

Statement of Environmental Effects

LOT CONSOLIDATION, DEMOLITION OF EXISTING STRUCTURES AND THE CONSTRUCTION OF A NINE (9) STOREY RESIDENTIAL FLAT BUILDING CONTAINING A TOTAL OF 108 RESIDENTIAL UNITS AND 130 CAR PARKING SPACES WITHIN TWO BASEMENT LEVELS AT 17-23 GOULBURN STREET, LIVERPOOL



Prepared by: **Think Planners Pty Ltd**

Document Date: 7 December 2015

Consent Authority: Sydney West JRPP via Liverpool City Council

QUALITY ASSURANCE

PROJECT: Statement of Environmental Effects: Residential Flat Building

ADDRESS: Lots 1 - 4 DP 13932: 17-23 Goulburn Street, Liverpool

COUNCIL: Liverpool City Council

CONSENT AUTHORITY: SYDNEY WEST JOINT REGIONAL PLANNING PANEL

CIV: \$26,483,460

AUTHOR: Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
7 December 2015	Draft Issue	Draft	SK/JW	AB
8 December 2015	DA Lodgement Issue	Final	SK/JW	AB

<i>Integrated Development (under S91 of the EP&A Act). Does the development require approvals under any of the following legislation?</i>	
<i>Fisheries Management Act 1994</i>	<i>No</i>
<i>Heritage Act 1977</i>	<i>No</i>
<i>Mine Subsidence Act 1992</i>	<i>No</i>
<i>Mining Act 1992</i>	<i>No</i>
<i>National Parks and Wildlife Act 1974</i>	<i>No</i>
<i>Petroleum (Onshore) Act 1991</i>	<i>No</i>
<i>Protection of the Environment Operations Act 1997</i>	<i>No</i>
<i>Roads Act 1993</i>	<i>No</i>
<i>Rural Fires Act 1997</i>	<i>No</i>
<i>Water Management Act 2000</i>	<i>No</i>
<i>Concurrence</i>	
<i>SEPP 1- Development Standards</i>	<i>No</i>
<i>SEPP 64- Advertising and Signage</i>	<i>No</i>
<i>SEPP 71 – Coastal Protection</i>	<i>No</i>
<i>SEPP (Infrastructure) 2007</i>	<i>No</i>
<i>SEPP (Major Development) 2005</i>	<i>No</i>
<i>SREP (Sydney Harbour Catchment) 2005</i>	<i>No</i>
<i>SREP 30- St Marys (NPWS)</i>	<i>No</i>

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Executive Summary

This Statement of Environmental Effects has been prepared in support of a Development Application for the demolition of existing structures, lot consolidation and the construction of a nine (9) storey '*Residential Flat Building*' at 17-23 Goulburn Street, Liverpool. The proposal comprises a total of 108 residential units with two (2) level of basement parking providing 130 vehicle parking spaces.

The proposal incorporates the following dwelling mix:

- 24 x 1 bedroom units;
- 75 x 2 bedroom units; and
- 9 x 3 bedroom unit.

The subject site is a large land parcel located within the Liverpool City Centre, approximately 220m south of the intersection of the Hume Highway and Goulburn Street. Located near a major regional hospital and associated medical services, the site is within walking distance to essential services including Liverpool Westfield and is also situated within a 1km radius of major transportation hub including Liverpool Train Station which services the Sydney Trains T2 Inner West & South Line, the T3 Bankstown line and the T5 Cumberland and South West Rail Link services and a bus interchange with extensive services to Casula (865, 866), Campbelltown (870, 871 & 872), Carnes Hill (853), West Hoxton (854).

With frontages to Goulburn Street and Lachlan Street, the site resides within a large block that is bound by Lachlan Street to the north, Goulburn Street to the east, Bigge Street to the west and Campbell Street to the south, with Goulburn lane running through the middle of the block. Zoned R4 High Density Residential, the block is also situated within the bounds of the Liverpool City Centre associated with the Liverpool DCP 2008.

Located towards the northern portion of the town centre, land uses north of Campbell Street has a more residential characteristics comprising predominantly of residential land uses including older style walk up flats, large modern residential flat buildings and remaining older style single storey residential dwellings, interspersed by a private hospital, girls high school, medical facility, commercial land uses and Liverpool Pioneer Memorial Park.

The subject block itself is dominated by Sydney Southwest Private Hospital building and open carparking area and associated medical centres of mixed sizes, ages and architectural styles, providing a variety of medical services. The block also contains a mix of residential flat buildings and the last remaining single storey dwellings including within the subject site that has been earmarked to be redeveloped for higher residential densities. With the Liverpool LEP 2008 permitting greater intensification of the built form within the city centre, and with the recent demand for housing within close proximity to essential services, public transportation and recreational opportunities, it is expected that the subject block will undergo a significant transformation of its built form towards higher mixed use densities.

The site currently comprises of four individual allotments and once consolidated will result in a large regular shaped land parcel with a frontage of approximately 59.6m to Goulburn Street, a frontage of approximately 48.195m to Lachlan Street, a frontage of approximately 59.71m to laneway, resulting in a total site area of 2,871.50m², with four single storey dwelling currently located on each lot. As stated previously, the site is zoned R4 – High Density Residential with a maximum FSR of 3:1 and a height limit of 35m under the Liverpool Local Environmental Plan 2008. The proposal incorporates a complying building height, however presents a variation to the maximum FSR control by 9%, which is discussed further in this statement.

Being situated within a prominent portion of the town centre, the proposal seeks to provide an important streetscape presence that is consistent with the evolving high residential density character within the northern portion of the town centre. The development is to utilise the land in accordance with its zoning and provide alternative residential accommodation opportunities within close proximity to essential services, recreational opportunities and public transportation. The proposal will also increase employment opportunities within the locality both during the construction phase, with an increase of 108 residential units in the locality will provide additional patronage to the town centre goods and also significantly contribute towards boosting the local economy of Liverpool.

Having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, and that the proposal represents an appropriate use of well located land, the application is submitted to Council and the Sydney West JRPP for assessment. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.

1. Site and Locality

Liverpool Local Government Area

The subject site resides within the local government area of Liverpool, as illustrated by an aerial map below and is located within Liverpool City Centre.

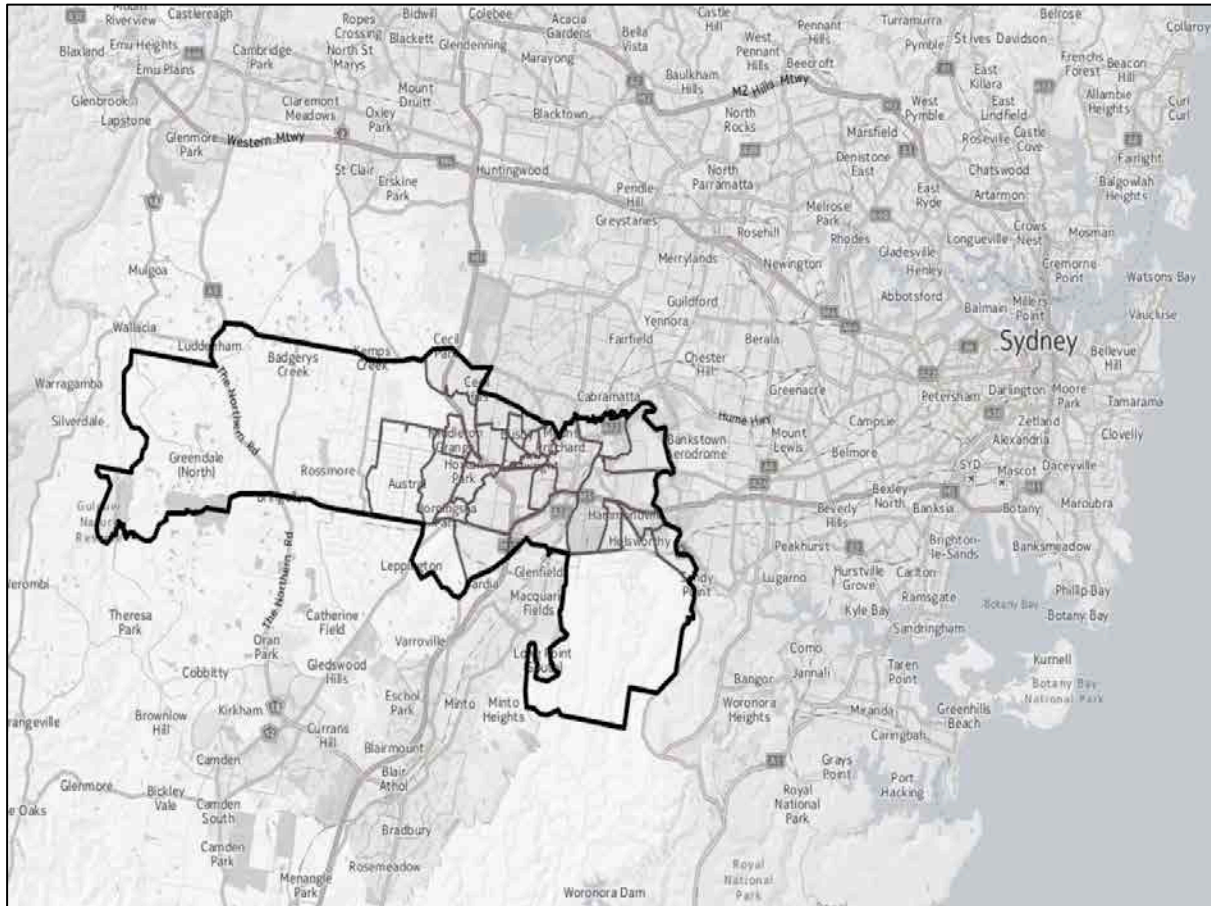


Figure 1: Liverpool Local Government Area Boundary (Source: forecast i.d)

