



SEPP 65 Design Statement

PROPOSED Residential Flat Building

Address: 17 -23 Goulburn Street,

Liverpool NSW 2170

Date: 8 December 2015

Architects: Gus Fares Architects Pty Ltd

1.0 INTRODUCTION

This report is to be read in conjunction with a DA for the construction of a Residential Flat Building to be lodged with Liverpool Council.

The report has been prepared by Gus Fares Architects P/L under instruction from the applicant to examine the development against the objectives and the principles of the State Environmental Planning Policy No 65 – “Design Quality of Residential Flat Development”, in order to create a good quality building.

RELEVANT OBJECTIVES OF STATE ENVIRONMENTAL PLANNING POLICY NO.65

The relevant objectives are as follows:

1. This Policy aims to improve the design quality of residential flat development in New South Wales.
2. This Policy recognises that the design quality of residential flat development is of significance for environmental planning for the State due to the economic, environmental, cultural and social benefits of high quality design.
3. Improving the design quality of residential flat development aims:
 - a. *To ensure that it contributes to the sustainable development of New South Wales:*
 - i. *By providing sustainable housing in social and environmental terms, and;*
 - ii. *By being a long-term asset to its neighbourhood, and*
 - iii. *By achieving the urban planning policies for its regional and local contexts, and;*
 - b. *To achieve better built form and aesthetics of buildings and of the streetscapes and the public spaces they define, and;*
 - c. *To better satisfy the increasing demand, the changing social and demographic profile of the community, and the needs of the widest range of people from childhood to old age, including those with disabilities, and;*
 - d. *To maximise amenity, safety and security for the benefit of its occupants and the wider community, and;*
 - e. *To minimise the consumption of energy from non-renewable resources, to conserve the environment and to reduce greenhouse gas emissions.*
4. This Policy aims to provide:
 - a. *Consistency of policy and mechanisms across the State, and;*
 - b. *A framework for local and regional planning to achieve identified outcomes for specific places.*

