviewed by the Urban design team. Once they are finalised a report will be prepared to Council.		

Part 2.5 – Middleton Grange Town Centre (Amendment 37)

Commenced: October 2019

Responsible officer:

Liljan Abosh – A/ Senior Strategic Planner

Status:

- Draft DCP was publicly exhibited together with Planning Proposal in November – December 2019.
- Updated DCP provided in November 2020 and work on this was subsequently placed on hold until there was further certainty with the LEP Amendment and VPA.
- DCP work resumed following finalisation of Planning Proposal and sent to proponent in October 2022.
- Proponent submitted final draft version of DCP June 2023.
- **Final Draft is currently under review internally.**
- **DCP anticipated to be presented to Council August meeting seeking endorsement to publicly exhibit the DCP.**




Strategic Planning Projects

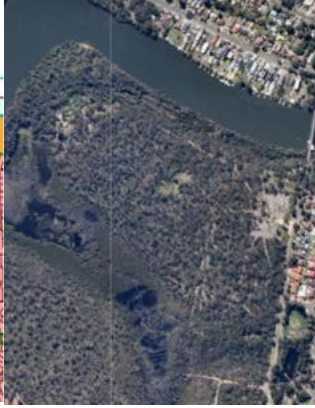


Reference	Project	Status
2021/0127	LEP Review - Phase 2	Procurement for additional studies underway
2023/0717	Conservation Zones Study	Internal Work Commenced
RZ-4/2020	Warwick Farm Precinct Plan	On hold
2021/5756	Local Housing Strategy Implementation Plan	With DPE for review, continued implementation of actions by Council
371440.2022	124 Moore Street Heritage Listing	Report to Governance Committee Meeting September 2023
RZ-1/2022	Leppington Town Centre	Waiting for Gateway determination
2021/6473	Growth Centre Dwelling Density and Odour	On hold – subject to further consultation

Strategic Planning Work Program – Strategic Planning Projects

2021/0127 – LEP Review - Phase 2

<p>Commenced: February 2022</p>	<p>Responsible officer: Nancy-Leigh Norris – Executive Planner</p>	<p>Brief description: Establish a new Liverpool Local Environmental Plan, in line with the strategic vision of the Western Sydney District Plan (District Plan), Liverpool Local Strategic Planning Statement (LSPS) and Land Use Strategies.</p>	<p>Changes to Planning Policies / Controls: Various changes to residential, commercial, industrial, recreation, conservation land and relevant maps.</p>	<p>Comments:</p> <ul style="list-style-type: none"> • July 2022 - 'Principles for the LEP Review' Council Report • August 2022 – Scoping Proposal Council Report • 19 Sept. – 13 Nov 2022 – Public Exhibition • 1 March 2023 – Post Exhibition Report (deferred) • 26 April 2023 - Post Exhibition Report • Mecone, Atlas Economics and Smith & Tzannes, have been engaged to undertake additional investigations to support the LEP Principal Planning Proposal. • Following investigations, Draft Planning Proposal will be presented to the Local Planning Panel in Q4 2023. 	 <div data-bbox="1107 353 1211 1863"> <div>Initial Consultation</div> <div>Drafting</div> <div>Council</div> <div>State Agency Consultation</div> <div>Community Consultation</div> <div>Council</div> <div>Finalised</div> </div>
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2023/0717 – Conservation Zones Study (Including Sirius Road Investigations)

<p>Commenced: March 2023</p>	
<p>Responsible officer: Liliyan Abosh – A / Senior Strategic Planner</p>	
<p>Brief description: Council resolved to investigate the rezoning of 1 Sirius Road and Lots 68 and 75 Sirius Road from C3 Environmental Management to C2 Environmental Conservation and consult with the owners.</p> <p>As a result, a Conservation Zones Study is proposed as part of the LEP Review, which will investigate the Sirius Road sites, as well as other private and public owned sites. The Study will establish the criteria for each conservation zone, consistent with state guidance tools.</p>	 
<p>Changes to Planning Policies / Controls:</p> <ul style="list-style-type: none"> TBC as a result of the Study. <p>Status:</p> <ul style="list-style-type: none"> Letters sent on 23 January seeking feedback and response received from all landowners. Council resolved undertake a Conservation Zone Study at the July 2023 Council meeting. Internal work commenced in response to resolution with further report to Council once Study is complete. 	
	 <pre> graph LR A[Landowner Consultation] --> B[Council] B --> C[LPP] C --> D[Council] D --> E[Gateway] E --> F[State Agency Consultation] F --> G[Community Consultation] G --> H[Council] H --> I[Finalised] </pre>

RZ-4/2020– Warwick Farm Precinct Plan

Commenced: 24 February 2022

Responsible officer: Brianna van Zyl – Senior Strategic Planning

Brief description:

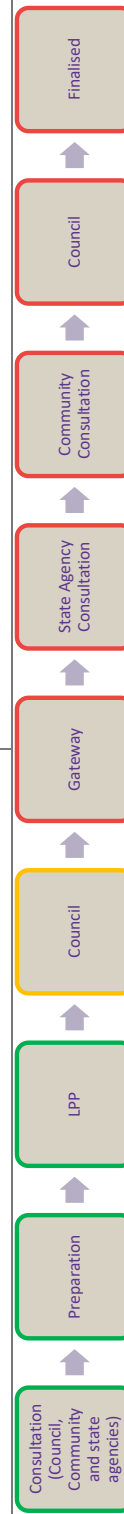
- Council resolved that a structure plan and planning proposal be prepared to rezone the Warwick Farm precinct to B4 – Mixed Use. Council engaged Conybeare Morrison International (CM+) prepared an urban renewal structure plan.
- As well as addressing residential/commercial/retail land use and distribution, the structure plan identifies the location of open space, community/recreation facilities, traffic and infrastructure and upgrades, and flood storage and evacuation solutions. As part of the project, the consultants have also prepared a draft Contributions Plan, Planning Proposal, and a variety of supporting technical studies.

Changes to Planning Policies / Controls:

A mixed use precinct which includes High Density, Open Space and Mixed use development

Status:

- July 2020 LPP report, and August 2020 Council report.
- Exhibited Sept. – Oct. 2020, and Council report on 28 April 2021
- Consultants engaged to revise the plan to respond to feedback and re-exhibited 8 Oct - 7 Nov 2021.
- Post exhibition Council report on 24 November 2021
- The matter was placed on hold, primarily due to flooding.



Strategic Planning Work Program – Strategic Planning Projects

371440.2022 – 124 Moore Street Heritage Listing

Commenced: November 2022

Responsible officer: Liliyan Abosh – A / Senior Strategic Planner

Brief description: The site was originally intended to be heritage listed under Planning Proposal RZ-4/2021(Amendment 95) however removed to allow the landowner sufficient time to prepare a separate heritage significance assessment and submission.

Changes to Planning Policies / Controls:

Application of Heritage Item to the site, within Schedule 5 of the LLEP 2008 and the Heritage Map.

Comments:

- Council endorsed removal of site from Amendment 95 to be dealt with separately at the October 2022 meeting.
- Landowner submission provided in April 2023 and assessed by Heritage Officer
- Report seeking to heritage list property deferred at July 2023 Council meeting.
- **Further consultation with landowner underway with a Governance Committee report anticipated for the September meeting.**



Strategic Planning Work Program – Strategic Planning Projects

2021/6163 & RZ-1/2022 - Leppington Town Centre

Lodgement:
Transferred to Camden Council from DPE December 2019.

Address:
Land bound by Bringelly Road, Bonds Creek, Scalabrini Creek, and Fourth Avenue, Austral.

