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| JRPP NO | 2010SYW010 |
| APPLICATION NUMBER: | DA-915/2010 |
| SUBJECT: | ALTERATIONS AND ADDITIONS TO ' WESTFIELD LIVERPOOL' INCORPORATING: <ul style="list-style-type: none"> • REDUCTION IN RETAIL FLOOR AREA OF THE 'MYER' TENANCY; • PROVISION OF 63 ADDITIONAL CAR PARKING SPACES WITHIN THE EXISTING BUILDING ENVELOPE; • INTERNAL ALTERATIONS INCLUDING 5 NEW RETAIL PREMISES; and • MODIFICATION TO VARIOUS INTERNAL MALLS AND TENANCIES |
| LOCATION: | LOT 1 DP 554550, LOT 433 DP 822256, DP 613438 CNR LOT 21, LOT 435 DP 822222, CNR LOT 22 DP 613438 WESTFIELDS SHOPPING CENTRE, 25 GEORGE STREET, LIVERPOOL NSW 2170 |
| OWNER: | P T LIMITED |
| APPLICANT: | WESTFIELD LIMITED |
| AUTHOR: | NATALIE STEWART, SENIOR DEVELOPMENT PLANNER |

EXECUTIVE SUMMARY

Council is in receipt of a development application proposing alterations and additions to “Westfield Liverpool” incorporating a reduction in retail floor area of the “Myer” tenancy, provision of additional car parking spaces within the existing building envelope, internal alterations to provide for an additional 5 new retail premises and minor modifications and reconfiguration of existing internal malls and tenancies.

The subject site is zoned B3 - Commercial Core under Liverpool Local Environmental Plan 2008. “retail premises” are a permissible use within the B3 zone.

The development application was advertised in accordance with Liverpool Development Control Plan 2008. No submissions were received during the exhibition period.

The application is referred to the Joint Regional Planning Panel to determination pursuant to clause 13B (1)(a) of State Environmental Planning Policy (Major Development) 2005 as the development has a capital investment value in excess of \$10 million.

This report summarises the key issues, which should be considered in the determination of the proposal in accordance with the provisions of the Environmental Planning and Assessment Act 1979, Liverpool Local Environmental Plan 2008 (LLEP 2008) and Development Control Plan 2008.

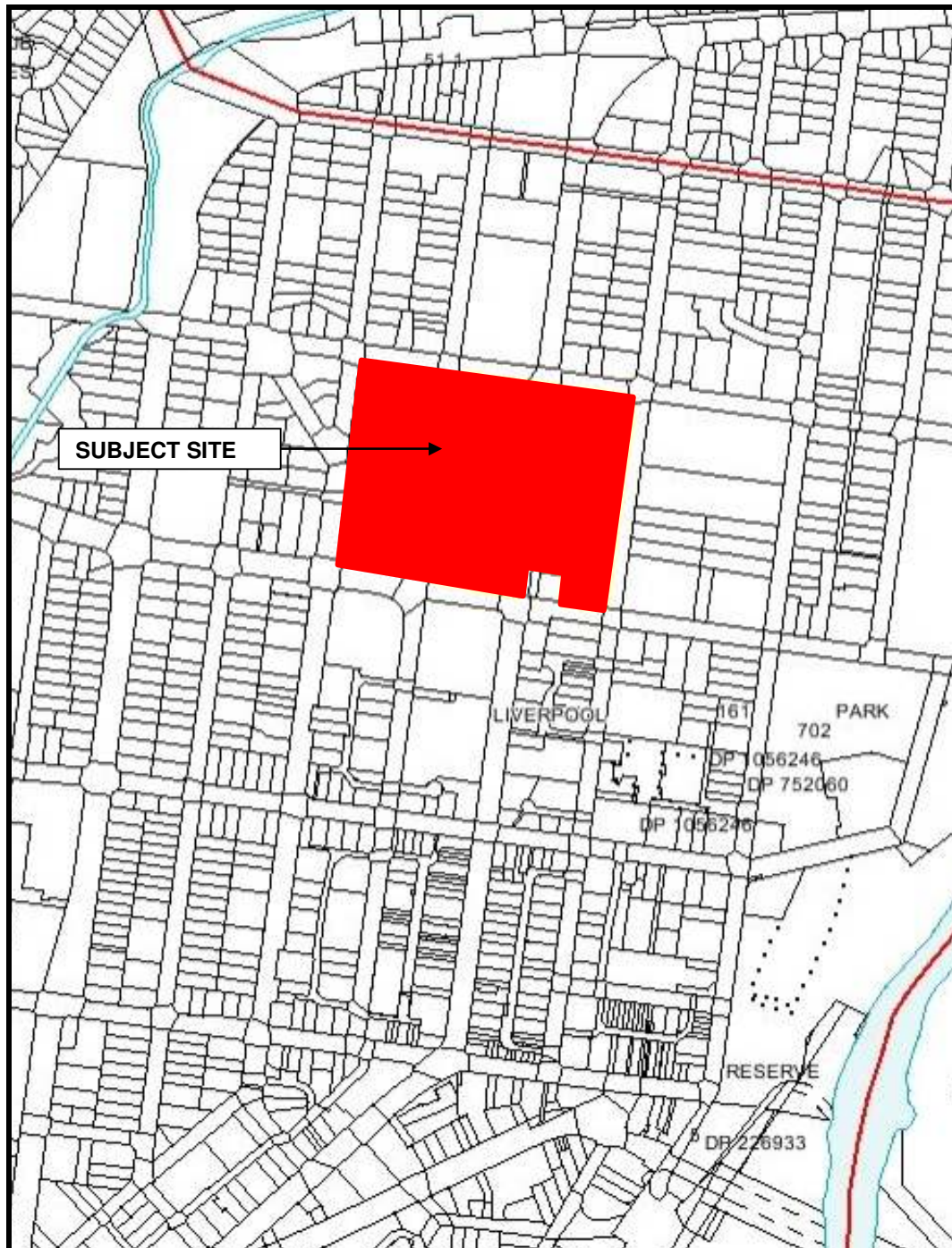
Given the nature of the proposed development, it is considered that the proposal will have minimal environmental impact and the development is suitable for the site. Based on the assessment of the application, it is recommended that the application be approved subject to the imposition of conditions.