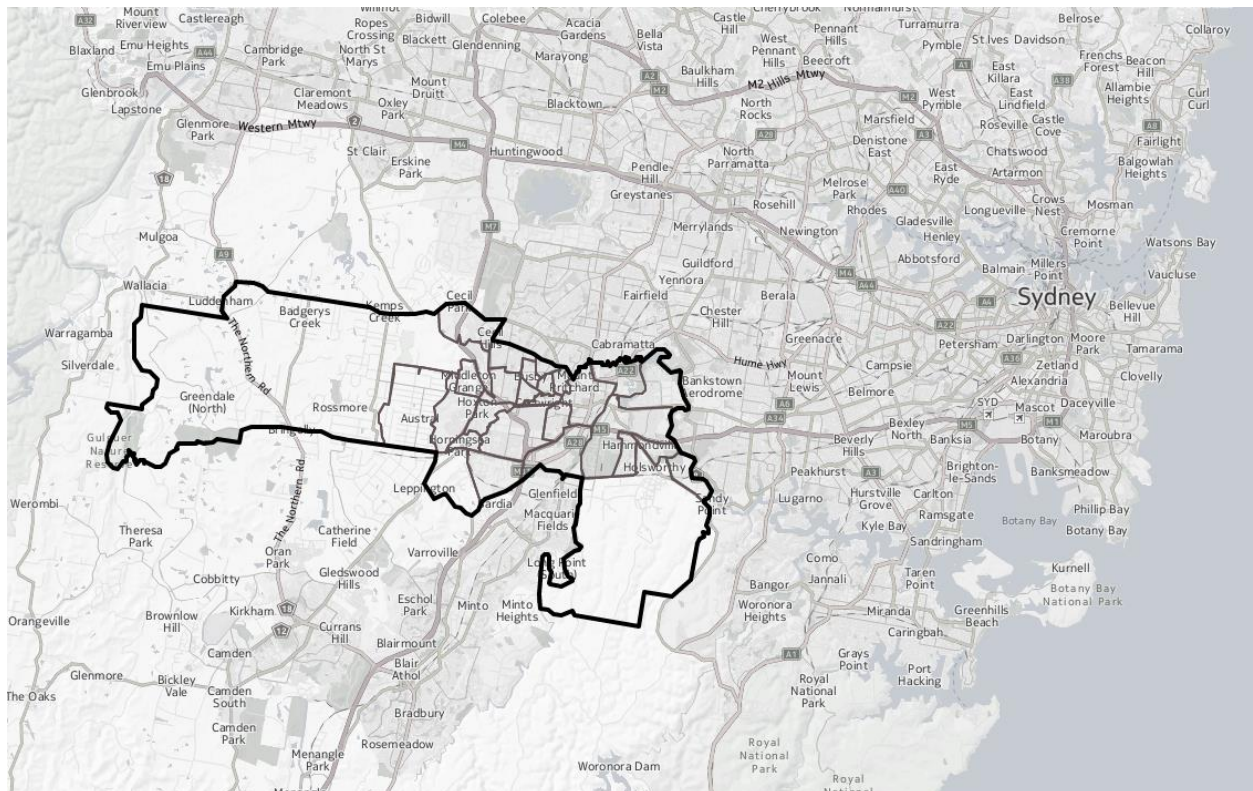
2.0 COMPLIANCE WITH THE 9 PRINCIPLES OF THE SEPP65

PRINCIPLE 1: CONTEXT AND NEIGHBOURING CHARACTER

The subject site is a corner lot situated at *17-23 Goulburn Street, Liverpool NSW 2170*.

The surrounding locality of the site is predominately characterised by medium to higher residential density developments, ranging from walk up apartment blocks (of higher density) to multi-unit dwellings (medium density town houses). Noting that the area contains a mixture of built forms and densities, the proposed *Residential Flat Building* is argued to provide an appropriate 'fit' to both the existing and future development of the neighbourhood character.

Under the Liverpool City Local Environmental Plan 2008 (LLEP2008), the site is zoned '*R4 High Residential Density*' which permits the development of Residential Flat Buildings. Associated with the need to accommodate the increasing demand for housing supply, influenced by the increasing growth in population, concepts of urban consolidation and Transport Orientated Design (TOD) are also supported by the proposed development. Proposing an ideal housing solution to support the local area and the increasing density of the urban context, it is argued that this proposal is compatible within the sites current locality, not only meeting Legislative Planning objectives of the zone it resides within, but also positively contributing to an enhanced livelihood of the area.



Liverpool LGA, Source Profile ID.

PRINCIPLE 2: BUILT FORM AND SCALE

The proposed development is an 8 storey Residential Flat Building, with a 2 storey basement carpark.

The Site is identified as having a maximum building height of 35m. The scale of the development being 8 storeys (proposing a maximum building height of 29.7m), complies with the regulation in height and seeks to utilise the permissible height limit to maximise residential development within close proximity to public transport, infrastructure services and amenities.

All the setbacks of the proposal comply with the council regulations outlined within the Liverpool Development Control Plan 2008 (LDCP 2008) *refer to Architectural plans submitted with this application for further detail.*

The composition of building elemental textures, choice of materials and colours reflect the use of the internal design and the structure of the building. The façades of the building clearly define the base and the top and the articulation of the balconies enrich the façade with a sense of scale and proportion. A variety of opening types are used to create patterns and rhythm to the building and further reflects the building use. It is argued that the proposed development responds to the context it is sited within, where the building form has been articulated to address both street frontages of Goulburn and Lachlan Street.

The roof design of the proposed building responds to the environment and the context. It is noted that the roof form is well integrated into the overall design and performance of the building. In addition to this, balconies, louvres, feature walls and complementary architectural elements have been articulated to enhance visual interest of each of the respective streetscapes to increase variety and richness - fundamental for a corner lot.