Responsible officer: Kweku Aikins – Senior Strategic Planner

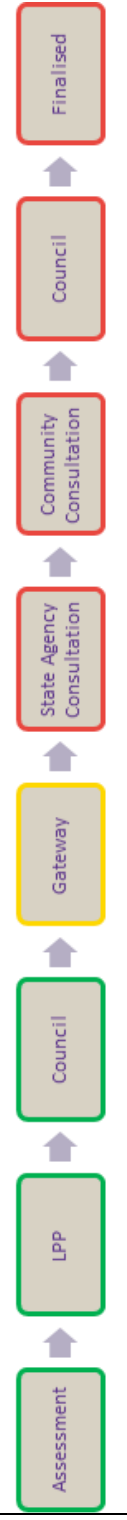
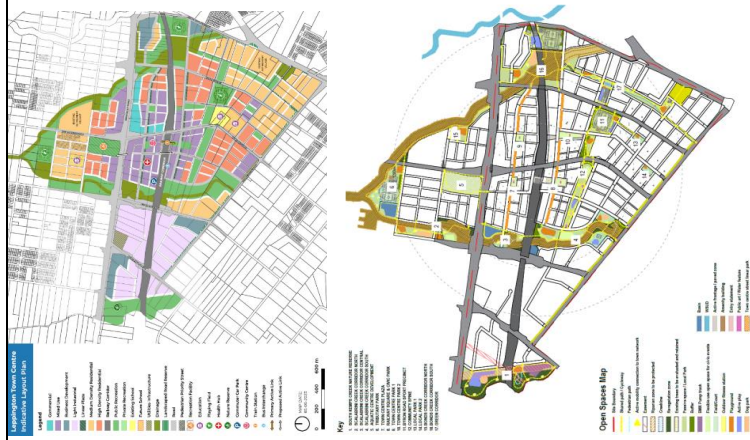
Brief description:
Planning proposal to rezone certain lands within the Leppington Town Centre in accordance with a new centre plan / ILP prepared by the Department of Planning and Environment.

Changed development standards:

- Amended building height controls:
 - Existing R3 Zone - change from 12m to 15m
 - New R4 zone – 30m
 - New B4 Zone - 50m
- Introduction of minimum lot size – RFBs (1500sqm), multi dwelling housing and attached dwellings (1000sqm), dual occupancies (400sqm) and dwelling houses (300sqm)
- Introduction of maximum floor space ratio - R3 (1.2:1), R4 (2:1) and B4 (2.5:1) zones
- Introduction of minimum dwelling density - 40dw/ha in new R4 zone


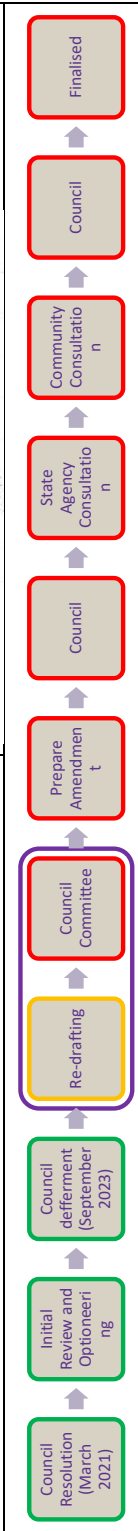
Comments:
Council endorsement received in October 2022. Submitted to DPE for Gateway determination on 18 November 2022.

Council is working with Camden to provide sufficient flooding information for DPE to provide a Gateway.


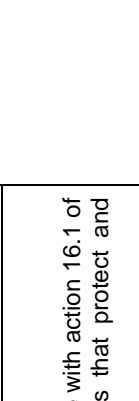


Strategic Planning Work Program – Strategic Planning Projects

2021/6473 - Growth Centre Dwelling Density and Odour Controls

<p>Commenced: March 2021 Address: This will likely apply to land in the South West Precinct Growth Area (SWPGA).</p>	
<p>Responsible officer: Jerard Tungcab – Strategic Planner</p>	
<p>Brief description: Council resolved at its 31 March 2021 meeting to investigate issues relating to dwelling density / variety controls and odour controls in the growth areas. Following the September 2022 Meeting, Council have requested for a workshop with Strategic Planners to discuss Minimum Lot Sizes. Staff have also been, unsuccessfully, trying to get comment from DPE.</p>	
<p>Status: A planning and infrastructure committee paper has been prepared to further describe the issue and proposed solution. Council resolved at the July Committee meeting to hold a community forum seeking feedback. Council staff are currently also working with DPE to understand next steps.</p>	
	

2022/3073 – Rural Lands Strategy

<p>Commenced: August 2022</p> <p>Responsible officer: Kweku Aikins – Senior Strategic Planner</p> <p>Brief Description:</p> <p>Prepare a Rural Lands Strategy in accordance with action 16.1 of the LSPS. The strategy is to include actions that protect and enhance rural lands in the LGA.</p> <p>The draft strategy was on public exhibition from 1 June to 1 August. Currently assessing submissions prior to reporting to Council for final endorsement.</p> <p>Comments: On public exhibition until 1 August 2023.</p>	 	<div> <div>Initial Consultation</div> <div>Drafting</div> <div>Council</div> <div>State Agency Consultation</div> <div>Community Consultation</div> <div>Council</div> <div>Finalised</div> </div>
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ITEM 07

**Review of Council's Financial progress,
forecasts and assumptions**

Strategic Objective	Visionary, Leading, Responsible Ensure Council is accountable and financially sustainable through the strategic management of assets and resources
File Ref	247877.2023
Report By	Vishwa Nadan - Chief Financial Officer
Approved By	Farooq Portelli - Director Corporate Support

EXECUTIVE SUMMARY

This report is first of monthly budget performance reports that will be presented to the Governance Committee.

In June 2023 Council adopted its 2023-24 operating budget with estimated revenue of \$379.3 million and expenditure of \$250.8 million. In terms of the net operating result before grants and contributions provided for capital purposes, Council budgeted for an operating deficit of \$3.7 million.

Based on Council resolutions, program initiatives, and market trends up to 31 July 2023, Council is projected to report an operating deficit of \$3.1 million at 30 June 2024. Key points include:

- Higher cash holdings due to unspent Liverpool Civic Place loan funds is yielding additional interest earnings.
- On-going review of resource requirements to achieve corporate initiatives has resulted in an investment in additional positions and program costs. The cost associated with engagement of additional staff resources is expected to be absorbed by salary savings from vacancies and deferred recruitment across the Council.

The report further highlights key risk and opportunities that will potentially impact on the projected result. Key points include:

- Favourable interest markets are expected to generate additional interest income.
- Expected additional borrowings for Liverpool Civic Place will incur more interest expenses.
- Delays in prerequisite road works at 24 Scott Street may further push back income from sale of assets.

- Grants Commission has paid 2023/24 FAG in advance. Any change in their policy will increase budget deficit.

RECOMMENDATION

That the Governance Committee receives and notes the report.