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| RECOMMENDATION |
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That:

1. The Joint Regional Planning Panel approves Development Application DA-915/2010 proposing alterations and additions to “Westfield Liverpool” incorporating a reduction in retail floor area of the “Myer” tenancy, provision of additional car parking spaces within the existing building envelope, internal alterations to provide for an additional 5 new retail premises and minor modifications and reconfiguration of existing internal malls and tenancies at 25 George Street Liverpool, subject to the attached conditions of consent.

LOCATION MAP



↑
NORTH

SITE DESCRIPTION & LOCALITY

The subject site is commonly known as the Liverpool Westfield Shopping Centre which is bounded by four street frontages being Campbell Street, George Street, Elizabeth Drive/Elizabeth Street and George Street.

The proposed internal alterations and additions are within the north western corner of Liverpool Westfield Shopping Centre located in the corner of George and Campbell Street.

The site is bounded to the north by Campbell Street which is predominantly residential development. This area of Liverpool City Centre is currently a mix of low scale residential development that is currently undergoing transition with a number of large residential flat buildings recently and currently be constructed. To the north of the site is Liverpool Memorial Pioneers Park which is Heritage Item of State significance.

The site is bounded to the east by George Street. Adjacent to Westfield's frontage to George Street is an existing educational establishment.

The site is bounded to the south by Elizabeth Drive/Elizabeth Street. Adjacent to the Westfield's Frontage is a mix of existing development and land uses including retail premises, pedestrian entrance to Macquarie Street Mall, St Luke's Anglican Church (which is a Heritage Item of State significance) and Northumberland Street car park.

The site is bounded to the west by Bathurst Street which is predominantly a mix of older residential development and some recent residential development in the form of residential flat buildings.

DETAILS OF THE APPLICATION

The development proposal involves internal alterations which will see an overall reduction in to the total gross leasable floor area of Westfield's development which is achieved through the reconfiguration of the Myer floor areas on Levels 3 (Retail 1), 5 (Retail 2) and 6 (Retail Mezzanine) and an increase in the number of car parking spaces. The proposal does not include any external changes as all changes are accommodated within the existing building envelope. Details of the development proposal are summarised below:

- Level 3 (Retail 1):
 - Reduction in the existing Myer leasable retail area by 3,541 sqm;
 - New car parking area for 63 cars within the Campbell Street/George Street corner. The car parking area is to be for staff parking only with access to the car parking area to be provided through an existing access way;
 - Extension of the public mall area to access the new internal Myer entry;
 - Modification to Shop 147, which was previously 110sqm however has an altered area of 47sqm (reduced by 63sqm);
 - Three new retail tenancies; and

- Provision of eight new storerooms for both new and existing retail tenancies.
- Level 5 (Retail 2):
 - Reduction in the existing Myer leasable retail area by 929sqm;
 - Removal of one car parking space (from 82 to 81) due to ramp alterations;
 - Extension of internal mall area to access the new Myer entry;
 - Two new retail tenancies;
 - Provision of four new storerooms for both new and existing retail tenancies.
- Level 6 (Retail Mezzanine)
 - Reduction in the existing Myer leasable retail area (mezzanine) of 809sqm.

The use (and fit out) of the five new retail tenancies will be subject to a separate development application.

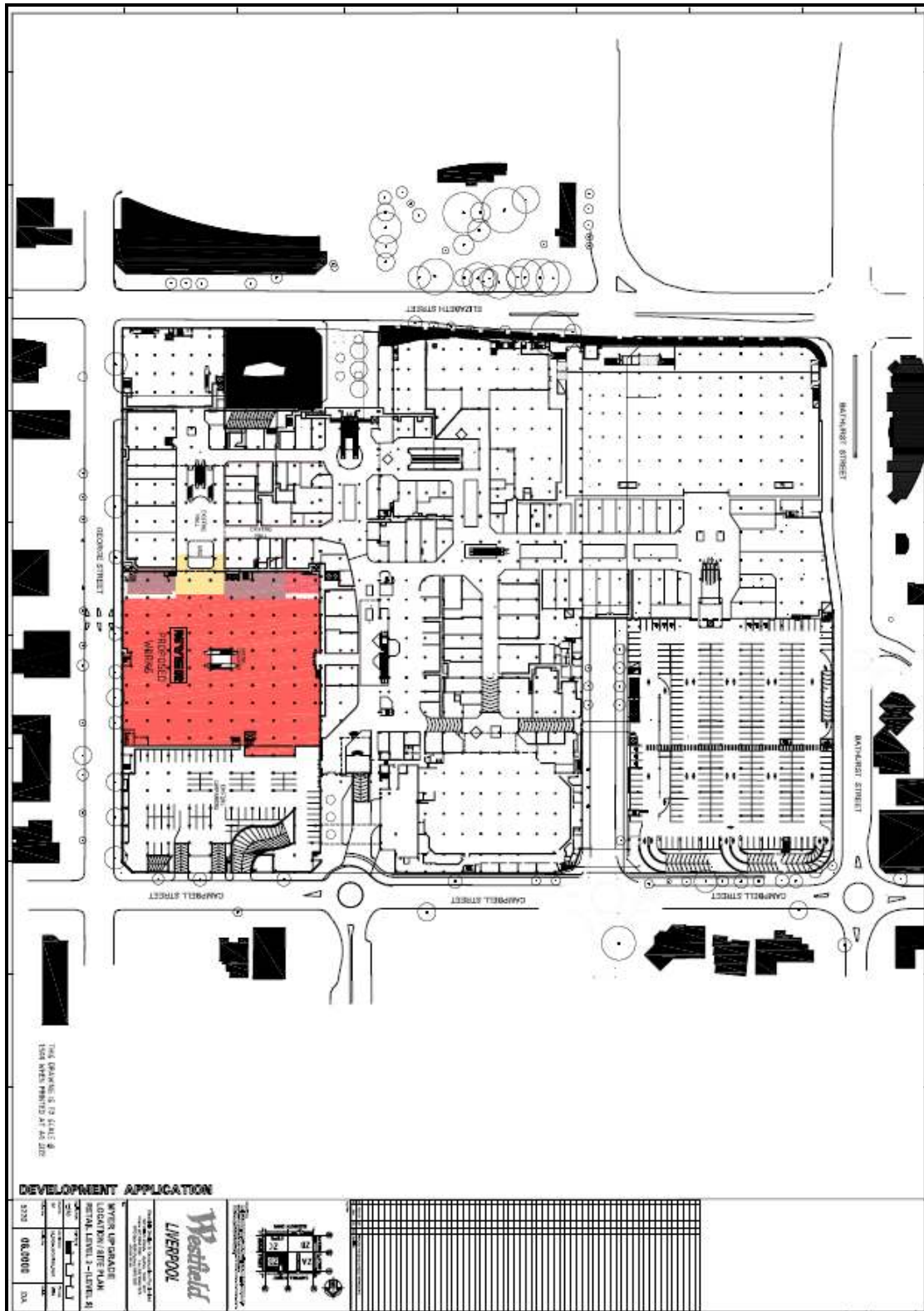
The following changes to the total gross leasable floor area of Westfield's Liverpool are represented in the table below:

| MYER GROSS LEASEABLE FLOOR AREA (GLFA) | EXISTING | PROPOSED | PROPOSED DECREASE |
|---|--------------------|------------------|--------------------------|
| Myer Level 1 (Level 3) | 9,605 sqm | 6,064 sqm | 3,541 sqm |
| Myer Level 2 (Level 5) | 6,735 sqm | 5,806 sqm | 929 sqm |
| Myer Mezzanine (Level 6) | 2,273 sqm | 1,464 sqm | 809 sqm |
| MYER EXISTING GLFA | 18, 613 sqm | | |
| MYER PROPOSED GLFA | | 13,334sqm | |
| | | | TOTAL 5,279 sqm |

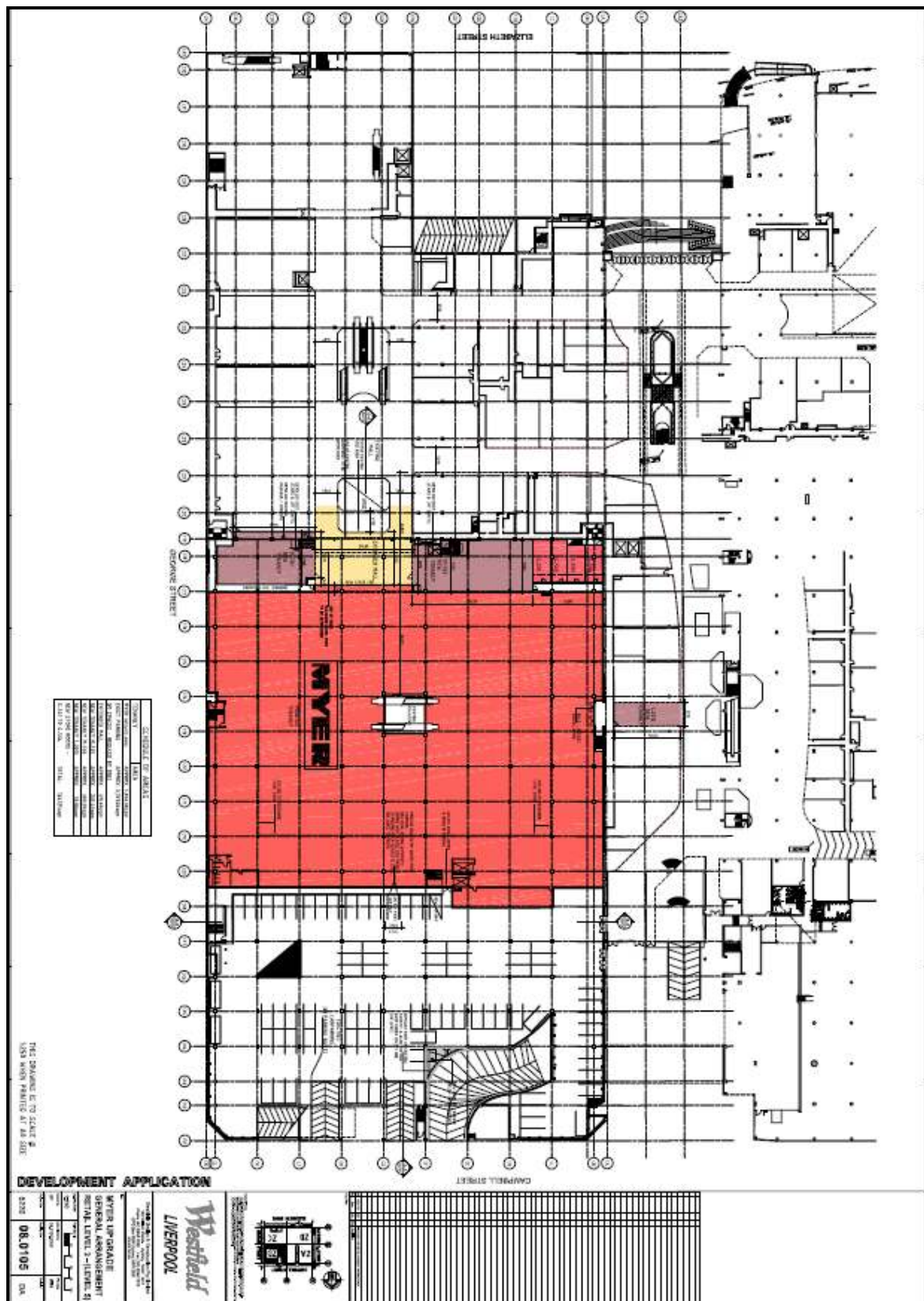
The following table indicates the reallocation of the gross lease floor area:

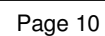
| Proposed reallocation of gross leasable floor area | Proposed Total (sqm) |
|---|-----------------------------|
| LEVEL 1 | |
| Additional car parking spaces (62 spaces) | 2471.50 |
| Additional retail tenancies (2) | 518.35 |
| New store rooms (8) | 169.55 |
| Mall extension | 282.35 |
| LEVEL 2 | |
| Mall extension | 310.60 |
| Additional retail tenancies (3) | 611.40 |
| New store rooms (4) | 133.125 |

PLANS









PLANNING CONTROLS

The following planning controls relate to the proposed development:

- Liverpool Local Environmental Plan 2008;
- Liverpool Development Control Plan 2008; and
- Liverpool Contributions Plan 2007 (Liverpool City Centre).

An assessment of the proposed development under the relevant planning controls is provided below:

1. Liverpool Local Environmental Plan 2008

1.1 *Permissibility*

The site is zoned B3 – Commercial Core in accordance with the Liverpool Local Environmental Plan (LEP) 2008. The proposed development is consistent with the definition of “retail premise” prescribed by Liverpool LEP 2008.

Retail premise is defined as follows:

Retail premise means a building or place used for the purpose of selling items by retail, or for the hiring or display items for the purpose of selling them by retail or hiring them out, whether the items are goods or materials (or whether also sold by wholesale).

A “retail premise” permissible in to the B3 zone.

1.2 *Zone objectives*

The objectives of the B3 Commercial Core zone are prescribed as follows:

- (a) *To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.*
- (b) *To encourage appropriate employment opportunities in accessible locations.*
- (c) *To maximise public transport patronage and encourage walking and cycling.*
- (d) *To strengthen the role of Liverpool city centre as the regional business, retail and cultural centre of south western Sydney.*
- (e) *To ensure that, for key land in the Liverpool city centre, opportunities for retail, business and office uses exist in the longer term,*
- (f) *To facilitate a high standard of urban design and exceptional public amenity.*

It is considered that the proposal is consistent with the relevant objectives of the B3 zone. In relation to objective (a) it is considered that the proposal will ensure that a range of retail uses within the Westfield’s shopping centre are provided for and the centre will continue to serve the needs of the local and wider community.

1.3 Clause 4.3 Height of Buildings

The main objective of Clause 4.3 is to establish the maximum height limit in which buildings can be designed to encourage high quality urban form. The maximum height for a building in this location is 35 metres.

The proposed alterations and additions to Westfield's Liverpool does not alter the existing height of the centre. As outlined earlier, all works are contained within the existing building envelope and no external changes are proposed.

1.4 Floor Space Ratio

This clause restricts the maximum floor space ratio (FSR) for buildings on the site to 4:1. The proposal does not alter the gross floor area of the existing development and therefore no changes to FSR.

As canvassed previously in the report, the proposal involves predominately internal alterations which will actually reduce the overall gross leasable area of Liverpool Westfield's. This is achieved through the reconfiguration of Myer retail area on Levels 3, 5 and 6 which results in an reduction of the Myer tenancy by approximately 5,279sqm.

1.5 Heritage Conservation

Clause 5.10 states that a Heritage Impact Statement may be required for development in proximity to Heritage Items.

As identified earlier, the subject site is directly adjacent Liverpool Memorial Pioneers Park (Item No. 90) and St Luke's Anglican Church (Item No. 84) both are identified within Schedule 5 of Liverpool LEP .

Given that the proposed development does not alter external appearance of Westfield's or involves an external work it is considered that a Heritage Impact Statement in this instance is not required nor is the proposed development likely to have any impact on the adjoining heritage items.

2. Liverpool Development Control Plan 2008

The following parts of DCP 2008 are applicable to the proposed development:

- Part 1.1 – General Controls for all Development; and
- Part 1.2 – Additional General Controls for Development.

It is noted that Part 4 – Development in the Liverpool City Centre is applicable to the site, however given the nature of the proposed development consists of internal works to the existing Westfield's shopping centre there are no relevant controls contained within Part 4.