PRINCIPLE 3: DENSITY

The proposal features an 8 storey *Residential Flat Building* accommodating *108 Residential Units*.

Highlighting the need for an increase in accessible housing supply and to work towards strategies outlined within relevant Metropolitan Plans, including the *Draft Metropolitan Strategy for Sydney to 2031* and *A Plan for Growing Sydney*, this development provides a variety of appropriate 'housing choices' to accommodate the both the existing and projected demographics of the area.

Drawing upon the conceptual ideologies associated with the 'compact city', it is noted that the subject site and proposed development contributes towards the provision of new housing stock to assist in accommodating the large increase in population growth within Sydney within 'urban infill areas'. The density proposed by this application is argued as suitable within the R4 Zone and is appropriate to the subject site and context, meeting the current market demands for Transport orientated housing stock (TOD). Referring to the Figure 1 below, it is argued that this application demonstrates consistency with the existing and forecasted population growth of the Liverpool area- overall justifying the proposed density of the development which is predicted to double in density by the year 2031.

Situated within the Liverpool city centre, on the intersection of Goulburn and Lachlan Street, the proposed development is within close proximity to a range of services and amenities; social, recreational, retail and infrastructure which supports the suitability of Residential Flat development on the subject site. Being located on the major road, the project is considered favourable within the locality to provide accommodation for various groups of people such as students, health care workers, other professionals and senior citizens. Given the increase in local housing demand, the proposal can be

sustained by the current locality of infrastructure and will assist to improve the pattern of living lifestyle within the context.

POPULATION COUNTS

The table and graph show historical and projected populations from 2001 to 2031. Estimated resident populations from the Australian Bureau of Statistics are used for 2001 to 2011, and the 2014 NSW population projections are shown from 2016 to 2031.

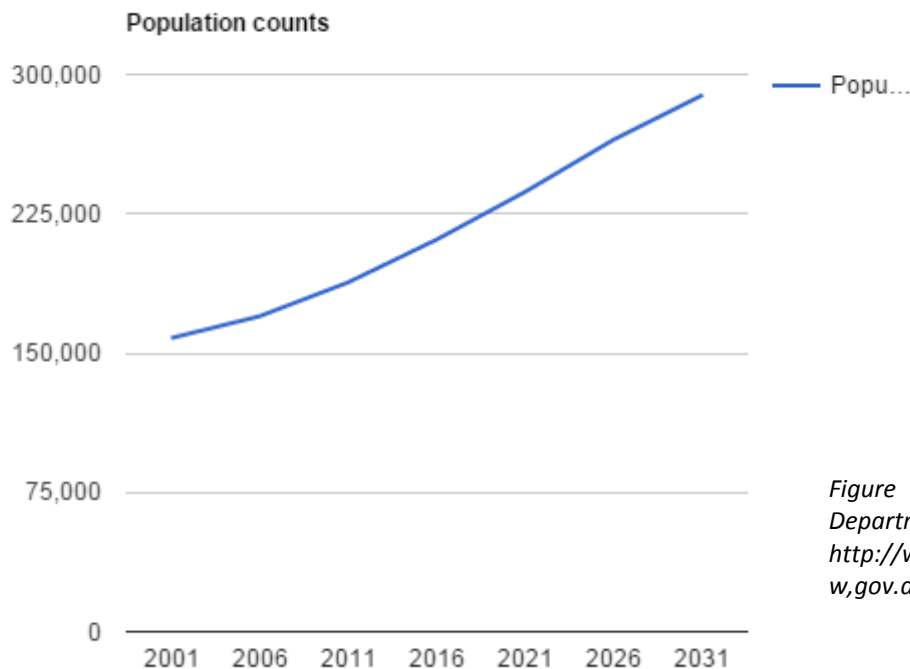


Figure 1: (Source NSW Department of Planning, <http://www.planning.nsw.gov.au/projections>)

PRINCIPLE 4: SUSTAINABILITY

A separate Waste Management Plan is included with the DA Submission covering the proposed clearance of existing site structures, and the control of building waste throughout the Construction Phase.