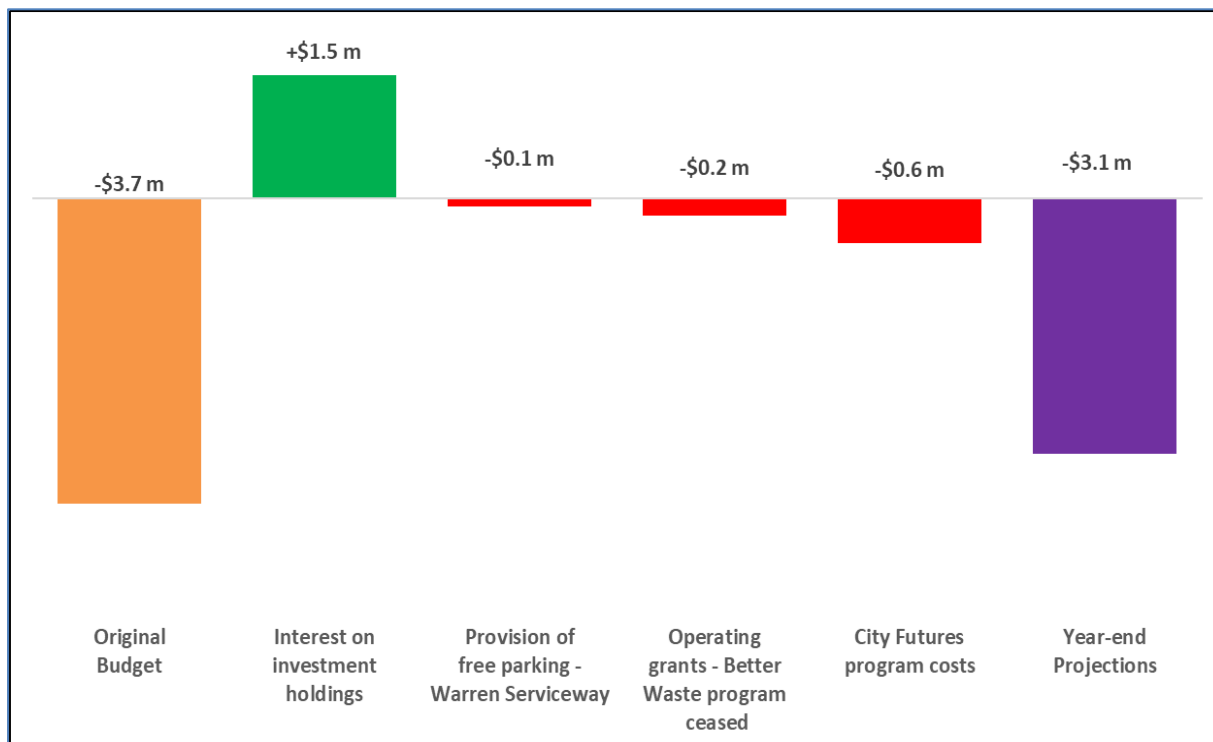
REPORT

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Key points include:

- Higher cash holdings due to unspent Liverpool Civic Place loan funds is yielding additional interest earnings.
- On-going review of resource requirements to achieve corporate initiatives has resulted in an investment in additional positions and program costs. The cost associated with engagement of additional staff resources is expected to be absorbed by salary savings from vacancies and deferred recruitment across the Council. Program costs in the order of \$600k are estimated.



Operating Revenue

Budget performance of key sources of operating revenue were as follows:

	YTD Budget \$'000	YTD Actual \$'000	FY Budget \$'000	FY Projections \$'000	Indicator
Rates & annual charges	14.172	14.478	170.067	170.067	👍
Other operating grants & subsidies	1.276	(0.180)	14.484	14.267	👍
Interest & investment income	0.953	1.419	11.433	12.933	👍
FAG grants	0.747	0.000	8.968	8.968	👉
Childcare fees & grants	0.710	0.615	8.521	8.521	👍
DA & other building fees	0.569	2.798	6.829	6.829	👍
Property rentals	0.399	0.388	5.644	5.644	👍
Parking fines	0.293	0.310	3.520	3.520	👍
Car parking fees	0.286	0.281	3.437	3.330	👍
Recovery - restoration works	0.203	0.055	2.440	2.440	👉
Ex-gratia income - Intermodal	0.187	0.000	2.245	2.245	👉
Net gain from disposal of assets	0.158	0.000	1.900	1.900	👎
Hire - community & recreational facilities	0.110	0.000	1.323	1.323	👉

Operating Expenditure

Budget performance of key areas of operating expenses were as follows:

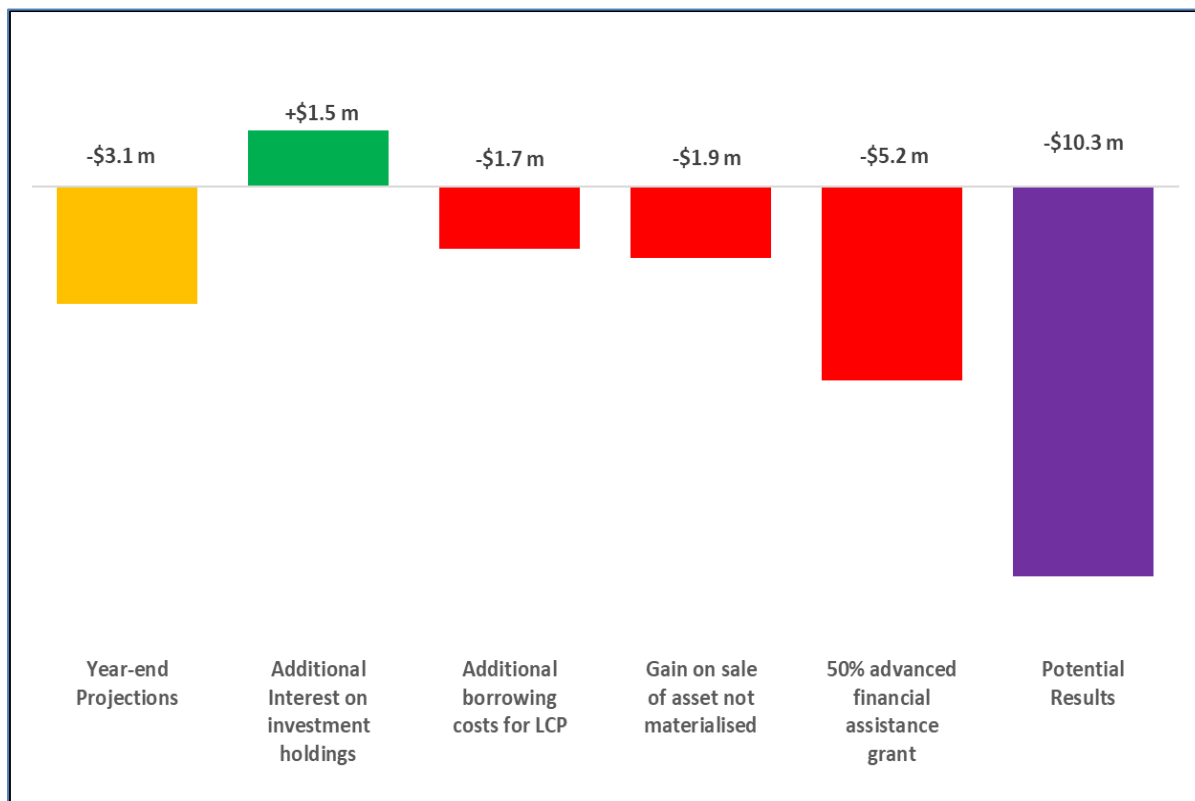
	YTD Budget \$'000	YTD Actual \$'000	FY Budget \$'000	FY Projections \$'000	Indicator
Salaries including superannuation	6.160	5.465	88.871	88.871	👍
Tipping & waste services	2.875	0.127	34.498	34.498	👍
Utilities (electricity / water / gas)	0.596	(0.427)	7.149	7.149	👍
Software licenses	0.336	0.022	4.038	4.038	👍
Contributions - NSW Fire / SES / RFS	0.313	0.000	3.761	3.761	👍
Insurance	0.257	0.012	3.079	3.079	👍
Contracted labour (agency)	0.231	0.080	2.777	2.777	👍
Tipping (hazardous waste)	0.210	0.000	2.520	2.520	👎
Borrowing costs	0.208	(0.034)	2.496	2.496	👎
Professional services	0.333	0.038	2.041	2.221	👍
Workers compensation	0.171	0.034	2.053	2.053	👍
Overtime	0.124	0.130	1.488	1.488	👎
Legal costs	0.121	0.017	1.448	1.448	👍
Internet (data)	0.096	0.000	1.157	1.157	👍
Consultants	0.070	0.041	0.840	0.840	👍

Risks & Opportunities

The following risks and opportunities have been identified with the potential to change the projected budget result for FY 2023/24 to a deficit of \$10.3 million.