Brief History

Founded on the 7th of November 1810 by Governor Lachlan Macquarie as an agricultural centre, Liverpool is one of the oldest and first free planned settlements in Australia, with the population just over 2,000 in 1841. The opening of the railway station on the 26th September 1856 boosted population growth and by 1947 the area had grown to over 12,000 residents. The population continued growing rapidly during the 1970s and 1980s, to become 98,000 by 1991. In the 1990s, Liverpool was the fastest growing city in NSW, taking more than 13% of Sydney's growth between 1991 and 2001 and by 2011 had a population of 180,000.

The city centre itself has also experienced rapid growth with the proliferation of higher density housing and the on-going construction of residential flat buildings, especially along the northern portion of the city centre.

This trend is expected to continue with the high demand for housing within close proximity to public transport, essential services, medical services, employment hubs including industrial estates, access to recreational opportunities combined with Council's policies permitting high densities will result in the remaining stock of low density to be redeveloped for higher densities over the next 5-10 years.

Sydney Metropolitan Strategy

The centre, which is nestled between the Georges River and the Hume Highway has been identified by the Stage Metropolitan Strategy as a major regional centre and a potential enterprise corridor as illustrated by Figure 1 below.

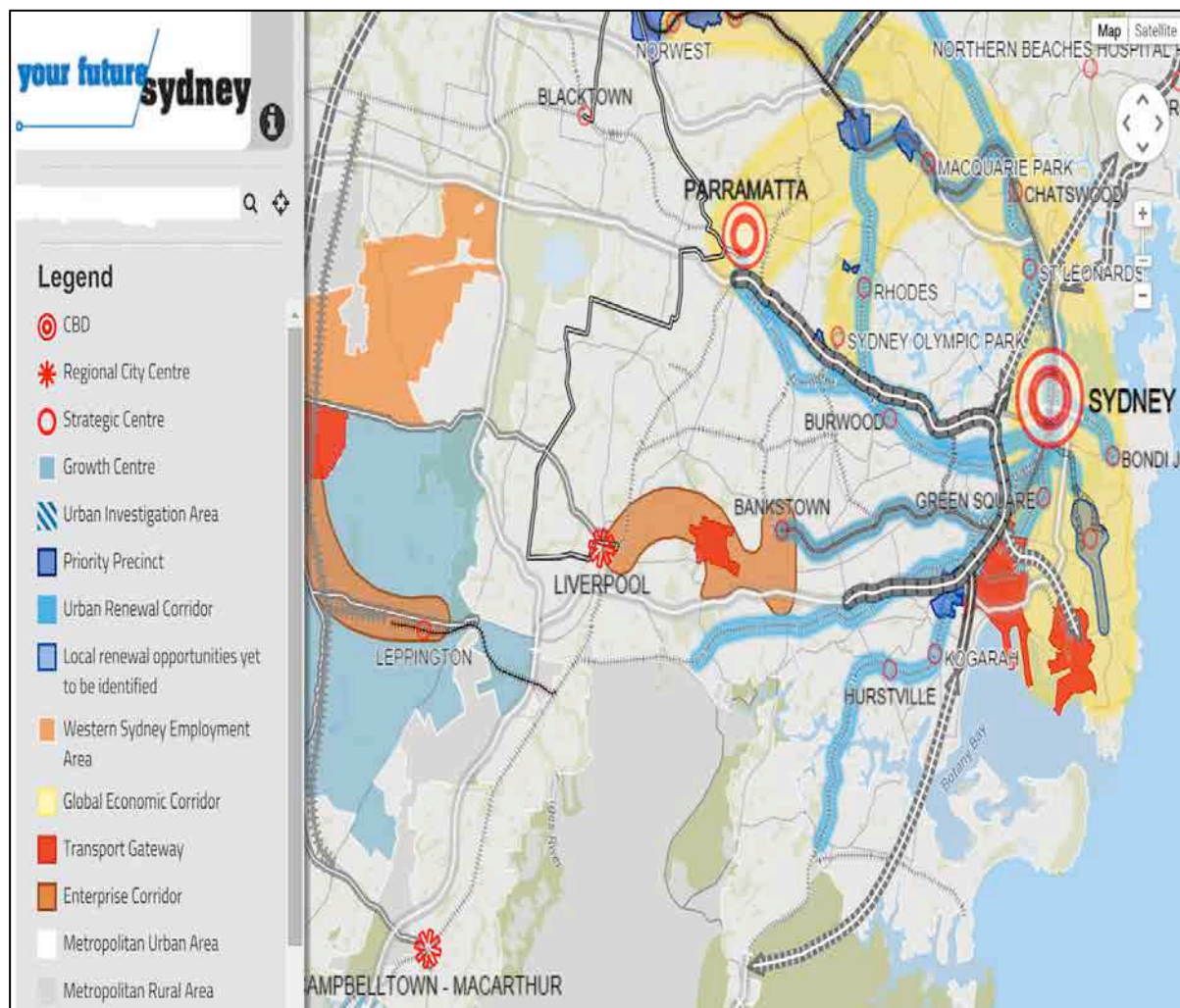


Figure 2: Plan for Growing Sydney Map Extract (Source: Sydney Metropolitan Strategy)

South West Subregion

The Sydney Metropolitan Plan has split the wider metropolitan region into 6 key subregions, with Liverpool located within the South West Subregion, which is the fastest growing subregion in Sydney. With the Sydney's second airport confirmed to be located at Badgerys Creek, it will be the key catalyst for significant infrastructures and jobs over the next 20-30 years.

Liverpool has been identified to play a key role within the South West Subregion by providing capacity of additional mixed-use development in the city centre including offices, retail, services and housing and support health-related land uses, infrastructure and conference facilities around Liverpool Hospital and Bigge Park. Liverpool's place within the South West Subregion is identified below.