Compliance with the Parts 1.2 and 1.2 of DCP 2008 are illustrated in the table below:

| PART 1.1 – GENERAL CONTROLS FOR ALL DEVELOPMENT | | | |
|---|---|--|------------------|
| Standard | Requirement | Proposed | Complies? |
| Clause 8 Erosion and Sediment Control | Soil and Water Management Plan or Erosion and Sediment Control Plan required to be submitted | Appropriate conditions have been provided in the draft conditions to ensure that the construction of the new car parking area and demolition of internal building areas will not result in increased sedimentation. | Yes |
| Clause 18 Advertising | Development to be advertised | The application was advertised for 14 days. No submissions were received. | Yes |
| PART 1.2 – ADDITIONAL GENERAL CONTROLS FOR DEVELOPMENT | | | |
| Clause 2 Car parking and Access | This clause of the DCP contains overall design considerations and as well as car parking provisions for new developments. | <p>Given that the works proposed as part of the subject development application do not propose an increase in gross floor area, no additional car parking is required in accordance with the DCP.</p> <p>It is noted that a significant portion of the proposed development is the construction of 63 additional car parking spaces.</p> <p>The design and function of the proposed car parking area complies with the design considerations contained within the DCP. Details of the design and function of the proposed car parking area are canvassed later in this report.</p> | Yes |
| Clause 8 Outdoor Advertising and Signage | Controls for any signage for all development. Signage to be limited to one sign 0.75 sq.m. in area | No signage is proposed as part of the development application. | N/A |

3. Liverpool Contributions Plan 2007 (Liverpool City Centre)

Contributions have been levied in accordance with Liverpool Contributions Plan 2007 (Liverpool City Centre) and are included in the draft conditions of consent.

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| DEPARTMENTAL COMMENTS (Summary of Comments) |
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| INTERNAL REFERRALS: |
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| Building | Referral – Yes |
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| No objection subject to conditions of consent. |
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| Traffic | Referral – Yes |
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| No objection subject to conditions of consent. See comments below for a more detailed assessment. |
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| Heritage | Referral – Yes |
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| No objection |
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Traffic

It is noted that the proposal involves the construction of a new car parking area which can accommodate an additional 63 car parking spaces. Access to this new car parking area is proposed from the existing entry/exit to Myer loading dock on Campbell Street.

Comments initially received from Council's Traffic and Transport Coordinator raised some concerns with the level of conflict that would likely to be experienced as a result of proposal, specifically in relation to the sharing of this loading dock entry/exit point with general vehicles which would utilise the additional car parking spaces proposed as part of the subject application.

In light of the above, the applicant was requested to amend the proposal to ensure that access arrangements do not compromise the safety of visitors/customers to Westfield's Liverpool.

The applicant has since clarified that the new car parking area will only be utilised for staff car parking. It was also noted by the applicant that the proposed car parking area is not and will not be connected to other existing customer car parking areas within Westfield's.

A supplementary traffic statement prepared by Colston Budd Hunt and Kafes Pty Ltd on behalf of the applicant has provided further details on the use of the proposed staff car parking area, its operation and how this area will be managed to prevent unauthorised access. This is summarised below:

- The staff car parking area will be allocated spaces for designated tenants of Liverpool Westfield's;
- The car park will incorporate separate entry and exit boom gates which will be linked via a CCTV and intercom network to the car park management office of Liverpool Westfield's;
- The car park will be managed and controlled by boom gates with access available via a security access card;
- The car parking area will be clearly signposted for staff parking only and will provide appropriate warning and guidance signs;
- A convex mirror will be located at the loading dock access driveway to improve the driver sightlines.

The statement also provided a summary of existing loading operations to demonstrate the low usage of this loading dock. Results of a traffic survey which was undertaken on Thursday 4 March between 7.00am and 3.30pm are summarised below:

| EXISTING MYER LOADING DOCK TRAFFIC GENERATION | | | |
|---|-----------------------|------------------------|----------------------------------|
| TIME | IN (Vehicles/Hour) | OUT (Vehicles/Hour) | Total Two-Way (Vehicles/Hour) |
| 7.00 – 8.00am | 2 | 2 | 4 |
| 8.00 – 9.00am | 2 | 2 | 4 |
| 9.00 – 10.00am | 1 | 1 | 2 |
| 10.00 – 11.00am | 2 | 1 | 3 |
| 11.00 – 12.00pm | 2 | 3 | 5 |
| 12.00 – 1.00pm | 2 | 2 | 4 |
| 1.00 – 2.00pm | 1 | 1 | 2 |
| 2.00 – 3.00pm | 3 | 2 | 5 |
| 3.00 – 3.30pm* | 0 | 1 | 1 |

* Myer loading dock closes at 3.30pm

As illustrated from the above table, the loading docks peak vehicles movements were between 11.00 – 12.00pm and 2.00 – 3.00pm with a total of 5 vehicles movements within both timeframes. Overall, the survey illustrated that the loading dock generated a total of 15 vehicles which ranges between small commercial vans to small rigid trucks.

It is expected that the use of the proposed staff car parking area would have its peak traffic generation during the morning and evening periods i.e. prior to the commencement of trade and close of trade. The majority of retail traders at Westfield's Liverpool commence trade at 9am and cease trade at 5.30pm. It is also acknowledged that the use of the car parking area for staff only, would result in the car parking being used primarily for long-stay purposes, as opposed to customer car parking which would have a much higher turn over rate and higher generation of vehicle movements.

The traffic statement identifies that the proposed car parking entry control (boom gates) are set back sufficiently from the loading dock access ramp, in order to allow a vehicle entering the car park to stand at the control point clear of the service ramp.

The traffic statement also included an assessment of the swept paths of service vehicles accessing the loading dock and vehicles accessing the staff car parking area. The assessment of the swept paths identify that the service vehicles area able to enter and exit the loading dock, clear of a vehicle which may be at the car park control point.

In consideration of all of the above, the traffic statement concludes that due to low vehicle movements associated with the existing loading dock and that the usage of the car parking area is for staff members only, it is unlikely to result in any unacceptable conflict levels.

Council's Traffic and Transport Coordinator concurs with the comments and assessment within the traffic statement subject to the imposition of conditions relating to the use of the proposed car park as well as the installation of control and advisory measures such as the boom gate, signage and mirrors. These conditions have been included in the draft conditions of consent.

