

## SCEHEDULE OF COMMENTS – NSW POLICE FORCE

The NSW Police Force occupies the Liverpool Police Station (**Liverpool PS**) located at 148 George Street Liverpool. The Liverpool PS is part of an integrated facility for the purposes of both the Liverpool PS and the Liverpool Courthouse. The Liverpool PS is in operation 24/7 and has the busiest charge room in NSW. Our key concerns include the following issues (further concerns may be raised as these issues are considered more fully):

### ***DURING CONSTRUCTION***

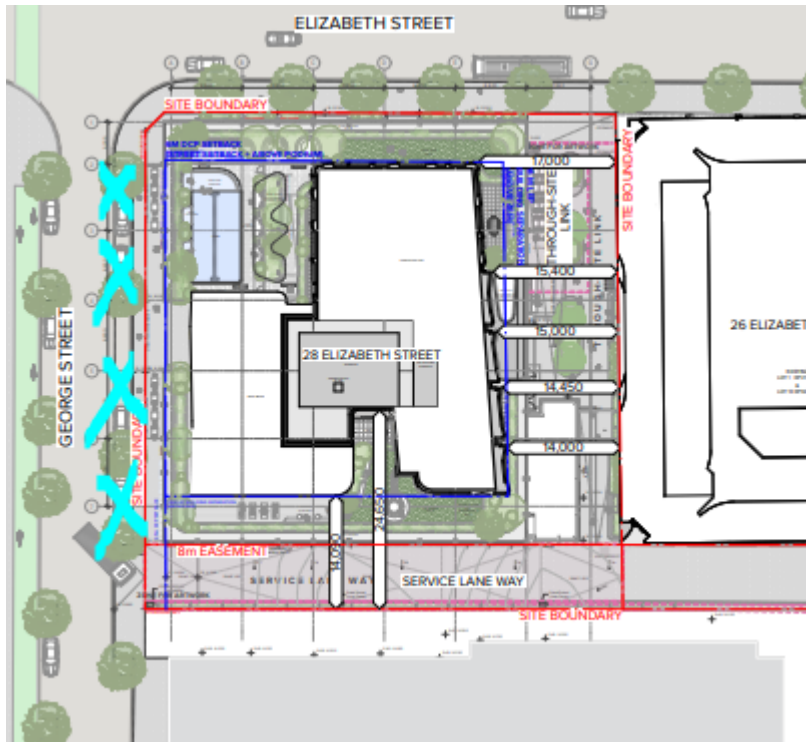
#### **1. Access**



The only point of ingress/egress to the Liverpool PS is adjacent to the proposed development site (as highlighted in green above) (**NSWPF Access**). The NSWPF Access is used by Correction Services NSW buses 2- 3 times daily, police vehicles and the vehicles of staff and visitors to the Liverpool Police Station and the Liverpool Courthouse. It is essential that vehicular access to Liverpool PS is not impacted by construction traffic. Any interference with access poses more than mere inconvenience. It is both a security risk and a risk to the ability of NSWPF vehicles to urgently respond to critical incidents. It is unclear how access will be maintained based on the current material presented by the developer/owner. Further detail and planning is required.

#### **2. Parking**

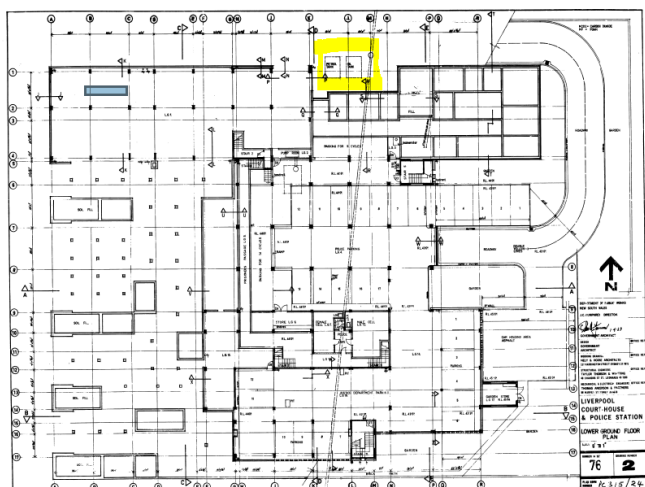
The police currently have 4 dedicated parking spaces for police vehicles located on George Street adjacent to the development site (indicated with "X" on plan below). These spaces remain essential to NSWPF operations and any detrimental impact is unacceptable to the NSWPF (whether that be interference with use (eg by construction traffic) or temporary/permanent removal).