Building material selections and planning efficiency will be in keeping with sound Sustainability Principles. 72% of units have been designed to receive minimum 3 hours of daylight in midwinter between 9am to 3pm. Furthermore this development exceeds the minimum requirements outlined within the SEPP65 Apartment Design Guide, proposing 61% of units (minimum 60%) to be naturally ventilated. It is the intention of the design to integrate planning to reduce reliance of mechanical heating/cooling to an absolute minimum through features such as cross ventilation.

A separate BASIX Report and ABSA certificates covering residential units will accompany this in the Development Application stage.

PRINCIPLE 5: LANDSCAPE

The site is zoned as R4 High Density Residential. The proposed development includes 1465m² of landscaped area, which equates to 35.5% of the total site area. The landscaping requirements of

LDCP2008 are 25% (718 m²) of total site area. Thus, the proposed development complies with the relevant landscape controls.

In addition to exceeding minimum landscaping, this building demonstrates harmony between the proposed built form and landscaped surfaces. It is argued that the units within this development are of high residential quality where amenity of each unit is maximised and well-planned landscaped works further contribute towards the enhancement of the existing streetscape. Highlighting the consequence of positive environmental, social and economic outcomes; to include optimised useability, liveability, privacy and opportunities to encourage social interaction; the proposed development establishes a sustainable operational system for efficient long-term management and building performance.

PRINCIPLE 6: AMENITY

All rooms meet the SEPP65 Apartment Design Guide (ADG) requirements and are intended to respond to both the local housing market expectations as well as the internal and external amenity for residents and neighbours. Designing each unit to meet the appropriate room dimensions and shape, access to natural ventilation, solar access, privacy and private open space; this development not only complies to achieve objectives outlined within State and Local legislature but also provides flexibility in adaptable housing stock to meet the demands of both future and current social groups within the Market.

With reference to the Architectural Plans submitted with this application, the proposed building demonstrates the address towards user needs, current and future demographic trends, and the useability of spaces.

Illustrating an ease of access and useability for all age and social groups; units have been designed with open floor plans to influence both internal and external residential amenity – to implicate positive living environments and user well-being. It is noted that all units proposed on ground floor feature direct access to outdoor private open spaces of, a minimum of 35sqm, whilst units above ground provide balconies of, a minimum of 12sqm.

It is noted that the proposed development achieves a maximisation of naturally ventilated units (61%) and provision of units with direct solar access (72%).

In order to maintain and address the locality of both site and streetscape, a basement car park is proposed.

PRINCIPLE 7: SAFETY

Referring to former statements outlined within this statement, utilising sustainable design strategies to allocate the placement of user programs and spaces, the proposed development is noted to demonstrate the optimisation in the safety and security of both residents and the public domain. It is highlighted that this development also meets design principles addressed within the SEPP65 (ADG) as well as the Liverpool DCP 2008; achieving a harmonious relationship between public and private spaces.

The utilisation of this strategy, where all public and communal spaces accommodate views onto the public domain generates opportunities to maximise passive surveillance to assist the prevention in crime activities that occur in dark and non-visible areas. In addition to this, the positioning of balconies on upper residential levels has also been located to maximise residential on-looking for crime prevention.

It is acknowledged that the locality of the proposed site, zoned as R4 High Density Residential, lies within an area that has already transitioned into an area of High residential density, where the minority of existing developments remain as detached single dwellings. Reference is made to the Site Analysis plans submitted with this application (SEPP65 ADG) which studies the location, urban structure and neighbourhood scale of the subject site- located approximately 10 minutes (750m walking distance) from Retail hubs and community centres. It is argued, that the concerns of privacy, both acoustic and visual, of both the neighbouring properties and the proposed development will not implicate any adverse impacts on safety or quality of residential lifestyle.