Draft conditions have also been provided in relation to the following traffic and transport aspects relating to the proposal:

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- Additional signage is to be provided also within the actual loading dock reminding drivers of delivery/service vehicles that the entry/exit point from Campbell Street will now be shared with staff members.
 - Information to be provided within the loading dock advising drivers of upcoming changes prior to the commencement of the operation of the staff car parking area.
 - Construction management plan to ensure the ongoing safety of vehicles due to changes to the car parking area and to ensure that the operation of Campbell Street is not affected due to any construction works.

It is considered that the design of the car parking area complies with both AS2890.1-2004 and the relevant controls contained in DCP 2008 – Part 1.2.

PUBLIC PARTICIPATION

Notification/Advertising:

In accordance with Liverpool Development Control Plan 2008, the application was notified/advertised for fourteen (14) days. No submissions were received during the advertising period.

SECTION 79C CONSIDERATIONS

The following summarises the assessment of the proposal in terms of the heads of consideration in Section 79C of the Environmental Planning and Assessment Act 1979.

(a) The provisions of:

(i) Any Environmental Planning Instrument

The proposed development is consistent with the definition of retail premises prescribed under Liverpool Local Environmental Plan 2008 and is a permitted use in the B3 Commercial Core zone.

It is considered that the proposed works are consistent with the relevant objectives of the zone in that the development will ensure that a range of retail uses within the Westfield's shopping centre are provided for.

(ii) Any Draft Environmental Planning Instrument

No draft environmental planning instrument relates to the site.

(iii) Any Development Control Plan

Parts 1.1 and 1.2 of Liverpool Development Control Plan 2008 apply to the application.

The proposed development has demonstrated general compliance with the requirements of LDCP 2008.

(iiia) Any Planning Agreement

No planning agreement relates to the site or proposed development.

(iv) The Regulations

There are no matters prescribed by the Regulations that apply to this development.

(b) The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

The proposal particularly the operation of the proposed car parking area is considered to be satisfactory. Concerns regarding the potential for conflict between the different vehicle users have been addressed and resolved to the satisfaction of Council. It is considered that the proposal is unlikely to result in any adverse impact that will impact on the amenity of the locality.

(c) The suitability of the site for the development

The site is considered suitable for the proposed development. There are no known constraints which would render the site unsuitable for the proposed development.

(d) Any submissions made

No submissions were received during the exhibition period.

(e) The public interest

It is considered that the proposed development is worthy of support and is in the public interest.

CONCLUSION

As canvassed earlier, the proposed internal alterations and additions are within the north western corner of Liverpool Westfield Shopping Centre located in the corner of George and Campbell Street. All proposed works are confined to the existing building footprint and do not result in any increase in gross floor area.

The additional information provided from the applicant including the supplementary traffic statement has sufficiently demonstrated that the proposed staff car parking area can operate efficiently and without disturbance to the existing Myer loading dock.

Measures recommended in the traffic statement including the installation of boom gates and signage have been incorporated into conditions of consent and will ensure that conflict is reduced throughout the use and operation of the staff car parking area.

Given the nature of the development, it is considered that the impacts on the immediately locality will be minimal.

The application has been assessed on its merits and is considered satisfactory. Accordingly it is recommended that the application is approved subject to conditions of consent.

RECOMMENDATION

That:

1. The Joint Regional Planning Panel approves Development Application DA-915/2010 proposing alterations and additions to "Westfield Liverpool" incorporating a reduction in retail floor area of the "Myer" tenancy, provision of additional car parking spaces within the existing building envelope, internal alterations to provide for an additional 5 new retail premises and minor modifications and reconfiguration of existing internal malls and tenancies at 25 George Street Liverpool, subject to the attached conditions of consent.

SUMMARY OF CONDITIONS OF CONSENT:

| ASPECT | CONDITION | REQUIREMENT |
|--|-----------|---|
| Administrative Conditions | | |
| Section 94 contributions | 2 | Payment of section 94 contributions |
| Construction Traffic Management Plan | 9 | Preparation and submission of a construction traffic management plan to address any impacts of construction works on the operation of existing car park area, loading dock and Campbell Street. |
| Provision of car parking | 30 | Number of car parking spaces |
| Car parking control measures | 33 | Installation of recommendations contained with traffic and car parking statement prepared by Colston Budd Hunt and Kafes Pty Ltd |
| Operational Conditions | | |
| Separate DA for use of each new retail tenancy | 36 | New DA for the use of each new retail tenancy |
| Operation of car parking area | 38 - 40 | Use of new staff car parking area to be for staff only |
| Operating of loading dock | 41 - 43 | Use of existing Myer loading dock |

A. THE DEVELOPMENT

Approved Plans

1. Development the subject of this determination notice must be carried out strictly in accordance with the following plans/reports marked as follows:
 - (a) Architectural plans prepared by Westfield Design and Construction Pty Limited in accordance with the following:
 - Myer Upgrade General Arrangement Retail Level 1 – (Level 3), Drawing No.08.0103, Revision DA and dated 15 January 2010;
 - Myer Upgrade General Arrangement Retail Level 2 – (Level 5), Drawing No.08.0105, Revision DA and dated 15 January 2010;
 - Myer Upgrade General Arrangement Mezzanine (Level 6) Drawing No.02.106 Revision DA and dated 15 January 2010; and
 - Myer Upgrade General Sections and Details Drawing No.25.0101 Revision DA and dated 15 January 2010.
 - (b) Traffic and carparking statement prepared by Colston Budd Hunt and Kafes Pty Ltd, Reference No. SK/7770/mp and dated 31 March 2010; and
 - (c) Waste Management Plan prepared by Fadi Chedid and dated 15 December 2009

except where modified by the undermentioned conditions.