- i) Interest on Investments [*Risk Probability: Highly Likely*] – based on current market interest rates and expected cash holdings, Council will further exceed its budget by \$1.5m for interest on investment income.
- ii) Borrowing Cost [*Risk Probability: Highly Likely*] – Cost of complete Liverpool Civic Place is estimated to exceed current estimates by \$23 million. Council does not have sufficient cash in its general reserves and therefore will have to borrow in the short term whilst exploring opportunities to recycle non-economical assets.
- iii) Gain on sale of Assets [*Risk Probability: Highly Likely*] – The sale of 24 Scott Street is subject to RMS approval and road works. At this stage Council has not obtained formal approval for road closure process. In addition, Council needs to seek variation to the option agreement with the adjoining owner. This is unlikely to be finalised by 30 June 2024.

- iv) FAG Operating Grant [*Risk Probability: Low/Moderate*] – The NSW Grants Commission fully paid 2023/24 financial assistance grant in advance. Any change to their position for FY2024/25 is not known at this stage.



Budget FY 2024/25

It is proposed that a complete thorough review of all Council activities (works and services programs) will be undertaken over the financial year with a view to re-examining and determining Council's commitment to continuing those activities and the extent of investment in them.

To undertake the proposed review, it is proposed that the following timeline be given as a guide for Councillors to deliberate and formulate the 2024/25 operating and capital budget:

Activity	Timelines
1. Discuss timetable and approach	22-Aug-2023
2. Identify range of Council activities / services	22-Aug-2023
3. Classify all services: a. Required by legislation. b. Core services c. Non-core services d. Support functions	12-Sep-2023
4. Develop priority guidelines	Oct-2023 to Feb 2024
5. Review of Services	
6. Prioritise capital works program	
7. Review: a. LTFP assumptions b. Projected performance ratio's c. Articulate variations for "pessimistic" and "optimistic" scenarios and action plans	
8. Draft Budget and LTFP endorsed for public exhibition	Mid Apr-2024
9. Draft Budget and LTFP Public exhibition period	May-2024
10. Council adopts Delivery Plan, Operational Plan and LTFP	26-Jun-2024

ATTACHMENTS

1. 2023-24 Approved Budget - Net Cost of Services

Liverpool City Council
2023/24 Approved Budget - Net Operating Cost of Services
For the period 1 July 2023 to 30 June 2024

Directorate / Service Delivery Unit	Rates & Annual Charges	Operating Grants	User Charges & Other Revenues	Total Revenue	Employee Costs	Other Expenses	Depreciation & Revaluation	Total Expenses	Net Cost of Services
Operations									
City Environment	2,023,326	2,250,000	176,189	4,449,515	(2,117,370)	(2,959,642)	0	(5,077,012)	(627,497)
City Works - Civil Operations	0	5,348,000	3,216,174	8,564,174	(5,083,853)	(11,848,969)	(16,045)	(16,948,867)	(8,384,693)
City Works - Open Spaces	0	159,053	119,439	278,492	(8,795,857)	(6,311,413)	(568,953)	(15,676,223)	(15,397,731)
Engineering Services	0	76,667	45,482	122,149	(1,498,701)	(1,104,754)	0	(2,603,455)	(2,481,306)
Facilities Management	0	0	0	0	(1,458,586)	(136,226)	0	(1,594,812)	(1,594,812)
Operational Support	0	170,000	3,275,630	3,445,630	(2,656,904)	(5,487,482)	(4,504,386)	(12,648,772)	(9,203,142)
Operations Office	0	0	7,000	7,000	(1,503,035)	22,525	0	(1,480,510)	(1,473,510)
Project Delivery	1,731,100	0	147,793	1,878,893	(36,542)	(589,568)	(32,912,504)	(33,538,614)	(31,659,721)
Resource Recovery	46,086,643	223,205	886,041	47,195,889	(7,732,750)	(39,020,775)	(115,984)	(46,869,509)	326,380
	49,841,069	8,226,925	7,873,748	65,941,742	(30,883,598)	(67,436,304)	(38,117,872)	(136,437,774)	(70,496,032)
Planning & Compliance									
City Planning	0	899,500	7,533,801	8,433,301	(4,331,557)	(4,016,260)	0	(8,347,817)	85,484
Community Standards	282,975	0	6,199,685	6,482,660	(6,284,870)	(1,839,121)	(19,824)	(8,143,815)	(1,661,155)
Development Assessment	0	0	5,701,786	5,701,786	(7,120,186)	(626,808)	0	(7,746,994)	(2,045,208)
Planning & Compliance Office	0	0	7,000	7,000	(484,673)	(151,090)	(9,333)	(645,096)	(638,096)
Western Sydney Planning Partnership	0	1,018,985	7,000	1,025,985	(737,343)	(279,015)	0	(1,016,358)	9,627
	282,975	1,918,485	19,449,272	21,650,732	(18,958,629)	(6,912,294)	(29,157)	(25,900,080)	(4,249,348)
Community & Lifestyles									
Casula Powerhouse Arts Centre	0	0	994,511	994,511	(2,057,898)	(1,392,043)	(516,007)	(3,965,948)	(2,971,437)
Children's Services	0	5,500,104	3,656,887	9,156,991	(6,753,844)	(828,329)	(159,924)	(7,742,097)	1,414,894
Community and Culture Office	0	0	14,000	14,000	(908,739)	(256,476)	0	(1,165,215)	(1,151,215)
Libraries and Museum	0	678,363	202,219	880,582	(5,552,398)	(2,508,404)	(1,677,170)	(9,737,972)	(8,857,390)
Major & Civic Events	0	399,000	94,767	493,767	(1,022,024)	(2,632,689)	0	(3,654,713)	(3,160,946)
Recreation and Community Outcomes	0	238,343	1,647,739	1,886,082	(1,740,346)	(5,147,014)	(1,500,180)	(8,387,540)	(6,501,458)
	0	6,815,810	6,610,123	13,425,933	(18,035,249)	(12,764,955)	(3,853,281)	(34,653,485)	(21,227,552)

Liverpool City Council
2023/24 Approved Budget - Net Operating Cost of Services
For the period 1 July 2023 to 30 June 2024