Corresponding this, the mitigation of privacy and safety was also taken into consideration in the location of communal open space (1214.6sqm) – located both on Ground, with passive surveillance from the proposed units above, as well as the roof top of the development, providing passive surveillance onto surrounding streets and public domain.

Furthermore, safety is ensured through the integration of low level lighting into landscaped areas surrounding the development, particularly highlighting unit entrances, and doorway access areas as well as parking areas. In addition to this, front access doors to entry corridors will feature unit intercoms with automated night lighting.

PRINCIPLE 8: HOUSING DIVERSITY AND SOCIAL INTERACTION

The following data obtained from the 2011 Census highlights the most predominate age group within the Liverpool LGA is of 0- 4 years, however the majority of the population residing within Liverpool are of working age between the ages of 20 – 50, which indicates a high percentage of young families within the area. In addition to this, analysis of this data also places emphasis on the equal proportion between the social groups - married or separated.

Australia | NSW | Local
Government Areas

Liverpool (C)
Code LGA 14900 (LGA)



People	180,143
Male	89,323
Female	90,820
Median age	33



Families	46,563
Average children per family	2



All private dwellings	58,834
Average people per household	3.2
Median weekly household income	\$1,299
Median monthly mortgage repayments	\$2,167
Median weekly rent	\$295
Average motor vehicles per dwelling	1.8

(Source: ABS Census of Population
and Housing 2011 and 2006)

People — demographics & education

demographics & education | cultural & language diversity | employment

People	Liverpool (C)		% New South Wales		Australia	
Total	180,143	--	6,917,658	--	21,507,717	--
Male	89,323	49.6	3,408,878	49.3	10,634,013	49.4
Female	90,820	50.4	3,508,780	50.7	10,873,704	50.6
Aboriginal and Torres Strait Islander people	2,677	1.5	172,621	2.5	548,369	2.5

Age	Liverpool (C)		% New South Wales		Australia	
People						
0-4 years	14,083	7.8	458,736	6.6	1,421,050	6.6
5-9 years	14,121	7.8	434,608	6.3	1,351,921	6.3
10-14 years	14,040	7.8	439,168	6.3	1,371,054	6.4
15-19 years	13,723	7.6	443,416	6.4	1,405,798	6.5
20-24 years	12,487	6.9	449,685	6.5	1,460,673	6.8
25-29 years	13,208	7.3	473,160	6.8	1,513,236	7.0
30-34 years	13,181	7.3	468,336	6.8	1,453,775	6.8
35-39 years	13,713	7.6	488,124	7.1	1,520,138	7.1
40-44 years	13,303	7.4	483,502	7.0	1,542,879	7.2
45-49 years	13,142	7.3	481,428	7.0	1,504,142	7.0
50-54 years	11,613	6.4	469,024	6.8	1,447,404	6.7
55-59 years	9,306	5.2	419,612	6.1	1,297,244	6.0
60-64 years	7,731	4.3	390,678	5.6	1,206,116	5.6
65-69 years	5,523	3.1	304,327	4.4	919,319	4.3
70-74 years	4,226	2.3	237,362	3.4	708,090	3.3
75-79 years	3,041	1.7	186,032	2.7	545,263	2.5
80-84 years	2,143	1.2	150,724	2.2	436,936	2.0
85 years and over	1,558	0.9	139,735	2.0	402,681	1.9
Median age	33	--	38	--	37	--

The median age of people in Liverpool (C) (Local Government Areas) was 33 years. Children aged 0 - 14 years made up 23.5% of the population and people aged 65 years and over made up 9.2% of the population.