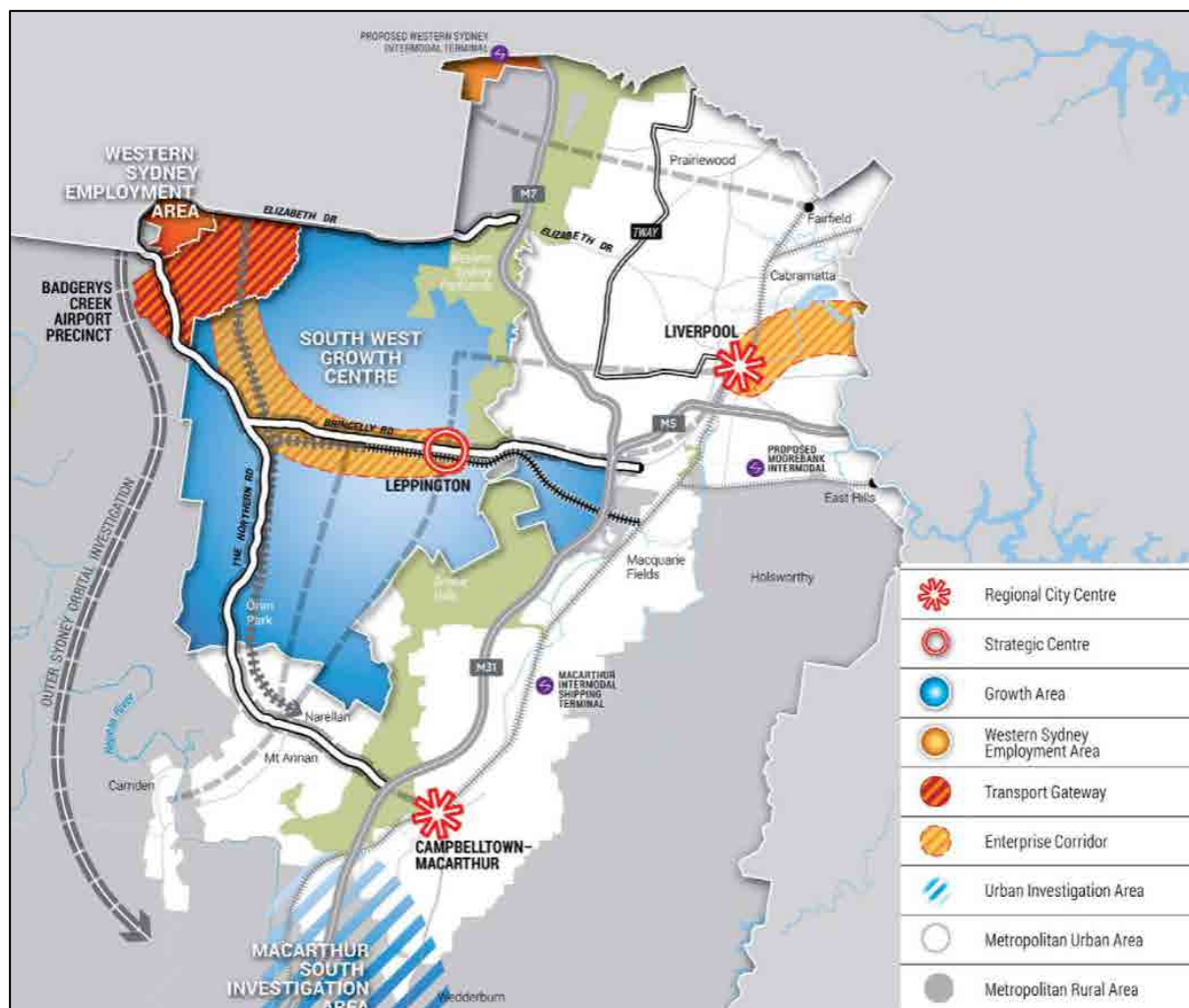


Figure 3: South West Growth Centre Map Extract (Source: Sydney Metropolitan Strategy)

Liverpool Town Centre

The subject site is located within Liverpool City Centre as illustrated by Figure 3 in the following page. The centre is approximately 32km south west of the Sydney CBD and is the administrative centre and the largest commercial centre within the local government area of the City of Liverpool. The city centre services the south-western region of Sydney and surrounding residential areas and provides valuable employment, educational, recreational and health services to the local community.



Figure 4: Liverpool Town Centre Map Extract (Source: Liverpool DCP 2008)

The city centre has been divided into six special areas as follows:

- Residential;
- Commercial and retail core;
- Education and medical precinct;
- Riverfront
- Ring road and laneways and
- Eastbank industrial land.

The city centre has a historical residential presence within the city centre from low density housing to older style walk ups and more recently larger modern residential flat buildings, predominantly around the edges of the city centre. At present, the centre has experienced a significant intensification, mostly north of Campbell Street with the expansion of Liverpool Hospital to increase demand for housing. The significant residential redevelopment currently being undertaken within the northern portion of the city centre is illustrated by illustrated by aerial maps below and in the following page.



Figure 5: Aerial Map of Liverpool City Centre – Looking North from Campbell Street (Source:Nearmap2015)



Figure 6: Aerial Map of Liverpool City Centre – Looking South from the Hume Highway (Source:Nearmap2015)

Site Analysis

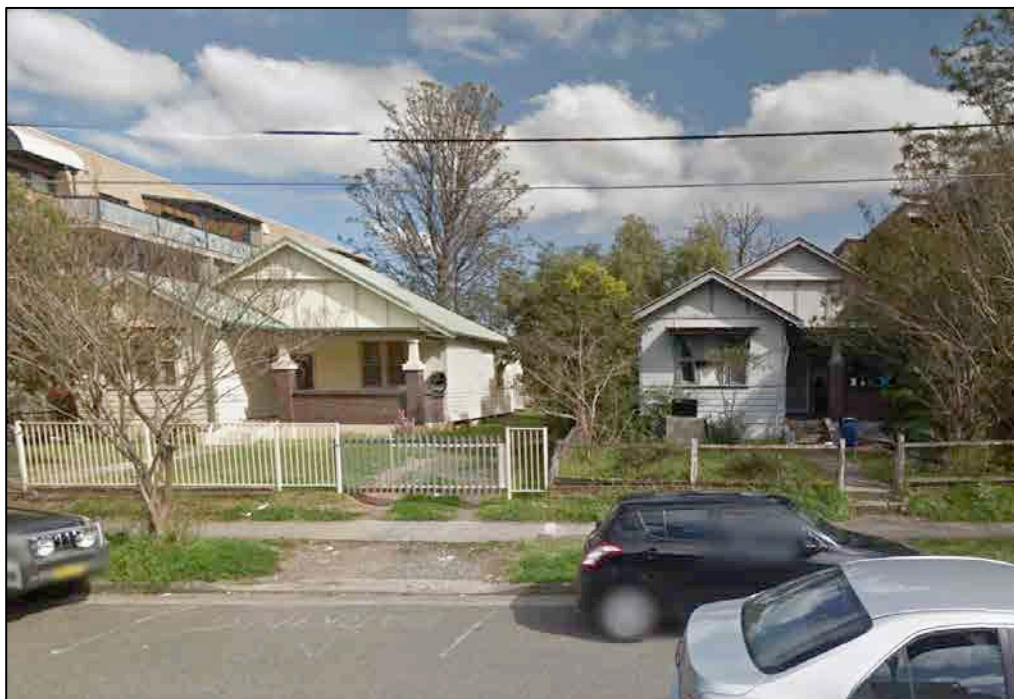
The site is a large land parcel located within the Liverpool City Centre, approximately 220m south of the intersection of the Hume Highway and Goulburn Street. The development site is within walking distance to essential services including Liverpool Westfield and is also situated within a 1km radius of major transportation hub including Liverpool Train Station which services the Sydney Trains T2 Inner West & South Line, the T3 Bankstown line and the T5 Cumberland and South West Rail Link services and a bus interchange with extensive services to Casula (865, 866), Campbelltown (870, 871 & 872), Carnes Hill (853), West Hoxton (854).

The site currently comprises of four individual allotments and once consolidated will result in a large regular shaped land parcel with a frontage of approximately 59.6m to Goulburn Street, a frontage of approximately 48.195m to Lachlan Street, a frontage of approximately 59.71m to laneway, resulting in a total site area of 2,871.50m². The site currently accommodates older single storey dwellings and associated structures, as demonstrated by photographs below and in the following page.

Photograph 1 shows 17 – 19 Goulburn St as viewed from Goulburn Street.



Photograph 2 shows 21 – 23 Goulburn St as viewed from Goulburn Street



The subject site bounds a recently constructed large comparable RFB and a two storey medical centre to its western boundary and an older RFB to its southern boundary. Lachlan Street separates the site from a town house complex to the north and Goulburn Street separates the site from older style flat to the east. It is noted that the site currently accommodates four single storey residential dwellings and associated structures that are to be demolished as part of the proposal.

The site also contains trees and vegetation that is to be demolished in-order to accommodate the proposed development, noting where appropriate existing street trees are to be retained, as detailed in the attached Arborist Report. The proposal will also incorporate high quality landscape embellishment works appropriate within a high density residential context along with appropriate replacement plantings to help reduce the physical bulk and scale of the development whilst also enhancing privacy levels and amenity within a garden setting in accordance with the landscape plan.

The dwellings are in a reasonable condition; however they are underutilising the sites full development potential given the R4 Zoning permits higher density residential developments such as residential flat buildings of up to 35m storeys. The aerial extract and photographs of the locality below provide context to the development site.



Figure 7: Aerial Map of Subject Site (Source: Nearmap 2015)

As outlined above, the development site is zoned R4 High Density Residential under the provisions of the Liverpool Local Environmental Plan 2008 as illustrated by Council's zoning map extract below. 'Residential Flat Buildings' are permissible with consent within the R4 zone and the subject site is permitted a maximum building height of 35m and a FSR of 3:1.