Directorate / Service Delivery Unit	Rates & Annual Charges	Operating Grants	User Charges & Other Revenues	Total Revenue	Employee Costs	Other Expenses	Depreciation & Revaluation	Total Expenses	Net Cost of Services
Corporate Support									
City Corporate Office	0	0	7,000	7,000	(469,763)	(59,546)	0	(529,309)	(522,309)
Corporate Strategy and Performance	0	0	7,000	7,000	(533,625)	(88,607)	0	(622,232)	(615,232)
Council and Executive Services	0	0	0	0	(291,517)	(750,572)	(12,187)	(1,054,276)	(1,054,276)
Financial Management	0	10,317,365	8,197,752	18,515,117	(2,134,824)	(1,859,022)	(2,662,750)	(6,656,596)	11,858,521
Governance, Legal & Procurement	0	0	85,133	85,133	(1,915,526)	(1,920,610)	0	(3,836,136)	(3,751,003)
Internal Ombudsman	0	0	0	0	(332,159)	(4,341)	0	(336,500)	(336,500)
People and Culture	0	0	7,000	7,000	(2,907,534)	(1,316,954)	0	(4,224,488)	(4,217,488)
Property Assets	(200,910)	0	3,625,377	3,424,467	(280,242)	(2,905,483)	(15,609)	(3,201,334)	223,133
Property Services	136,296	0	1,308,727	1,445,023	(666,210)	(156,806)	(1,046,324)	(1,869,340)	(424,317)
	(64,614)	10,317,365	13,237,989	23,490,740	(9,531,400)	(9,061,941)	(3,736,870)	(22,330,211)	1,160,529
City Futures									
City Economy	0	950,000	107,287	1,057,287	(2,332,556)	(1,402,651)	(7,139)	(3,742,346)	(2,685,059)
Communications	0	0	7,000	7,000	(1,807,271)	(1,059,302)	(227,248)	(3,093,821)	(3,086,821)
Urban Design	0	95,000	178,703	273,703	(1,208,662)	(373,616)	(297,765)	(1,880,043)	(1,606,340)
	0	1,045,000	292,990	1,337,990	(5,348,489)	(2,835,569)	(532,152)	(8,716,210)	(7,378,220)
Customer & Business Performance									
Audit and Risk	0	0	0	0	(456,666)	(123,669)	0	(580,335)	(580,335)
Business Performance	0	0	0	0	(483,898)	(17,836)	0	(501,734)	(501,734)
Customer Experience	120,008,008	0	1,183,149	121,191,157	(3,755,792)	(779,114)	0	(4,534,906)	116,656,251
Information Technology	0	0	28,000	28,000	(1,998,514)	(5,445,575)	(1,121,374)	(8,565,463)	(8,537,463)
Safety & Insurance	0	0	14,000	14,000	(3,341,775)	(3,405,983)	0	(6,747,758)	(6,733,758)
	120,008,008	0	1,225,149	121,233,157	(10,036,645)	(9,772,177)	(1,121,374)	(20,930,196)	100,302,961
Office of the CEO									
CEO Office	0	0	14,000	14,000	(1,249,476)	(620,045)	0	(1,869,521)	(1,855,521)
	0	0	14,000	14,000	(1,249,476)	(620,045)	0	(1,869,521)	(1,855,521)
TOTAL ALL DIRECTORATES	170,067,438	28,323,585	48,703,271	247,094,294	(94,043,486)	(109,403,285)	(47,390,706)	(250,837,477)	(3,743,183)

ITEM 08**LGNSW Annual Conference and Board Election**

Strategic Direction	Leading through Collaboration Strive for best practice in all Council processes
File Ref	258045.2023
Report By	Jessica Saliba - Acting Manager Council & Executive Services
Approved By	Farooq Portelli - Director Corporate Support

EXECUTIVE SUMMARY

The Local Government NSW (LGNSW) Annual Conference will be held from Sunday 12 to Tuesday 14 November 2023 at Rosehill Gardens Racecourse.

Any Councillors who wish to attend the LGNSW conference are to notify the Councillor Support Officer by 15 September 2023.

RECOMMENDATION

That the Committee recommends that Council:

1. Determines its voting delegates for voting on motions at the conference, noting that Liverpool City Council is entitled to 10 voting delegates for voting on motions;
2. Determines its voting delegations for the LGNSW Board Election noting that Liverpool City Council is entitled to 10 voting delegates for voting on the Board Election; and
3. Receive and note the draft motions as outlined in the report to be submitted to the Local Government NSW 2023 Conference.

REPORT

The LGNSW Annual Conference will be held from Sunday 12 to Tuesday 14 November 2023 at Rosehill Gardens Racecourse.

Attendees, voting delegates and motions for LGNSW Conference

The deadline for motions to be submitted is 15 September 2023. The deadline to advise LGNSW of Council's voting delegates for the Conference is 27 October 2023.

The Conference is the main policy making event for the local government sector where issues are debated and motions put forward for consideration by delegates.

The LGNSW Board has resolved that motions will be included in the Business Paper for the Conference only where they:

1. are consistent with the objects of LGNSW;
2. relate to or concern local government as a sector in NSW and/or across Australia;
3. seek to establish or change policy positions of LGNSW and/or improve governance of the Association (noting that the LGNSW Board is responsible for decisions around resourcing any campaigns or operational activities, and any necessary resource allocations will be subject to the LGNSW budgetary process);
4. have a lawful purpose (a motion does not have a lawful purpose if its implementation would require or encourage non-compliance with prevailing laws);
5. are clearly worded and unambiguous in nature; and
6. do not express preference for one or several members over one or several other members.

It is recommended that Council submit the following motions on issues drawn from recent Council resolutions to be considered for inclusion in the Conference Business Paper;

i. Mental Health Services and Accessibility

MOTION

That LGNSW Government of Association resolve to:

1. Make representation to both Federal and State governments to work cooperatively and collaboratively as a matter of urgency to strengthen, improve and invest in accessible community-based mental and psychological health counselling and therapy that is sensitive to and meets the complex needs of our diverse community.

2. Make representation to the State and Federal government to urgently implement the findings of mental health services and accessibility report of University of Sydney, Western Sydney University and University of Wollongong¹ to:
 - Fund the development of more community-based psychosocial, primary and community mental health services, as alternatives to hospital care.
 - Invest in boosting the role and capacity of NGOs and other services providers.

¹. The Integrated Mental Health Atlas of South West Sydney

ii. Medicare Psychology Services

Background

Last December the Federal Government took the decision to slash access to psychology services for our community. This decision went directly against the recommendations of the extensive government-commissioned evaluation of Medicare psychology services, conducted by the University of Melbourne. This, at a time when interest rates and the cost of living pressures are mounting, is an abandonment of our most vulnerable people.

Statistics illustrate that up to 40 percent of people aged 15-24 years report suffering from a mental health condition. The majority of access to Medicare funded psychology services has been provided to young people within the community, particularly young women. Extensive research indicates that 18-20 psychology sessions is required to assist with moderate mental health issues – a far cry from the 10 sessions the government has landed on.

MOTION

That LGNSW Government of Association write to the Federal Health Minister, the Hon Mark Butler MP, expressing its objection in the strongest terms to the slashing of Medicare funded psychology services, and immediately call for the reinstatement of 20 Medicare funded sessions;

We have also provided a list of topics for the committee to consider when preparing draft motions;

- Metro Liverpool to Bankstown Extension
- Climate Change
- Affordable Housing
- Aerotropolis
- Cost of Living
- Infrastructure in Liverpool LGA / Austral
- WestInvest Funding and Grants
- Transport and Tolls

FINANCIAL IMPLICATIONS

Costs are expected to be in the order of \$1,385 per delegate which includes early bird registration and a Conference dinner.

Costs associated with the conference have been included in Council's 2023/24 budget.

CONSIDERATIONS

Economic	<p>Costs are expected to be in the order of \$1,385 per delegate which includes registration and a Conference dinner.</p> <p>Costs associated with the conference have been included in Council's 2023/24 budget.</p>
Environment	Raise community awareness and support action in relation to environmental issues.
Social	Raise awareness in the community about the available services and facilities.
Civic Leadership	<p>Act as an environmental leader in the community.</p> <p>Provide information about Council's services, roles and decision-making processes.</p> <p>Operate a well-developed governance system that demonstrates accountability, transparency, and ethical conduct.</p> <p>Actively advocate for federal and state government support, funding and services.</p>
Legislative	There are no legislative considerations relating to this report.
Risk	The risk is deemed to be low and is within Council's risk appetite.

ATTACHMENTS

1. Guide to submit Motions - LGNSW Conference 2023



LGNSW 2023 Annual Conference Motion Submission Guide

**ONE VOICE
FOR COUNCILS**

[LGNSW.ORG.AU](https://www.lgnsw.org.au)

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MOTION SUBMISSION GUIDE

1. Introduction

Each year, LGNSW members submit a range of motions to the Annual Conference conducted by Local Government NSW (LGNSW). These motions relate to strategic local government issues which affect members state-wide and introduce new or emerging policy issues. They are debated and resolved by Conference delegates, with successful resolutions guiding LGNSW's advocacy priorities for the year ahead.