### 3. Congestion

The NSWPF have significant concerns that the increased volume of vehicles in the immediate vicinity of the construction site will impede the NSWPF Access.

### 4. Fuel Tank



A decommissioned underground petroleum storage system (UPSS) is located near the boundary of the Liverpool PS and the proposed development site (as highlighted on the plan above). Any construction methods employed by the developer/owner must factor in the environmental risk posed by the UPSS.

#### 5. **Noise & Vibration**

Whilst we understand the NSWPF Department of Communities and Justice may make their own submission, it is our understanding that Liverpool Court utilizes highly sensitive technology for the purposes of digital recording and transcript production. Further investigation is required as to the noise and vibration tolerance of this equipment. The developer should be required to monitor and provide weekly reporting for:

- (a) Acoustics;
- (b) Vibration; and
- (c) Subsidence

Pre and post construction dilapidation reports are also requested.

#### 6. **WHS**

The NSWPF Access is utilized as both a vehicular and pedestrian access point. As such, the risks to NSWPF personnel during the construction period are significant. We request that the developer/owner be required to provide B Class Hoardings to the NSWPF Access area for the duration of the construction. It should also be noted that NSWPF vehicles require the full width of the NSWPF Access area. Accordingly, the footprint of the hoardings must be located on 28 Elizabeth Street. Necessary height dimensions can also be supplied.

#### 7. **Security**

See comments at point 11. below. During the construction period, a suitable privacy “screen” is required. It may be that the B Class Hoardings provide sufficient protection for this purpose.

#### 8. **Construction Methodology**

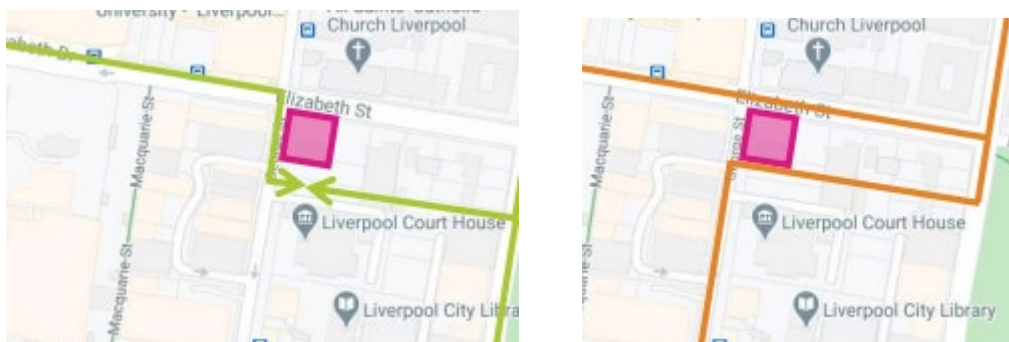
It appears that the developer/owner has made certain assumptions regarding access/use of the Liverpool PS station land. For reasons including security, workplace health and safety, and environmental considerations, the NSWPF is unable to grant access rights to the developer/owner.

### ***POST CONSTRUCTION***

#### 9. **Access**

Both the inbound and outbound traffic flows (as shown in Figures 16 & 17 of the Transport Impact Assessment, etc., dated 3 November 2021 (**TIA**)) will negatively

impact on the ingress/egress to the Liverpool PS. This is the only access to Liverpool PS and it essential to have a free flow of entry/egress at all times.



## 10. Congestion

Table 14: Development Trip Generation Summary (per TIA) indicates as follows:

Table 14: Development Trip Generation Summary

Component	Period	Vehicle Trip Rate	Dwellings/ GFA	Trips
Residential	AM Peak	0.19 trips per unit	312	60 (59.28)
	PM Peak	0.15 trips per unit	312	47 (46.8)
Commercial	AM Peak	2 trips per 100m <sup>2</sup> GFA	8,000m <sup>2</sup>	160
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The above calculations indicate that the proposed development will likely generate 220 and 207 vehicular trips in the morning and evening peak periods, respectively.

Whilst we have not had an opportunity to consider the accuracy of these projections, even assuming these above volumes to be accurate, this will significantly impact on NSWPF and Corrective Services NSW to access the Liverpool PS. Any delays pose an increased security concern.

## 11. Security

Once complete, the proposed development will create security vulnerabilities for Liverpool PS. The following issues are of particular concern:

- (a) *Lines of Sight* – it is likely that occupants of the new development will have lines of sight into operational areas posing a significant risk to the NSWPF and Corrective Services NSW. We would request the owner/developer of 28 Elizabeth Street, Liverpool be responsible for the costs of installation of appropriate security measures by the NSWPF. These may include the erection of sails, security screens or other measures (subject to formal security assessment) to ensure privacy in restricted areas.