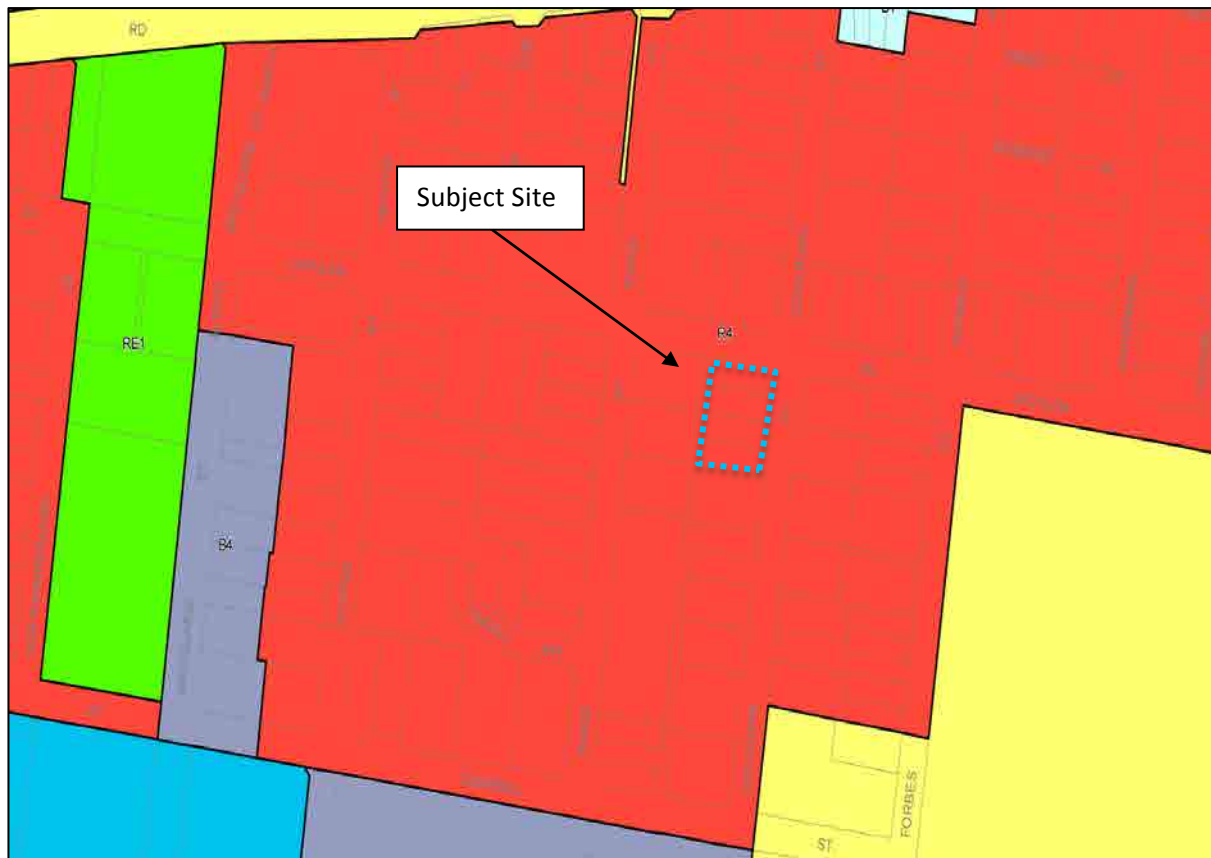


Figure 8: Zoning Map Sheet LZN_011 Map Extract (Source: Liverpool LEP 2008)

With frontages to Goulburn Street and Lachlan Street, the site resides within a large block that is bound by Lachlan Street to the north, Goulburn Street to the east, Bigge Street to the west and Campbell Street to the south, with Goulburn Serviceway running through the middle of the block. The block is zoned R4 High Density Residential under the Liverpool LEP 2008.

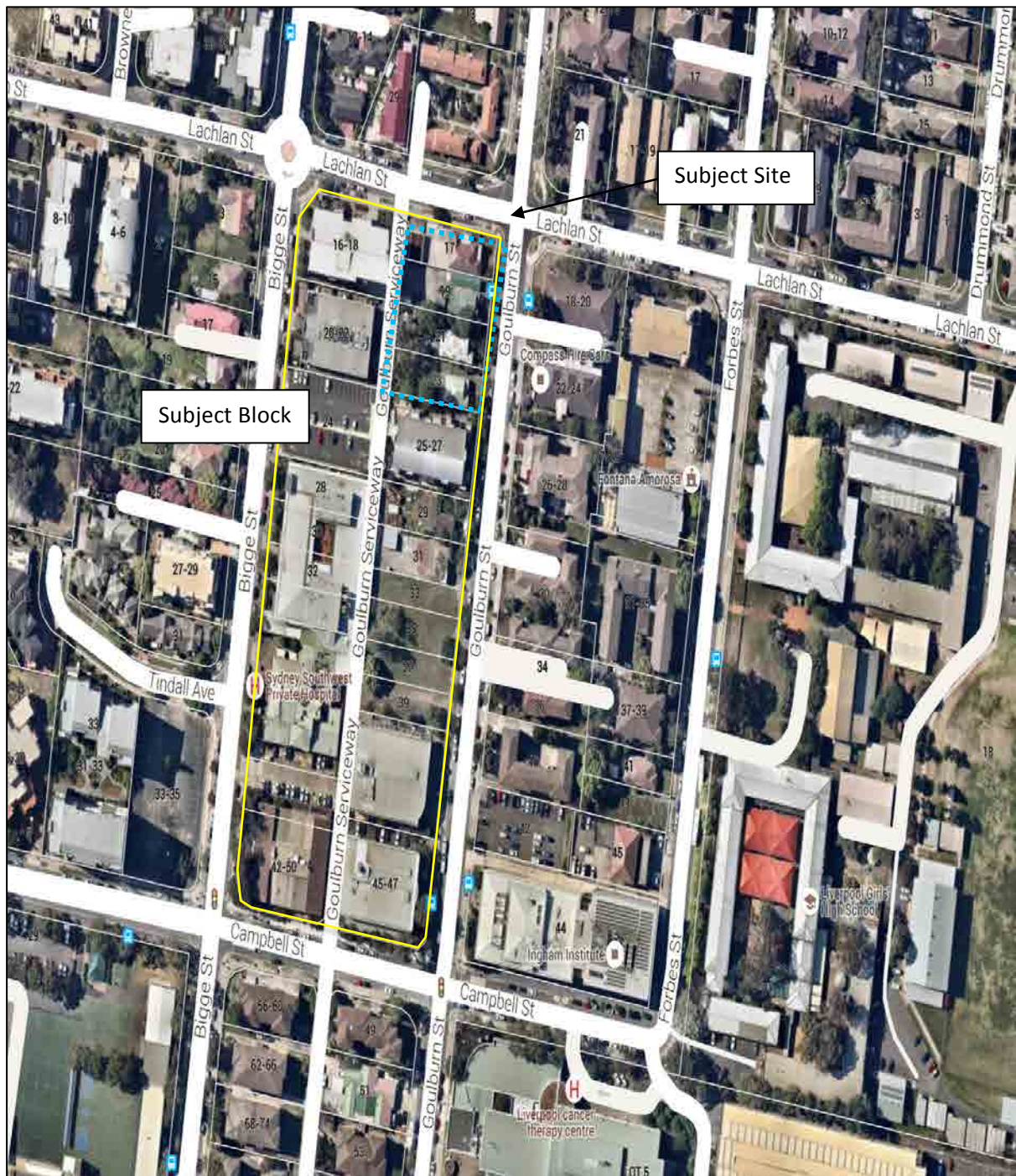


Figure 9: Aerial Map of Subject Block (Source: Nearmap 2015)

Located towards the northern portion of the town centre, land use north of Campbell Street has a more residential characteristics comprising predominantly of residential land uses including older style walk up flats, large modern residential flat buildings and remaining older style single storey residential dwellings, interspersed by a private hospital, girls high school, medical facility, commercial land uses and Liverpool Pioneer Memorial Park.

The subject block itself is dominated by Sydney Southwest Private Hospital building and open carparking area and associated medical centres of mixed sizes, ages and architectural styles, providing a variety of medical services.

The block also contains a mix of residential flat buildings and the last remaining single storey dwellings including within the subject site that has been earmarked to be redeveloped for higher residential densities. With the Liverpool LEP 2008 permitting greater intensification of the built form within the city centre, and with the recent demand for housing within close proximity to essential services, public transportation and recreational opportunities, it is expected that the subject block will undergo a significant transformation of its built form towards higher mixed use densities.

The proposed high density residential flat building will align with the principles of urban consolidation which seek to ensure the efficient use of community infrastructure by providing higher density development at strategic locations, noting the site location within an established commercial centre.

The development seeks to utilise the land in accordance with the zoning and provide alternative residential accommodation opportunities within close proximity to essential services, recreational opportunities and public transportation. The proposal will make available additional employment opportunities within the locality both during the construction phase. The increase of 108 residential units in the locality will provide additional patronage to Liverpool Town Centre and will significantly contribute towards boosting the local economy of Liverpool.

The Sydney Metropolitan Strategy supports higher residential development in strategic locations to accommodate future population growth, and Liverpool City Council has zoned the subject site as R4 – High Density Residential with a maximum building height of 35m and a maximum FSR of 3:1, which encourages higher density developments. Furthermore the locality is ideal for future urban intensification as it is located within the key regional centre, and is within walking distance to the largest hospital in NSW and associated medical precincts, industrial precinct, key public transportation hubs including a suburban train station and bus interchange and also within close proximity to essential services, parks, TAFE, schools and vital community services. This is illustrated by the broader aerial map in the following page. Furthermore the proposal is located near key arterial roads such as Newbridge Road, Elizabeth Drive, Hoxton Park Road and The Hume Highway.