All LGNSW member councils are invited to submit motions to the Annual Conference, with the following guide outlining the motion development and submission process.

2. Deadlines

- Motion submission will open on **Monday 24 July 2023**.
- Members are encouraged to submit motions [online](#) as early as possible before **15 September 2023**, to allow assessment of the motions and distribution of the Business Paper before the Conference.
- Under LGNSW Rules, the latest date motions can be accepted for inclusion in the Business Paper is **12 midnight (AEDT) on Sunday 15 October 2023** (28 days prior to Conference).

3. Criteria for motion submission

The LGNSW Board has resolved that motions will be included in the Business Paper for the Conference only where they:

1. are consistent with the objects of LGNSW (see Rule 4 of the Association's [rules](#)),
2. relate to or concern local government as a sector in NSW and/or across Australia,
3. seek to establish or change policy positions of LGNSW and/or improve governance of the Association (noting that the LGNSW Board is responsible for decisions around resourcing any campaigns or operational activities, and any necessary resource allocations will be subject to the LGNSW budgetary process),
4. have a lawful purpose (a motion does not have a lawful purpose if its implementation would require or encourage non-compliance with prevailing laws),
5. are clearly worded and unambiguous in nature, and
6. do not express preference for one or several members over one or several other members.

Before submitting motions for this year's Annual Conference, members are encouraged to review [Action Reports](#) (on the member only pages of the LGNSW website) from previous Conferences and the [LGNSW Policy Platform](#) to ensure the proposed motion wording reflects any recent developments and does not duplicate existing policy positions.

4. How to write a motion

Motions adopted at Conferences inform LGNSW's advocacy actions on behalf of the local government sector. LGNSW includes the exact wording of motions when writing to ministers, departments and agencies post-conference, so it is important that the wording of motions clearly outlines your council's policy intent or objective.

The format of motions, as much as possible, should call on a specific body (e.g. LGNSW, state government, federal government, a specific department or minister) and have a specific outcome that the motion is aiming to achieve. The wording should be unambiguous.

Examples of clearly-worded Annual Conference motions:

Local government representation on National Cabinet

That Local Government NSW lobbies the Australian Government for permanent local government representation on the National Cabinet.

Natural Disaster Funding, Day Labour

That LGNSW requests the Australian and NSW governments reinstate the claimable expense for the use of council staff during their normal working hours to attend to natural disaster relief and recovery funded works and reverse the present policy that effectively requires the mandatory use of contractors for recovery works.

Companion Animal Act matters

That LGNSW advocates that the NSW Government takes the following steps to improve the management of companion animals:

- establish an integrated on-line statewide registration process as an improved service to companion animal owners;
- resolve difficulties with the *Companion Animals Act 1998* definition of an "Authorised Officer", by using the definition contained in the *Impounding Act 1993* as the definition in both Acts, allowing councils choice in the business model for its area; and
- review the dismissal of charges under section 10 of the *Crimes (Sentencing Procedure) Act 1999* in relation to offences under the *Companion Animals Act 1998*.

For more examples see Business Papers from past Conferences on the [LGNSW website](https://www.lgnsw.org.au).

5. Demonstrating evidence of council support for motion

The member submitting the motion must provide accompanying evidence of support for the motion. Such evidence takes the form of an attachment note or extract from the minutes of the council meeting, at which the member council resolved to submit the motion for consideration by the Conference. In the absence of a council meeting, the evidence should be a letter signed by both the Mayor and General Manager.

6. How to submit a motion

LGNSW members are invited to submit motions through an [online portal](#) from **24 July 2023**.

Attachment A provides detailed instructions on how to submit motions via the online portal.

7. How LGNSW manages incoming motions

The LGNSW Board has established a committee and delegated the function of managing incoming motions for the Conference to this committee. The Chief Executive will refer motions to the committee and the committee will assess whether the motion meets or does not meet the Board-endorsed criteria. This assessment forms the final decision on which motions are included in the Conference Business Paper.

Prior to the committee making a final decision, LGNSW may contact the council that submitted the motion to seek clarity on its intent or wording.

Incoming motions which seek to change any long-held [Fundamental Principles](#) (Part A of the Policy Platform), will be highlighted in the Business Paper for members' information at time of voting.

Motions which are consistent with existing LGNSW positions or current LGNSW actions, or that are operational and can be actioned without a Conference resolution, may still be printed in the Business Paper but will not be debated at the Conference.

8. Late motions

Late items are only to be included in the Business paper addendum if, in addition to the above criteria, the late items relate to highly urgent matters that have arisen after the deadline for the motion submission has passed.

In considering whether a late item relates to a highly urgent matter, the Policy Review Working Committee is to have regard to:

- (a) whether the late item has arisen after the deadline for motions has passed, and
- (b) whether the urgency of the matter justifies it being presented to voting delegates with short notice and limited opportunity to review and consider before they are required to vote on the motion.

9. What happens to motions at the LGNSW Annual Conference

Standing orders are outlined at the front of the Business Paper and adopted at the commencement of each Conference. They outline the manner in which the Conference deals with motions. The standing orders adopted at past conferences can be found on our [website](#).

During debate on motions at Conference, the standing orders generally permit councillor delegates to speak in support of or against each motion. Following a vote on a motion, the motion is either carried and becomes a resolution of the Conference, or it is defeated.

10. Post-conference: Updates to the LGNSW Policy Platform

LGNSW's [Policy Platform](#) consolidates the voices of councils across NSW, reflecting the collective positions of local government on issues of importance to the sector. Importantly, the Policy Platform guides LGNSW in its advocacy on behalf of the local government sector.

The Policy Platform consists of two parts: LGNSW's Fundamental Principles, and the more targeted Position Statements.

- **Fundamental Principles** are the enduring and overarching principles that direct LGNSW's response to broad matters of importance to the local government sector. These Fundamental Principles are endorsed (or amended) by LGNSW members at Annual Conferences.
- **Position Statements** contain LGNSW's more detailed positions on specific issues and guide LGNSW's work on, and response to, policy issues of the day. Position Statements are subordinate to LGNSW's Fundamental Principles but are more agile and are targeted at specific policy issues as they arise.

Changing Fundamental Principles

Where a motion conflicts or may conflict with a Fundamental Principle, this will be clearly highlighted for delegates in the Conference Business Paper. If the motion is adopted as a resolution at Conference, then the relevant Fundamental Principle will be changed.

It is expected that changes to the Fundamental Principles will be uncommon, given their broad focus and general acceptance among the local government sector.

Changing Position Statements

Following each Conference, LGNSW will review resolutions of that Conference to determine whether the intent of each resolution is adequately covered by existing Position Statements. Where the Position Statements do not adequately include the intent of a resolution, LGNSW will update an existing Position Statement or draft a new Position Statement for inclusion in the LGNSW Policy Platform.

LGNSW members will be informed of updates to the LGNSW Policy Platform.

11. Post-conference: Determining LGNSW Advocacy Priorities

Following the LGNSW Annual Conference, LGNSW will review the resolutions and identify key areas of focus to guide LGNSW's advocacy for the coming year. These areas of focus are also informed by member feedback, the LGNSW strategic plan, position statements, emerging issues, and Board input.

LGNSW's Advocacy Priorities for the following year are then submitted for endorsement by the LGNSW Board, and communication to members via email.

As LGNSW undertakes advocacy actions on each of the Conference resolutions throughout the year, these actions and their outcomes will be published in LGNSW's Action Report. ([Past Action reports](#) are available on the member only pages of the LGNSW website).