Registered marital status	Liverpool (C)		% New South Wales		Australia	
People aged 15 years and over						
Married	72,897	52.9	2,758,854	49.4	8,461,114	48.7
Separated	4,956	3.6	170,428	3.1	529,280	3.0
Divorced	9,551	6.9	461,145	8.3	1,460,899	8.4
Widowed	6,340	4.6	324,518	5.8	949,634	5.5
Never married	44,152	32.0	1,870,203	33.5	5,962,769	34.3

Of people in Liverpool (C) (Local Government Areas) aged 15 years and over, 52.9% were married and 10.5% were either divorced or separated.

(Source: ABS Census of Population and Housing 2011 and 2006)

Data on methods of travel to and from work (below) illustrate the higher percentage of people utilising private transportation as the predominate method of travel, contrasting those who utilise public transport. It is argued since the subject site is within close proximity to public facilities including public transport, Retail and community hubs (Liverpool Train station and shops), parks and other recreational facilities, this proposal will encourage sustainable travel decisions of future residents.

Further contributing towards the overarching State Metropolitan Plans; including but not limited to, *The Draft Metropolitan Plan and A Plan for Growing Sydney to 2031*, through the increase of Transport Orientated Design (TOD) to support future sustainable patterns of growth- optimising both user health and well-being, reducing traffic congestion as well as the ecological imprint of the local community.

Travel to work, top responses	Liverpool (C)		% New South Wales		Australia	
<i>Employed people aged 15 years and over</i>						
Car, as driver	47,736	64.0	1,807,358	57.6	6,059,972	60.2
Car, as passenger	4,317	5.8	157,359	5.0	537,638	5.3
Train	4,255	5.7	193,099	6.2	388,012	3.9
Walked only	1,661	2.2	128,339	4.1	377,043	3.7
Train, car as driver	1,507	2.0	28,479	0.9	77,819	0.8
 People who travelled to work by public transport	 9,271	 12.4	 433,016	 13.8	 1,046,721	 10.4
People who travelled to work by car as driver or passenger	52,220	70.0	1,971,702	62.8	6,620,840	65.8

In Liverpool (C) (Local Government Areas), on the day of the Census, the methods of travel to work for employed people were Car, as driver 64.0%, Car, as passenger 5.8% and Train 5.7%. Other common responses were Walked only 2.2% and Train, car as driver 2.0%. On the day, 12.4% of employed people travelled to work on public transport and 70.0% by car (either as driver or as passenger).

(Source: ABS Census of Population and Housing 2011 and 2006)

Analysis of the following data highlights the majority of the population within Liverpool are attending an educational institution. Thus the proposed development would meet demands of the local rental market in the provision for accommodation for students. This has been addressed in the development through the proposed mix of units, tailoring the development to meet both the social context and market demands for 2 Bed (69%), for Young Families or of Married Status, and 1 Bedroom units (22%) for Separated, not Married or Students.

Education	Liverpool (C)		% New South Wales		Australia	
Pre-school	3,174	5.1	126,605	5.9	332,844	5.1
Primary - Government	10,875	17.5	372,075	17.4	1,181,787	18.2
Primary - Catholic	3,736	6.0	115,727	5.4	359,062	5.5
Primary - Other Non Government	2,424	3.9	61,544	2.9	214,359	3.3
Secondary - Government	8,572	13.8	271,181	12.7	774,074	11.9
Secondary - Catholic	3,600	5.8	109,409	5.1	307,142	4.7
Secondary - Other Non Government	1,990	3.2	71,341	3.3	254,828	3.9
Technical or further education institution	4,703	7.6	168,004	7.9	473,606	7.3
University or tertiary institution	6,622	10.7	303,070	14.2	932,524	14.3
Other	1,205	1.9	50,619	2.4	161,660	2.5
Not Stated	15,095	24.3	486,539	22.8	1,511,694	23.2
Total	61,996	--	2,136,114	--	6,503,580	--

In Liverpool (C) (Local Government Areas) 34.4% of people were attending an educational institution. Of these, 27.5% were in primary school, 22.8% in secondary school and 18.3% in a tertiary or technical institution.