Figure 10: Aerial Map of Subject Block (Source: Nearmap 2015)

Photograph 3 shows the subject site along Goulburn St



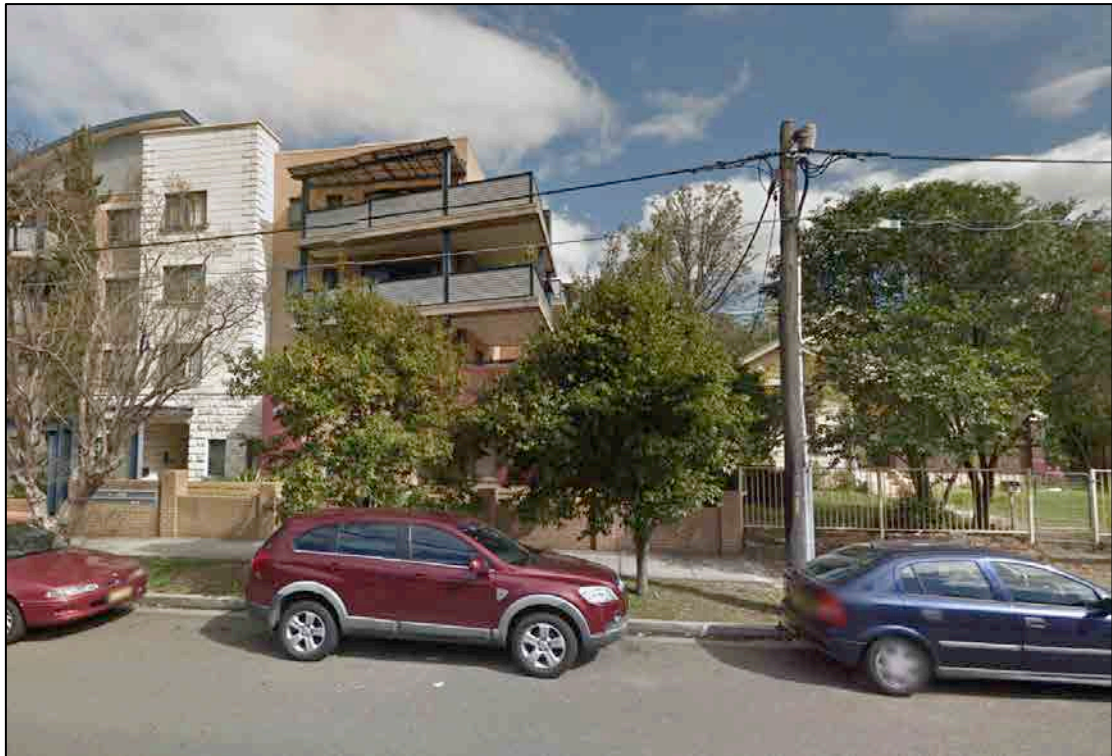
Photograph 4 shows the subject site as viewed from the intersection of Goulburn St and Lachlan St



Photograph 5 shows 17 Goulburn St as viewed from Lachlan Street



Photograph 6 shows 23 Goulburn St and adjoining older style 4 storey RFB to its southern boundary



Photograph 7 shows the rear portion of 17 Goulburn St with Goulburn S/Way separating the site from recently constructed 6 storey RFB to its western boundary



Photograph 8 shows the streetscape along Lachlan St looking eastwards



Photograph 9 shows the streetscape along Lachlan St looking westwards, illustrating the evolving high density residential character along Lachlan Street



Photograph 10 shows the existing streetscape along Goulburn St, looking southwards



Photograph 11 shows the existing streetscape along Goulburn St, looking northwards



Photograph 11 shows the evolving built form character within the northern portion of Liverpool City Centre, as viewed from the intersection of Bigge Street and Lachlan St looking north westwards.



Heritage

The site is not identified as a heritage item, it is not located within a heritage conservation area however it bounds heritage listed road patterns and a heritage item (I75) as illustrated by the heritage extract map below. It is also noted that the subject lots have not been identified in the Liverpool Archaeological Zoning and Management Plan (Casey & Lowe, 1996) as having archeological potential and therefore no archaeological assessment is required.

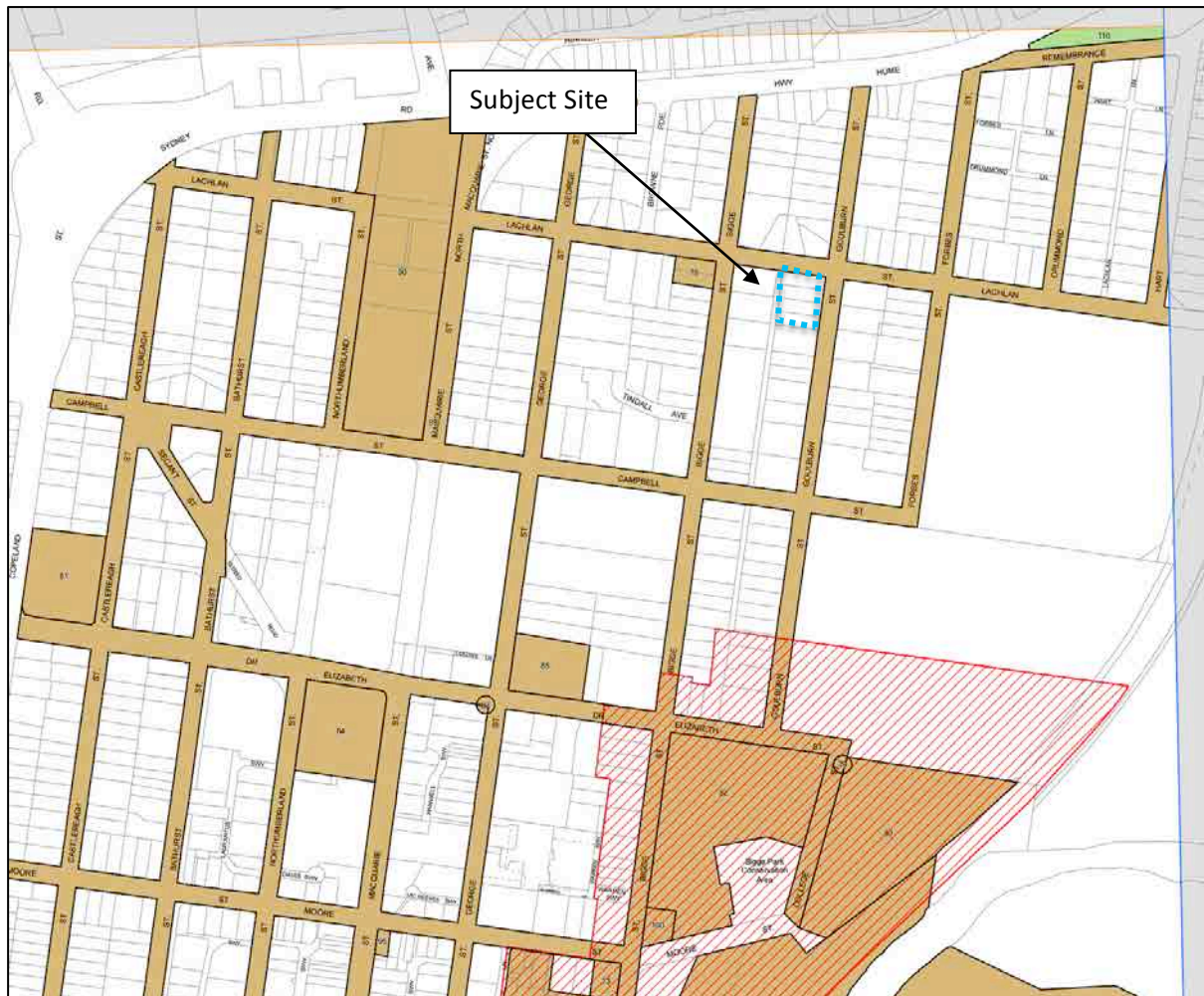


Figure 11: LEP Heritage Map Sheet HER_011 Extract (Source: Liverpool LEP 2008)

The proposed excavation works will be strictly controlled to ensure it will not have an impact on the existing historical road network that bounds the site to the north (Lachlan Street) and east (Goulburn Street) that might have potential archaeological potential, noting vehicular cross-over and access is via Goulburn Serviceway. Furthermore, existing buildings and Bigge Street will provide adequate separation between the subject site and the heritage item (I75), thus ensuring that the heritage significance of the heritage item is maintained, noting that the development is consistent with Council's future vision for the locality to accommodate higher density housing.

Flooding

The site is not identified as being affected by flooding, as illustrated by Flood Planning Area Map extract in the following page.