12. Further information

For further information on the motion submission process, please contact Jo Harney, LGNSW Policy Officer at policy@lgnsw.org.au.

13. Frequently Asked Questions

How do I know if my proposed motion is consistent with existing LGNSW policy positions?

The subject matter expert within council is best placed to identify this (for example, if the motion relates to a planning matter, this question should be answered by the Planning Manager). Subject matter experts are encouraged to review LGNSW's [Policy Platform](#) to gain an understanding of LGNSW's position on a particular matter to help identify whether your proposed motion is consistent.

What is the deadline for submitting motions?

Members are encouraged to submit motions [online](#) as soon as possible to allow assessment of the motions and distribution of the Business Paper before the Conference. However, in line with the LGNSW Rules, the latest date motions can be accepted for inclusion in the Conference Business Paper is **12 midnight AEST on Sunday 15 October 2023** (28 days prior to Conference).

LGNSW can receive more than 300 motions for an Annual Conference. Submitting motions as early as possible helps LGNSW to manage the large volume of motions received within a short period of time and allows LGNSW to seek clarification on any motions if required.

However, the LGNSW Rules allow councils to submit motions with less than 28 days' notice and the LGNSW Board may, in some circumstances, allow these to be considered at Conference as a **late item** (but not included in the Business Paper).

I'm unsure which motion category or sub-category I should select in the online portal

If you are unsure, just select the category you think best fits. LGNSW can re-categorise the motion if necessary.

Who should be the council contact for motions?

We recommend the council contact is someone who is available during the months that motions are open, and able to respond promptly to communications between your

council and LGNSW. Some councils have identified the General Manager and others have identified a Governance Manager – it is a decision for each council.

How can I amend my council's motion that I've already submitted?

Once a motion has been submitted it cannot be edited without contacting LGNSW so please review the content carefully before submission. If you need to edit a submitted motion, please contact Jo Harney, Policy Officer at policy@lgnsw.org.au. You may need to provide evidence of support for the change (see section 5).

ATTACHMENT A - STEP BY STEP GUIDE TO LODGING MOTIONS IN THE ONLINE PORTAL

This section provides step-by-step instructions to assist council staff in lodging a motion via our online portal Survey Monkey Apply.

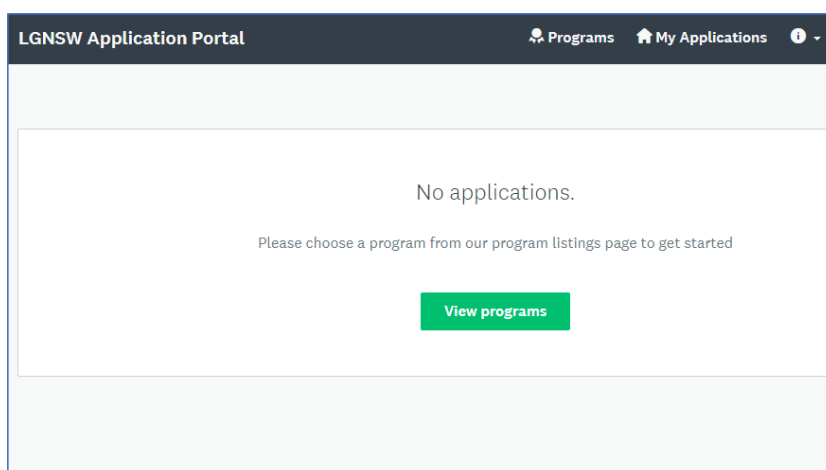
- Member councils are invited to submit motions for the LGNSW Annual Conference via [Survey Monkey Apply](#) from **24 July 2023**.
- Under LGNSW Rules, the latest date motions can be accepted for inclusion in the Business Paper is **12 midnight (AEDT) on Sunday 15 October 2023** (28 days prior to Conference).
- Once a motion has been submitted it cannot be edited without contacting LGNSW, so please review the content carefully before submission.

For further assistance contact Jo Harney, LGNSW Policy Officer at policy@lgnsw.org.au.

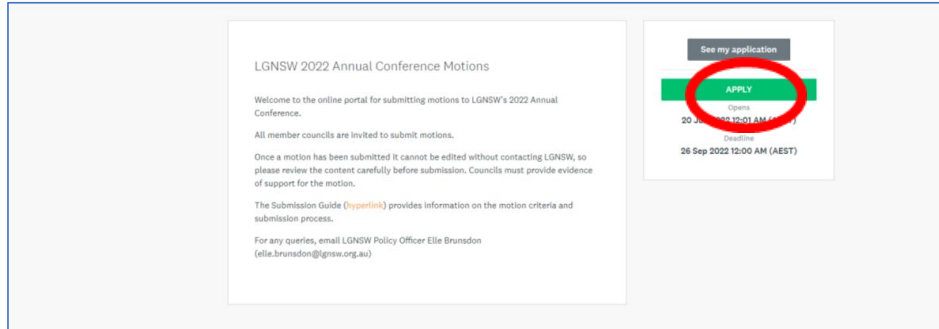
Step 1: Log into [LGNSW's online portal](#) using the same password you use to access the LGNSW member website. If you don't know your password, click "forgot password" to reset your password.

Note: you will need to register if you are logging in for the first time.

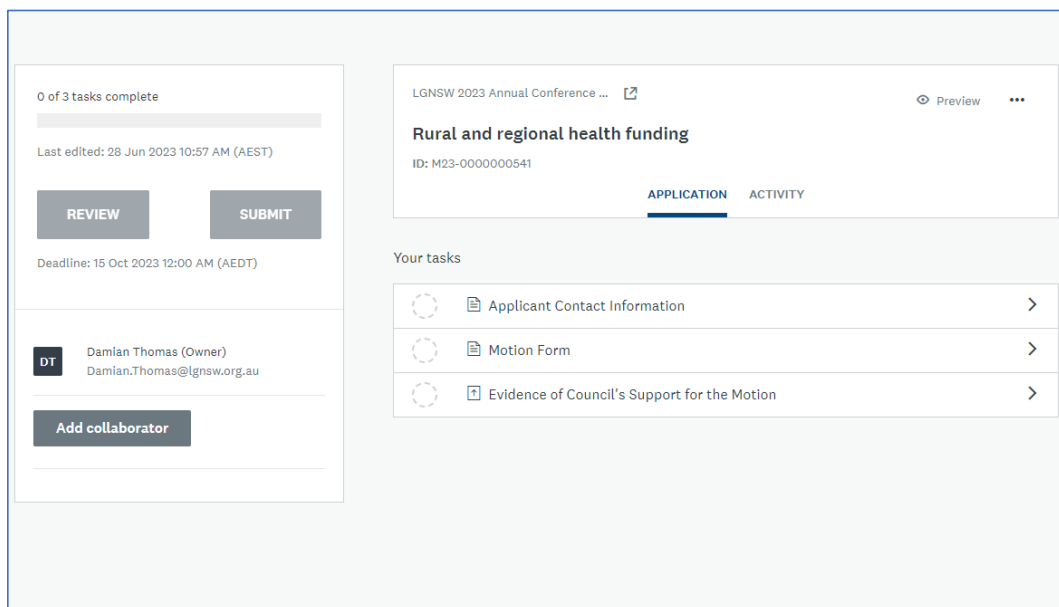
Step 2: Click *View Programs* and then select *LGNSW 2023 Annual Conference Motions*.



Step 3: Click **APPLY**.



Step 4: Add your motion title (a few words). You will then be taken to the landing page which will show three tasks to complete:



Step 5: Click on 'Applicant Contact Information' to add the contact information. This should be the relevant officer within your council who can respond to any questions from LGNSW about the motion promptly. Click **MARK AS COMPLETE** once finished.