(Source: ABS Census of Population and Housing 2011 and 2006)

PRINCIPLE 09: AESTHETICS

The street façade has been designed to give a consistent and pleasing appearance to the streetscape, whilst providing an aesthetically pleasing mix in texture and building finishes cuing visual interest on the intersection of Goulburn and Lachlan Street.

Alignments of external walls have deliberately been broken up to achieve varying elevations in order to give distinctive features to the building whilst achieving a balanced composition of elements, which reflect the internal layout and structure of the development. In addition to these attributes, the articulation in balconies and roof spaces also reduces the bulk of the building whilst reflecting and appropriate 'fit' in neighbourhood character of the local area. It is argued that the proposed development will provide an additional 'richness', variety in building form and composition that demonstrates an appropriate response to both the existing and future character of Liverpool.

3.0 COMMENTS

Thus highlighting the need for an increase in accessible housing supply and to work towards strategies outlined within relevant Metropolitan Plans, including the *Draft Metropolitan Strategy for Sydney to 2031* and *A Plan for Growing Sydney*, this development is argued to meet primary objectives of the State through its provision of a variety of appropriate 'housing choices' to accommodate the both the existing and projected demographics of the area.

Where arguments formerly made, outlining the suitability of the proposed Residential Flat Development on the subject site works towards the conceptual ideologies associated with the 'compact city'; this development will contribute towards the provision of new housing stock to assist in accommodating the large increase in population growth within Sydney within 'urban infill areas'. It is emphasised that since the development proposed is within a Transport Orientated area (TOD), it will assist in the improvement of social problems inherent within Sydney - addressing sociological issues including social disadvantage, gentrification and inequitable access to services, jobs and necessary amenities.

The proposed Residential Flat Development is considered to be orderly, economical and appropriate for the area. Given the existing locality attributes, the proposed development promotes public transport usage as a primary means of enhancing ecological sustainability and the reduction of greenhouse gases in the Sydney Region. It will further assist in encouraging the use of public transport in line with Ecologically Sustainable Development principles. The provision of this type of development will provide a permanent and practical use of the site, which in turn will assist in the safety, health, vitality, cultural and social environment of the area.

The proposed development is designed to be in character and harmony with the type and scale of existing and likely future development in the area. The design of the development will complement the character of the area in terms of its facades, height, bulk and scale, building forms, materials, texture and colour - meeting State Legislature, SEPP65 as well as the objectives of the Liverpool Local Government Plans, LEP and DCP 2008.

The development will not compromise privacy to existing or likely future residents, despite the marginal exceedance in FSR of 0.1. It is argued that this excess in FSR of 10% will not contribute towards the overall bulk or scale of the proposed development, nor adversely impact neighbouring residencies in privacy or overshadowing. It is highlighted that, disregarding this marginal increase in FSR, this development demonstrates full compliance with both the objectives and controls outlined within the Apartment Design Guide (ADG).

Additional to the formerly outlined attributes, adequate security lighting and security system will also be installed to ensure the safety of the residents. In addition to security and lighting, the preventing of crimes will be ensured through strategies of passive surveillance from balconies and openings that overlook street frontages. The use of solid doors, steel locks and hardware will also discourage illegal access to the proposed units, whilst the high quality building materials and finishes will resist the attraction of graffiti.

As illustrated within the Site Analysis Plans, the vehicular entrance to the basement car park is accessible from the Goulburn Serviceway lane, which will provide 130 car parking spaces for residents and guests. It is noted that the closest bus stop which is serviced by bus route 823 to Liverpool and Warwick Farm is located on the eastern boundary of the proposed development.

4.0 IN SUMMARY

The proposed development is compatible with the State Environmental Planning Policy No65- Design Quality of Residential Flat Development, and is considered to add through it is cutting edge design approach, a positive addition to both the surrounding and to the neighbouring properties. It is considered that the proposed development will satisfy the relevant Objectives of State Environmental Planning Policy No 65 in which a high quality residential development will be created on the subject site.

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