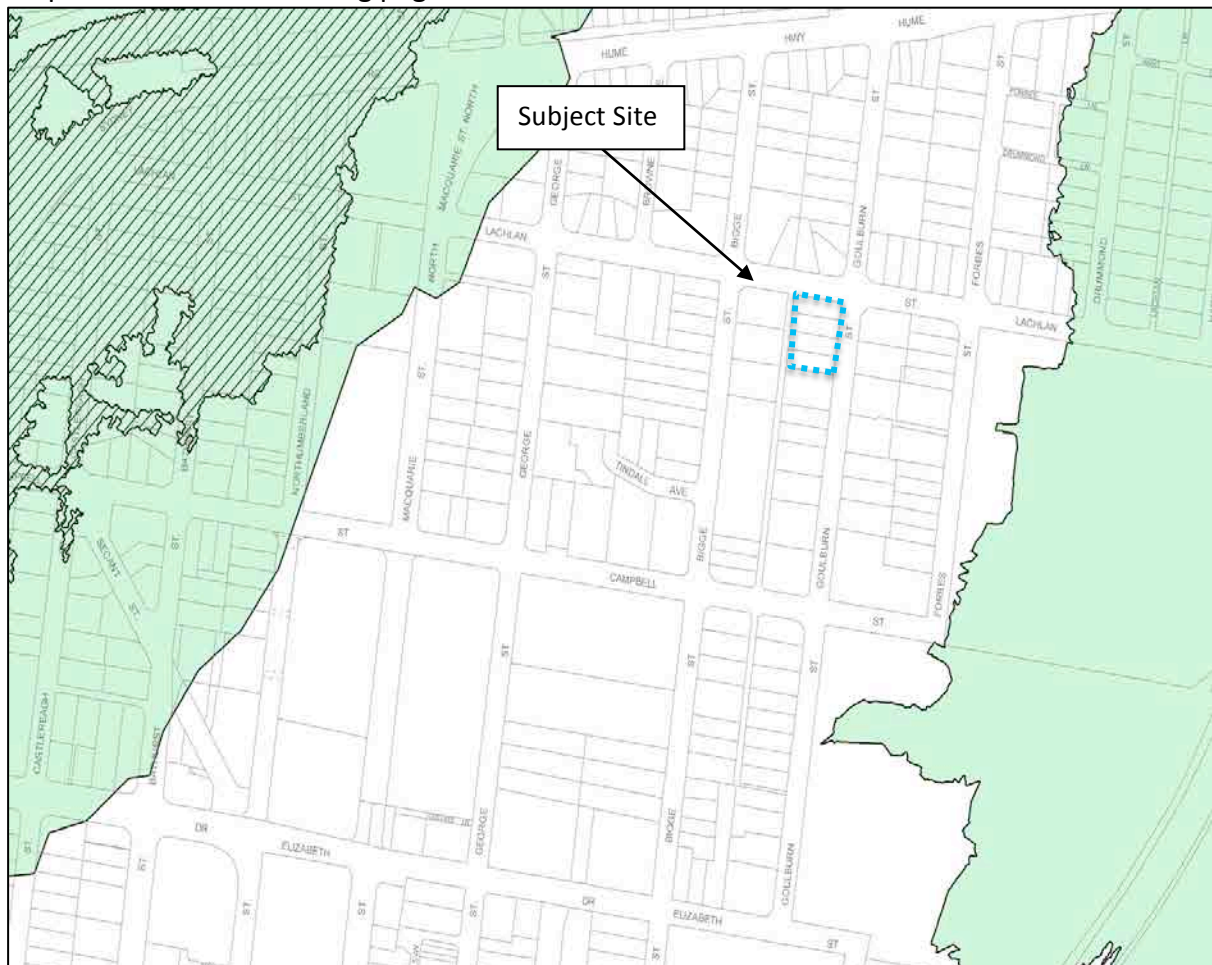


Figure 12: LEP Flood Planning Area Map Sheet Fld_011 Extract (Source: Liverpool LEP 2008)

2. Description of Proposal

The Development proposes to consolidate 4 allotments, demolish existing structures in-order to erect an 8-9 storey '*Residential Flat Building*' at 17-23 Goulburn Street, Liverpool. The development incorporates a total of 108 residential units with a total of 126 car parking spaces within two basement levels. A summary of the key elements of the proposal are provided below:

Unit Mix

The development proposal incorporates the following dwelling mix:

- 24 x 1 bedroom units;
- 75 x 2 bedroom units; and
- 9 x 3 bedroom units.

Parking

The proposal incorporates two (2) levels of basement parking containing a total of 130 vehicles.

Basement Level 2: Total of 63 car parking spaces with the following breakdown:

- 62 residential car parking spaces.
- 1 residential visitor car parking spaces.
- Service bay/ car wash bay.

Also includes 1 disabled car parking spaces.

Basement Level 1: Total of 67 car parking spaces with the following breakdown:

- 57 residential car parking spaces.
- 10 residential visitor car parking spaces.
- Service bay/car wash bay.
- Loading bay.

Also includes 2 disable car parking spaces.

Unit Configuration

A summary of the unit configuration is provided below:

Ground Floor

Unit	Bedrooms	Floor Area	POS	Total Storage	Cross	Solar
Block A						
Unit A001	3	101m ²	42m ²	13m ³	Yes	Yes
Unit A002	2	81m ²	95m ²	9m ³	Yes	Yes
Unit A003	2	76m ²	11m ²	9m ³	No	No
Unit A004	2	83m ²	17m ²	10m ³	Yes	Yes
Unit A005	2	75m ²	18m ²	10.5m ³	Yes	Yes
Block B						
Unit B001	3	101m ²	42m ²	13m ³	Yes	Yes
Unit B002	2	75m ²	99m ²	9m ³	Yes	Yes
Unit B003	2	83m ²	60m ²	9m ³	No	Yes
Unit B004	3	95m ²	69m ²	15.5m ³	Yes	Yes
Unit B005	2	76m ²	18m ²	10.5m ³	Yes	Yes

First Floor

Unit	Bedrooms	Floor Area	POS	Total Storage	Cross	Solar
Block A						
Unit A101	1	58m ²	15m ²	9m ³	No	Yes
Unit A102	2	80m ²	13m ²	8.50m ³	Yes	Yes
Unit A103	2	82m ²	15m ²	9m ³	Yes	Yes
Unit A104	2	86m ²	25m ²	9m ³	No	No
Unit A105	3	97m ²	13m ²	11.5m ³	Yes	Yes
Unit A106	2	81m ²	15m ²	11m ³	Yes	Yes
Unit A107	1	58m ²	15m ²	9m ³	No	Yes
Block B						
Unit B101	2	79m ²	35m ²	9.5m ³	No	No
Unit B102	2	80m ²	13m ²	8.50m ³	Yes	No
Unit B103	2	80m ²	19m ²	8m ³	Yes	Yes
Unit B104	2	83m ²	25m ²	9m ³	No	Yes
Unit B105	3	95m ²	13m ²	15.5m ³	Yes	Yes
Unit B106	2	80m ²	15m ²	11m ³	Yes	Yes
Unit B107	2	79m ²	35m ²	9.5m ³	No	No

Second Floor

Unit	Bedrooms	Floor Area	POS	Total Storage	Cross	Solar
Block A						
Unit A201	1	58m ²	35m ²	9m ³	No	Yes
Unit A202	2	80m ²	13m ²	8.50m ³	Yes	Yes
Unit A203	2	82m ²	19m ²	9m ³	Yes	Yes
Unit A204	2	86m ²	25m ²	9m ³	No	No
Unit A205	3	97m ²	13m ²	19m ³	Yes	Yes
Unit A206	2	81m ²	15m ²	11m ³	Yes	Yes
Unit A207	1	58m ²	35m ²	9m ³	No	Yes
Block B						
Unit B201	2	79m ²	35m ²	9.5m ³	No	No
Unit B202	2	80m ²	13m ²	8.50m ³	Yes	No
Unit B203	2	80m ²	19m ²	8m ³	Yes	Yes
Unit B204	2	83m ²	25m ²	9m ³	No	Yes
Unit B205	3	95m ²	13m ²	15.5m ³	Yes	Yes
Unit B206	2	80m ²	15m ²	11m ³	Yes	Yes
Unit B207	2	79m ²	35m ²	9.5m ³	No	No

Third Floor

Unit	Bedrooms	Floor Area	POS	Total Storage	Cross	Solar
Block A						
Unit A301	1	58m ²	15m ²	9m ³	No	Yes
Unit A302	2	80m ²	13m ²	8.50m ³	Yes	Yes
Unit A303	2	82m ²	15m ²	9m ³	Yes	Yes
Unit A304	2	86m ²	25m ²	9m ³	No	No
Unit A305	3	97m ²	13m ²	24.5m ³	Yes	Yes
Unit A306	2	81m ²	15m ²	11m ³	Yes	Yes
Unit A307	1	58m ²	15m ²	9m ³	No	Yes
Block B						
Unit B301	2	79m ²	35m ²	9.5m ³	No	No
Unit B302	2	80m ²	13m ²	8.50m ³	Yes	No
Unit B303	2	80m ²	19m ²	8m ³	Yes	Yes
Unit B304	2	83m ²	25m ²	11m ³	No	Yes
Unit B305	3	95m ²	13m ²	15.5m ³	Yes	Yes
Unit B306	2	80m ²	15m ²	11m ³	Yes	Yes
Unit B307	2	79m ²	35m ²	9.5m ³	No	No