B. PRIOR TO ISSUE OF A CONSTRUCTION CERTIFICATE

The following conditions are to be complied with or addressed prior to issue of a Construction Certificate by the Principal Certifying Authority:

SECTION 94A PAYMENT (Liverpool Contributions Plan 2006 Liverpool City Centre)

2. As a consequence of this development, Council has identified an increased demand for public amenities and public services. The following payment represents **3% (insert percentage)** of the cost of the development and is imposed in accordance with Liverpool Contributions Plan 2006 Liverpool City Centre.

The total contribution is **\$TBA**

A breakdown of the contributions payable is provided in the attached payment form.

Contributions will be adjusted at the time of payment in line with the Consumer Price Index (all groups index number for Sydney) using the following formula:

$$\text{Contribution at the time of payment} = \frac{C \times CPI_2}{CPI_1}$$

Where:

C = Original contributions as shown on the consent

CPI₂ = Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics at the time that the contribution is to be paid

CPI₁ = Latest "Consumer Price Index: All Groups Index Number" for Sydney available from the Australian Bureau of Statistics as at the time of granting the development consent

The Contributions Plan may be inspected at Council's Administration Centre, 1 Hoxton Park Road, Liverpool or at www.liverpool.nsw.gov.au.

Please note. Payment must be accompanied by the attached form.

Fee Payments

3. Unless otherwise prescribed by this consent, all relevant fees or charges must be paid. Where Council does not collect these payments, copies of receipts must be provided. For the calculation of payments such as Long Service Levy, the payment must be based on the value specified with the Development Application/Construction Certificate.

The following fees are applicable and payable:

- (a) Long Service Levy – based on 0.35% of the cost of building work where the costing of the CC is \$25,000 or more.

These fees are reviewed annually and will be calculated accordingly.

Notification

4. The certifying authority must advise Council, in writing of:
 - (a) The name and contractor licence number of the licensee who has contracted to do or intends to do the work, or
 - (b) The name and permit of the owner-builder who intends to do the work.

If these arrangements are changed, or if a contract is entered into for the work to be done by a different licensee, Council must be immediately informed.

Fire Safety Measures

5. A schedule specifying all of the essential fire safety services, both existing and proposed, which are required for the building, shall be attached to the CC and submitted to Council, in compliance with the provisions of the EP&A Regulation.
6. The schedule must distinguish between the measures that are currently implemented in the building premises; and
 - (a) The measures that are to be proposed to be implemented in the building premises; and
 - (b) The minimum standard of performance for each measure.

Stormwater

7. A stormwater drainage plan including hydraulic calculations demonstrating how the car parking area will be connected to the sites existing stormwater system is to be prepared and submitted to Liverpool City Council for consideration and approval.
8. Stormwater is to be collected within the site and conveyed in a pipeline to the appropriate point of discharge as directed by Council.

Construction Traffic Management Plan -

9. A construction traffic management plan is to be submitted to Liverpool City Council for consideration and approval.

The construction traffic management plan is to address the following:

- (a) The impact of constructions works on the use and operation of the existing car parking area accessed from Campbell Street and as identified on stamped plan no.08.0105.
- (b) The impact of construction works on the use and operation of the Myer loading dock.
- (c) The impact of construction works and associated construction plant and vehicles on the operation and use of Campbell Street including pedestrian movements.

C. PRIOR TO WORKS COMMENCING

The following conditions are to be complied with or addressed prior to works commencing on the subject site/s:

Construction Certificates

10. Any CC that may be issued in association with this development consent must ensure that any certified plans and designs are generally consistent (in terms of site layout, site levels, building location, size, external configuration and appearance) with the approved Development Application plans.

Notification/Principal Certifying Authority

11. The applicant shall advise Council of the name, address and contact number of the Accredited Certifier, in accordance with Section 81A (4) of the Act.
12. The PCA must advise Council of the intended date to commence work which is the subject of this consent by completing a notice of commencement of building works or subdivision works form, available from Council's Customer Service Centre. A minimum period of two (2) working days notice must be given.

Site Facilities

13. Adequate refuse disposal methods and builders storage facilities shall be installed on the site. Builders' wastes, materials or sheds are not to be placed on any property other than that which this approval relates to.

Site Notice Board

14. A sign must be erected in a prominent position on the premises on which work is to be carried out. The sign is to be maintained during work, and removed at the completion of work. The sign must state:
 - (a) The name, address and telephone number of the principal certifying authority for the work; and
 - (b) The name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours; and
 - (c) Unauthorised entry to the premises is prohibited.

D. DURING CONSTRUCTION

The following conditions are to be complied with or addressed during construction:

Building Work

15. In the case of a class 5, 6, 7, 8 or 9 building, critical stage inspections must be carried out by the appropriate person in accordance with EP&A Regulation, with Compliance Certificates issued for each inspection. The last critical stage inspection must be carried out by the PCA. The following components of construction are relevant:
 - (a) after excavation for, and before the placement of, any footings, and
 - (b) prior to covering any stormwater drainage connections; and
 - (c) after the building work has been completed and prior to any occupation certificate being issued in relation to the building.

Note: These certificates or documentary evidence must be submitted to Council with any OC issued for the development

Hours of Construction Work and Deliveries

16. Construction work/civil work/demolition work, including the delivery of materials, is only permitted on the site between the hours of 7:00am to 5:00pm Monday to Saturday. No work will be permitted on Sundays or Public Holidays, unless otherwise approved by Council.

Disabled Access

17. Access, parking and facilities for persons with disabilities to be provided in accordance with the provisions of the BCA.

Car Parking Areas

18. Car parking spaces and driveways must be constructed of a minimum of two coat finish seal or better. The spaces must be clear of obstructions and columns, permanently line marked and provided with adequate manoeuvring facilities. The design of these spaces must comply with Council's DCP 2008, and Australian Standard 2890.1 Parking Facilities – Off Street Car Parking.