< Back to application

LGNSW 2023 Annual Conference Motion...
Rural and regional health funding
 ID: M23-0000000541

Applicant Contact Information >

Motion Form

Evidence of Council's Support for the Motion

0 of 3 tasks complete

Last edited: 28 Jun 2023 10:57 AM (AEST)

REVIEW SUBMIT

Deadline: 15 Oct 2023 12:00 AM (AEDT)

Applicant Contact Information

Contact details

Contact Name

Contact Job Title

Contact Email

Contact Phone

SAVE & CONTINUE EDITING MARK AS COMPLETE

Step 6: Click 'Motion Form' to add the motion details.

Motion category and sub-category assists with categorising motions and grouping related motions in the Conference Business Paper.

Motion wording should include a sentence or two which includes the call to action.

Background note should provide a paragraph or two to explain the context and importance of the issue to the local government sector.
Click **MARK AS COMPLETE** once finished.

← Back to application

LGNSW 2023 Annual Conference Motion
Rural and regional health funding
ID: M23-0000000541

✓ Applicant Contact Information

○ Motion Form

○ Evidence of Council's Support for the Motion

1 of 3 tasks complete

Last edited: 28 Jun 2023 11:02 AM (AEST)

REVIEW SUBMIT

Deadline: 15 Oct 2023 12:00 AM (AEDT)

Motion Form

Council/member name

Motion Category

Motion Title

Rural and regional health

Motion Wording

Motion Background

Maximum 1 or 2 paragraphs

SAVE & CONTINUE EDITING MARK AS COMPLETE

Step 7: Click 'Evidence of Council's Support for the Motion' and attach the relevant file. This could be an extract of council meeting minutes. Click **MARK AS COMPLETE** once finished.

Back to application

LGNSW 2023 Annual Conference Moti...
Rural and regional health funding
ID: M23-0000000541

Applicant Contact Information

Motion Form

Evidence of Council's Support for the Motion

2 of 3 tasks complete

Last edited: 28 Jun 2023 11:05 AM (AEST)

REVIEW SUBMIT

Deadline: 15 Oct 2023 12:00 AM (AEDT)

Evidence of Council's Support for the Motion

Task instructions [Hide](#)

Attach evidence of council support for the motion (i.e. extract of the minutes of the meeting at which the member resolved to submit the motion for consideration by the Conference, or in the absence of a council meeting, a letter signed by the Mayor and General Manager)

ATTACH FILE

[Show accepted formats](#)

MARK AS COMPLETE

Step 8: Once you have completed all tasks (a green tick is displayed next to each task), click **SUBMIT**.

Back to application

LGNSW 2023 Annual Conference Moti...
Rural and regional health funding
ID: M23-0000000541

Applicant Contact Information

Motion Form

Evidence of Council's Support for the Motion

3 of 3 tasks complete

Last edited: 28 Jun 2023 11:09 AM (AEST)

REVIEW SUBMIT

Deadline: 15 Oct 2023 12:00 AM (AEDT)

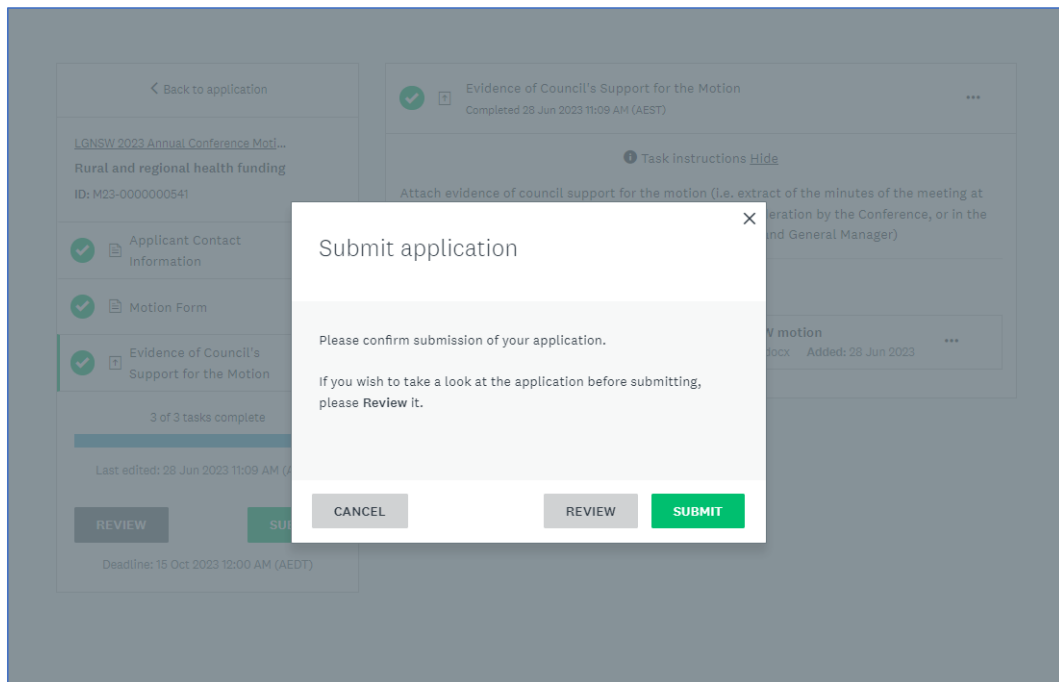
Evidence of Council's Support for the Motion
Completed 28 Jun 2023 11:09 AM (AEST)

Task instructions [Hide](#)

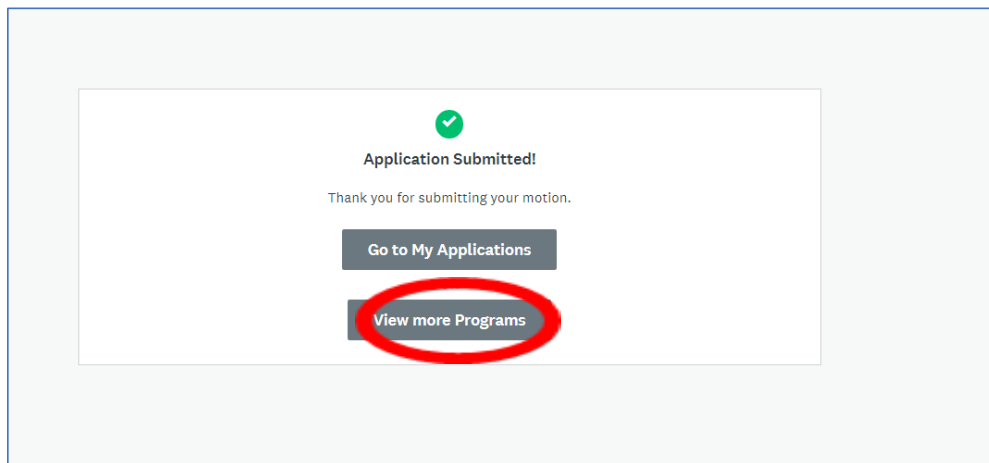
Attach evidence of council support for the motion (i.e. extract of the minutes of the meeting at which the member resolved to submit the motion for consideration by the Conference, or in the absence of a council meeting, a letter signed by the Mayor and General Manager)

Council minutes - Evidence of support for LGNSW motion
Filename: Council_minutes_-_Evidence_of_sup_SZxJApn.docx Added: 28 Jun 2023

Step 9: You will be asked to confirm submission of the motion. There is an option to review the motion before submitting. When you are ready, click **SUBMIT**.



Step 10: If you are submitting multiple motions, click 'View more Programs'. This will take you back to the landing page to submit more motions.



Step 11: An automated confirmation email will be sent to the email address listed in the 'Applicant Contact Information' section.