Fourth Floor

Unit	Bedrooms	Floor Area	POS	Total Storage	Cross	Solar
Block A						
Unit A401	1	58m ²	15m ²	9m ³	No	Yes
Unit A402	2	81m ²	13m ²	10m ³	Yes	Yes
Unit A403	2	79m ²	16m ²	8.5m ³	No	No
Unit A404	2	81m ²	17m ²	9m ³	Yes	No
Unit A405	1	54m ²	12m ²	9m ³	Yes	Yes
Unit A406	1	58m ²	15m ²	9m ³	No	Yes
Block B						
Unit B401	2	79m ²	35m ²	9.5m ³	No	No
Unit B402	2	77m ²	13m ²	8m ³	Yes	No
Unit B403	2	77m ²	19m ²	9m ³	Yes	Yes
Unit B404	2	83m ²	25m ²	9m ³	No	Yes
Unit B405	2	78m ²	27m ²	9.5m ³	Yes	Yes
Unit B406	1	53m ²	12m ²	9m ³	Yes	Yes
Unit B407	2	79m ²	35m ²	9.5m ³	No	No

Fifth Floor

Unit	Bedrooms	Floor Area	POS	Total Storage	Cross	Solar
Block A						
Unit A501	1	58m ²	15m ²	9m ³	No	Yes
Unit A502	2	85m ²	13m ²	10m ³	Yes	Yes
Unit A503	2	76m ²	16m ²	8.5m ³	No	No
Unit A504	2	81m ²	17m ²	9m ³	Yes	No
Unit A505	1	54m ²	12m ²	9m ³	Yes	Yes
Unit A506	1	58m ²	15m ²	9m ³	No	Yes
Block B						
Unit B501	2	79m ²	35m ²	9.5m ³	No	No
Unit B502	2	78m ²	13m ²	8m ³	Yes	No
Unit B503	2	77m ²	19m ²	9m ³	Yes	Yes
Unit B504	2	83m ²	25m ²	9m ³	No	Yes
Unit B505	2	78m ²	27m ²	9.5m ³	Yes	Yes
Unit B506	1	53m ²	12m ²	9m ³	Yes	Yes
Unit B507	2	79m ²	35m ²	9.5m ³	No	No

Sixth Floor

Unit	Bedrooms	Floor Area	POS	Total Storage	Cross	Solar
Block A						
Unit A601	1	58m ²	15m ²	9m ³	No	Yes
Unit A602	2	85m ²	13m ²	20m ³	Yes	Yes
Unit A603	2	76m ²	16m ²	8.5m ³	No	No
Unit A604	2	81m ²	17m ²	9m ³	Yes	No
Unit A605	1	54m ²	12m ²	9.5m ³	Yes	Yes

Unit A606	1	58m ²	15m ²	9m ³	No	Yes
Block B						
Unit B601	2	79m ²	35m ²	9.5m ³	No	No
Unit B602	2	78m ²	13m ²	8m ³	Yes	No
Unit B603	2	77m ²	19m ²	9m ³	Yes	Yes
Unit B604	2	83m ²	25m ²	9m ³	No	Yes
Unit B605	2	78m ²	27m ²	9.5m ³	Yes	Yes
Unit B606	1	53m ²	12m ²	9m ³	Yes	Yes
Unit B607	2	79m ²	35m ²	9.5m ³	No	No

Seventh Floor

Unit	Bedrooms	Floor Area	POS	Total Storage	Cross	Solar
Block A						
Unit A701	1	58m ²	15m ²	9m ³	No	Yes
Unit A702	2	81m ²	13m ²	20m ³	Yes	Yes
Unit A703	2	79m ²	16m ²	8.5m ³	Yes	Yes
Unit A704	2	81m ²	17m ²	9m ³	Yes	Yes
Unit A705	1	54m ²	12m ²	9m ³	Yes	Yes
Unit A706	1	58m ²	15m ²	9.5m ³	No	Yes
Block B						
Unit B701	2	79m ²	35m ²	9.5m ³	No	Yes
Unit B702	2	78m ²	13m ²	8m ³	Yes	Yes
Unit B703	2	77m ²	19m ²	9m ³	Yes	Yes
Unit B704	2	83m ²	25m ²	9m ³	Yes	Yes
Unit B705	2	78m ²	27m ²	9.5m ³	Yes	Yes
Unit B706	1	53m ²	12m ²	9m ³	Yes	Yes
Unit B707	2	79m ²	35m ²	9.5m ³	No	No

Eight Floor

Unit	Bedrooms	Floor Area	POS	Total Storage	Cross	Solar
Block A						
Unit A801	1	57m ²	15m ²	9m ³	Yes	Yes
Unit A802	1	60m ²	15m ²	9m ³	Yes	Yes
Block B						
Unit B801	2	85m ²	29m ²	9.5m ³	Yes	Yes
Unit B802	2	88m ²	29m ²	9.5m ³	Yes	Yes

61%/72%

A brief description of the various aspects of the development is provided below.

Level	Inclusions
Basement Level 2	<p>63 car parking spaces with the following breakdown:</p> <ul style="list-style-type: none"> • 62 residential car parking spaces. • 1 residential visitor car parking spaces. <p>Proposal also provides a service bay/car wash bay and a total of 1 accessible car parking spaces.</p> <p>A total of 43 bicycle parking spaces.</p> <p>Residential storage area.</p> <p>Service area.</p> <p>2 x lift core and stairwell.</p> <p>Double width vehicular ramp to Basement Level 1</p>
Basement Level 1	<p>67 car parking spaces with the following breakdown:</p> <ul style="list-style-type: none"> • 57 residential car parking spaces. • 10 residential visitor car parking spaces. <p>Proposal also provides a service bay/car wash bay, a loading bay and 2 accessible car parking spaces.</p> <p>7 x motorbike parking spaces.</p> <p>A total of 11 bicycle parking spaces.</p> <p>Residential storage area.</p> <p>Service area.</p> <p>2 x Garbage storage area with garbage chute.</p> <p>Double width vehicular ramp down to Basement Level 2 and ramp access ground floor.</p>
Ground Floor Ground Floor	<p>With the site having two frontages, the proposal has been designed with two points of access to the site, with the primary northern entrance provided via Lachlan Street located near the centre portion of the site and provides accessible friendly ramp to central lobby area via the entrance to Building B. The primary entrance from the site's Goulburn Street frontage is located at the central of the site from an accessible friendly ramp from the central of the site to the main lobby area.</p> <p>The central lobby provides access to lobby area of both Building A and B, and communal open space, located at the central portion of the site.</p> <p>The proposal provides an accessible friendly ramp third access to the site via laneway with access to lobby area of both buildings and to central lobby area. The development also provides direct private to laneway from private open area of Unit A005 & B005, direct access to Lachlan Street via private open area of Unit B002, B003 & B004, and direct access to Goulburn Street from private open space of Unit A001, A002 and B001.</p>

	Each unit is provided with a kitchen, laundry, living area, dining area and private open space that is generally accessed from living areas.
	441m ² (15.4%) of deep soil zones.
	1,465m ² (51.01%) landscape area.
	1,214.6m ² (42.29%) of common open space.
	Planter boxes
	Temporary bin area with direct access to laneway.
	Waste storage space including residential storage area, plant room and a loading bay.
	Substation.
	2 x lobby area per building, each with a lift core, stairwell and garbage chute.
	Double width ramp to basement level via laneway, located near the south western corner of the site.
Level 1 – 3	Building A
	Each unit is provided with a kitchen, laundry, living area, dining area and balcony that is generally accessed from living areas.
	2 x 1 bedroom unit with balcony per level (total 6 units).
	4 x 2 bedroom unit with balcony per level (total 12 units).
	1 x 3 bedroom unit with balcony per level (total 3 units).
	Lobby area comprising of a lift core, stairwell and waste chute.
	Building B
	Each unit is provided with a kitchen, laundry, living area, dining area and balcony that is generally accessed from living areas.
	6 x 2 bedroom unit with balcony per level (total 18 units).
	1 x 3 bedroom unit with balcony per level (total 3 units).
	Lobby area comprising of a lift core, stairwell and waste chute.
Level 4 – 7	Block A
	Each unit is provided with a kitchen, laundry, living area, dining area and balcony that is generally accessed from living areas.
	3 x 1 bedroom unit with balcony per level (total 12 units).
	3 x 2 bedroom unit with balcony per level (total 12 units).
	Lobby area comprising of a lift core, stairwell and waste chute.
	Block B
	Each unit is provided with a kitchen, laundry, living area, dining area and balcony that is generally accessed from living areas.
	1 x 1 bedroom unit with balcony per level (total 4 units).
	6 x 2 bedroom unit with balcony per level (total 24 units).
	Lobby area comprising of a lift core, stairwell and waste chute.