- (b) *Interference with Vehicular and/or pedestrian access to Liverpool PS – Corrective Services NSW and NSWPF vehicles can not be left vulnerable due to delays in obtaining access to the NSWPF Access. This would also pose a risk to the general public.*

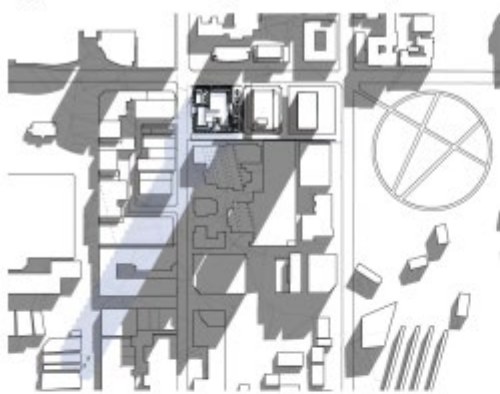
## 12. Overshadowing

Clause 7.2.5 of the Urbis Statement of Environment Effects states the following:

*“To the south, the Liverpool Police Station and other civic buildings along George Street are impacted by overshadowing between 10:00 and 12:00 midday. However, the majority of this shadow is soon passed and these uses are not affected by 1:00pm onwards, receiving solar access throughout the afternoon.”*

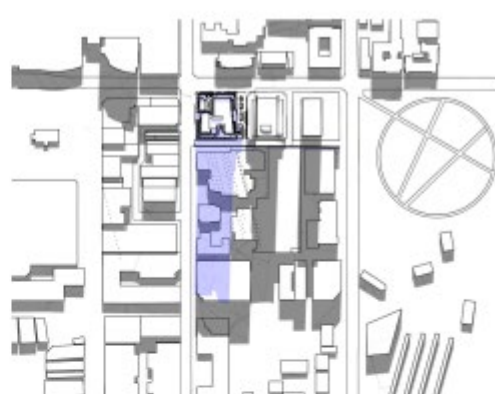
Based on Figure 19 (below) the combined effect of the proposed development, and the neighbouring development, appears to actually be a full day of overshadowing detrimentally affecting the Liverpool PS.

Figure 20 Shadow Diagrams at 21 June (Mid-Winter)



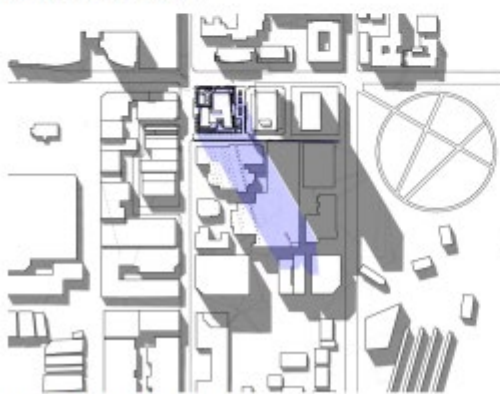
Picture 7 21 June, 9:00am

Source: Turner Studio

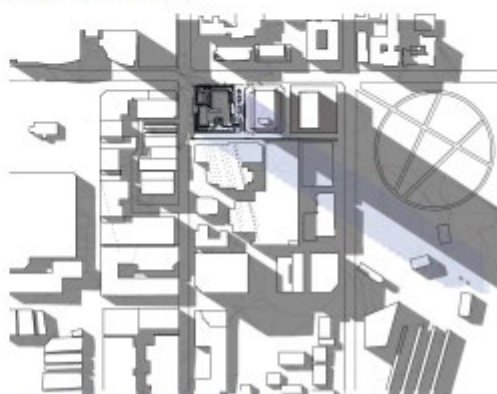


Picture 8 21 June, 11:00am

Source: Turner Studio



Picture 9 21 June, 1:00pm



Picture 10 21 June, 3:00pm

## 13. Interference with emergency communications

The impact of the proposed development on the efficacy of the NSWPF radio network (and other communications equipment) needs a full technical review. Any

upgrades or changes necessitated by the development must be to the account of the owner/developer.

## **OTHER CONSIDERATIONS**

### **14. Impacts on Health Services**

Consider the impact of cranes on medivac helicopter services. Consider the impact on increased traffic flow / congestion on ambulance access to Liverpool Hospital.