All car parking areas to be appropriately line marked and sign posted in accordance with the approved plans. All staff parking areas are to be clearly signposted limiting car parking for staff only. The applicant is to cover the costs of installation and maintenance of the signage.

The on-site parking spaces shown in the approved plans must be identified in accordance with A.S.2890.1 Parking Facilities – Off-Street Car Parking.

19. Directional signage indicating the location of staff parking, “in” and “out” crossings and directional arrows are to be provided in accordance with the approved plans.

Traffic Management

20. All works within the road reserve are to be at the applicant cost and all signage is to be in accordance with the RTA's Traffic Control at Worksites Manual and the RTA's Interim Guide to Signs and Markings.
21. If a works zone is required, an application must be made to Council's Transport Planning section. The application is to indicate the exact location required and the applicable fee is to be included. If parking restrictions are in place, an application to have the restrictions moved, will need to be made.
22. Applications must be made to Council's Transport Planning section for any road closures. The applicant is to include a Traffic Control Plan, prepared by a suitably qualified person, which is to include the date and times of closures and any other relevant information.

Waste Management Plan

23. The Waste Management Plan submitted to and approved by Council must be adhered to at all times throughout all stages of the development. Supporting documentation (receipts/dockets) of waste/recycling/disposal methods carried out, is to be kept and must be produced upon the request of Council or any other authorised officer.

Note: Any non-compliance with this requirement will result in penalties being issued.

Air Quality

24. All vehicles involved in the delivery, demolition or construction process departing from the property shall have their loads fully covered before entering the public roadway.

Erosion Control

25. Vehicular access to the site shall be controlled through the installation of wash down bays or shaker ramps to prevent tracking of sediment or dirt onto adjoining roadways. Where any sediment is deposited on adjoining roadways is shall be removed by means other than washing. All material is to be removed as soon as possible and the collected material is to be disposed of in a manner which will prevent its mobilisation.

Pollution Control

26. Building operations such as brick cutting, mixing mortar and the washing of tools, paint brushes, form-work, concrete trucks and the like shall not be performed on the public footway or any other locations which may lead to the discharge of materials into Council's stormwater drainage system.
27. The developer is to maintain all adjoining public roads to the site in a clean and tidy state, free of excavated "spoil" material.

General Site Works

28. All stormwater is to be connected to the existing stormwater system.

E. PRIOR TO ISSUE OF OCCUPATION CERTIFICATE

The following conditions are to be complied with or addressed prior to issue of either an Interim or Final Occupation Certificate by the Principal Certifying Authority:

Certificates

29. A final fire or interim safety certificate is to be attached to any OC, except in the case of a Class 1a or Class 10 building(s). This must include all the "essential fire services" installed in the building.

Car Parking

30. A total of sixty three (63) staff car parking spaces must be provided in accordance with the stamped approved plans. The design, layout, signage, line marking, lighting and physical controls must comply with the minimum requirements of Australian Standard AS 2890.1 – 2004 and Council's Development Control Plan.

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31. Changes to the existing car parking area as shown on stamped plan drawing no.08.0105 are not to result in a reduction in the number of accessible car parking spaces.
 32. The surface of the car park must be sealed to allow safe and clear operation of the car park, appropriately line marked for spaces and to aid traffic circulation.
 33. The following measures as recommended in the Traffic and Car Parking statement prepared by Colston Budd Hunt and Kafes Pty Ltd are to be implemented:
 - (a) The entrance/exit to the staff car parking area is to incorporate separate entry/exit boom gates to restrict unauthorised access. These boom gates are to be fitted with an intercom device linking to the car park management office of Liverpool Westfield's.
 - (b) The entrance/exit to the staff car parking area is to incorporate CCTV cameras which are to be linked to the car park management office of Liverpool Westfield's.
 - (c) The car parking area is to be clearly sign posted for staff parking only. Signage is to be provide adequate warning and guidance signs.
 - (d) A convex mirror is to be located at the loading dock access driveway to improve driver sight lines.
 34. The existing Myer loading dock accessed from Campbell Street and as shown on the stamped approved plans is to be clearly marked/signposted for use by delivery vehicles only.
 35. Additional signage is to be provided within the Myer loading dock reminding drivers/service vehicles that the entry/exit point from Campbell Street is now shared with staff members.

F. CONDITIONS RELATING TO USE

The following conditions relate to the ongoing use of the premises:

Separate Application for Use

36. Each new retail tenancy shall be subject to the submission (and approval by Council), of a separate Development Application for its use.

Waste

37. All waste products associated with the use of the staff car parking area are to be placed in containers and stored within the building.

Car Parking

38. A total of sixty three (63) staff car parking spaces must be provided in accordance with the stamped approved plans.
39. The new car parking area as shown on the approved plans, specifically Drawing No.08.0103 must be solely used for the purpose of staff car parking only.

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40. The operator of the development must not permit the reversing of vehicles onto or away from the road reserve, with the exception of garbage and recycling collection vehicles. All vehicles must be driven forward onto and away from the development and adequate space must be provided and maintained on the land to permit all vehicles to turn in accordance with AS 2890.1 Parking Facilities – Off Street Car Parking.

Loading

41. Prior to the commencement of the use of the staff car parking area, information is to be provided within the loading dock and for all vehicles which utilise the loading dock, advising of the upcoming changes to the use of the combined entry/exit point from Campbell Street.
42. The existing Myer loading dock accessed from Campbell Street as shown on the stamped approved plans must be maintained for the sole use of the Myer tenancy and only between the hours of 6am to 3.30pm Monday – Sunday.
43. The existing Myer loading dock accessed from Campbell Street and as shown on the stamped approved plans is to be clearly marked/signposted for use by delivery vehicles only.

Advertising

44. Advertising matter not approved in conjunction with this decision notice, must not be erected, painted or displayed without the prior approval of Council.