Level 8	Block A
	Each unit is provided with a kitchen, laundry, living area, dining area and balcony that is generally accessed from living areas.
	2 x 1 bedroom unit with balcony.
	Lobby area comprising of a lift core, stairwell and waste chute.
	Block B
	Each unit is provided with a kitchen, laundry, living area, dining area and balcony that is generally accessed from living areas.
	2 x 2 bedroom unit with balcony.
	Lobby area comprising of a lift core, stairwell and waste chute.

The relevant architectural plans for the proposal have been prepared by Gus Fares Architects while supporting reports have been prepared by relevant sub consultants. The proposal addresses the sites multiple frontages and an attractive nine storey residential flat building that incorporates contemporary architectural aesthetics that relates to the evolving high residential character north of Georges Street. The design response is contextually appropriate and high levels of amenity are provided to residents.

Design consideration has also been given to residential amenity including aspects such as privacy and solar access for both future residents of the proposal and those of surrounding properties.

3. Planning Controls

The following summarises the relevant planning controls in relation to the proposal and the compliance of each.

State Environmental Planning Policy BASIX

The application has been assessed and is accompanied by a complying BASIX certificate demonstrating a commitment to thermal and water efficiency.

State Environmental Planning Policy No. 55 – Contaminated Land

Given the historical use of the site for urban purposes, land contamination is not likely. Further investigation and reporting under SEPP 55 is not considered necessary given the residential use of the site and no indication of potentially contaminated materials on the site.

Council can be satisfied that the provisions of Clause 7 of the SEPP are satisfied. If any contaminated material or suspected contaminated material is unearthed during the construction process then actions consistent with the legislative requirements and guideline document will be undertaken.

Greater Metropolitan Regional Environmental Plan No. 2- Georges River Catchment (GMREP 2)

The subject site is subject to the broad planning principles contained within the GMREP. The Aims and Objectives and broad Planning Principles must be considered and achieved, where possible, in the carrying out of development within the catchment. The relevant aims and objectives include:

- (a) to maintain and improve the water quality and river flows of the Georges River and its tributaries and ensure that development is managed in a manner that is in keeping with the national, State, regional and local significance of the Catchment,*
- (b) to protect and enhance the environmental quality of the Catchment for the benefit of all users through the management and use of the resources in the Catchment in an ecologically sustainable manner,*
- (c) to ensure consistency with local environmental plans and also in the delivery of the principles of ecologically sustainable development in the assessment of development within the Catchment where there is potential to impact adversely on groundwater and on the water quality and river flows within the Georges River or its tributaries,*
- (d) to establish a consistent and coordinated approach to environmental planning and assessment for land along the Georges River and its tributaries and to promote integrated catchment management policies and programs in the planning and management of the Catchment,*
- (e) (Repealed)*
- (f) to provide a mechanism that assists in achieving the water quality objectives and river flow objectives agreed under the Water Reform Package.*

The proposed development does not detract from the above listed aims and objectives given the nature of the development and the environmental safeguards proposed, including the drainage concept proposed and the erosion and sediment controls that will be in place throughout the construction phase of the development. Therefore the proposal satisfies the key provisions of the GMREP.

State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development and Apartment Design Guide

The development application is accompanied by a design verification statement by that an architect has directed and designed the proposal, and that the design quality principles set out in Part 2 of the SEPP are achieved for the residential flat development.

A description of compliance with the applicable development controls such as setbacks, building depth, separation, height, etc is provided in the local planning controls discussion and tables below.

The table below provides a detailed discussion against the relevant provisions of the Apartment Design Guide, noting that a number of these provisions are embodied within the Liverpool Local Environmental Plan 2008 and supporting Liverpool Development Control Plan 2008.

An assessment against the relevant objectives and design guidelines contained in parts 3 and 4 of the Architectural Design Guide can be found below.

Clause 6A of the amended SEPP states that development control plans cannot be inconsistent with the Apartment Design Guide for the following matters set out in parts 3 and 4 of the guide:

- (a) visual privacy,
- (b) solar and daylight access,
- (c) common circulation and spaces,
- (d) apartment size and layout,
- (e) ceiling heights,
- (f) private open space and balconies,
- (g) natural ventilation,
- (h) storage.

The SEPP states that if a development control plan contains provisions that specify requirements, standards or controls in relation to a matter to which clause 6A applies, those provisions are of no effect. The key provisions of the ADG are addressed below.

ADG Element	Design Criteria/Design Guideline	Proposed	Compliance
Part 3 – Siting the Development			
3A Site Analysis	Appendix 1 of the ADG	Provided	YES
3B Orientation	Building to define the street, by facing it and incorporating direct access from the street	The proposed residential flat building has been designed to address its frontage, with direct access to the proposed 8-9 storey building provided from all three frontages.	YES
	Where an adjoining building does not currently receive 2 hours of sunlight in midwinter, solar access should not be further reduced by > 20%	Not applicable.	N/A
	4 hours of solar access should be retained to solar collectors on neighbouring buildings	Adjoining properties do not contain solar collectors	N/A
3C Public Domain Interface	Terraces, balconies should have direct street entry, where appropriate.	The majority of ground floor units have direct street entry where practical.	YES
	Mail boxes should be located in lobbies, perpendicular to the street alignment or integrated into front fences where individual street entries are provided	Mail boxes are located perpendicular to the street alignment. Complies.	YES
	Substations, pump rooms, garbage storage rooms and other service rooms should be located in the basement carpark or out of view	Bin storage area is located in the basement level, with the temporary bin area and potential substation to be located along the site's frontage to a lane way. This will ensure no adverse streetscape impacts to the primary frontages.	YES

3D Communal and Public Open Space	<u><i>Design Criteria:</i></u> Communal open space has a minimum area equal to 25% of the site	718m ² required and 1214.6m ² or 42.3% of the site area is dedicated for communal open space area.	YES
	50% of the principal COS should receive 2 hours of sunlight between 9am and 3pm	Complies	YES
	<u><i>Design Guidelines:</i></u> Minimum dimension of 3m	Complies	YES
	Direct, equitable access should be provided to communal open space areas from common circulation areas, entries and lobbies	Proposal ensures that direct, equitable access in line with relevant Australian Standard is provided to communal open space areas from common circulation areas, entries and lobbies.	YES
	Where communal open space cannot be provided at ground level, it should be provided on a podium or roof	It is noted that all communal open space areas are provided at the ground level. Not applicable	N/A
	Facilities are provided within communal open spaces and common spaces for a range of age groups, incorporating some of the following elements: <ul style="list-style-type: none"> • seating for individual or groups • barbecue areas • play equipment or play area • swimming pools, gyms, tennis courts or common rooms Communal open space and the public domain should be readily visible from habitable room and private open space areas while	Noted. The proposed RFB has been designed with the orientation of balconies and windows to maximise passive surveillance to the communal open space areas and to the public domain.	- YES

	<p>maintaining privacy</p> <p>Public open space should be well connected with public street along at least one edge</p>	<p>Multiple access to the site is provided from its three frontages. See attached plans for detail.</p>	YES
3E Deep Soil Zones	<p><u>Design Criteria:</u> A deep soil zone equivalent to 7% of the site area must be provided</p> <p>If the site is between 650m² to 1500m² then the DSZ must have minimum dimensions of 3m</p> <p>If over 1500m² then min dimensions of 6m</p> <p><u>Design Guidelines:</u> On some sites it may be possible to provide larger deep soil zones:</p> <ul style="list-style-type: none"> • 10% of the site as deep soil on sites with an area of 650m²- 1,500m² • 10% of the site as deep soil on sites greater than 1,500m² 	<p>201m² required and 441m² or 15.4% of the site area is dedicated as deep soil zone.</p> <p>Minimum dimensions of 6m</p> <p>It is noted that the proposal provides a total of 15.4% of the site area for deep soil zones. Complies.</p>	<p>YES</p> <p>YES</p> <p>YES</p>
<p>3F Visual Privacy</p> <p>Building Separation Up to 4 storeys (up to 12m)</p> <p>Building Separation Up to 4 storeys (up to 12m)</p>	<p><u>Design Criteria:</u></p> <p>12m between habitable rooms (6m) 6m between non habitable rooms (3m)</p> <p>18m between habitable rooms (9m) 9m between non habitable rooms (4.5m)</p>	<p>The development only has a single common boundary where separation is a relevant consideration.</p> <p>Up to the 4th storey the building has a 6m-17m setback to the building line, with minor encroachment by balconies.</p> <p>Between the 5th and 8th storey the building has a 9m-17m setback to the building line, with minor encroachment by balconies.</p>	Yes- Building Line & Minor Balcony Encroachments

	and common areas		
Part 4 – Designing the Building			
4A Solar Access	<p><u>Design Criteria:</u></p> <p>Living rooms and private open space of at least 70% of units to receive 2 Hours Solar Access between 9am and 3pm Mid-Winter</p> <p>A maximum of 15% of apartments receive no direct sunlight between 9am and 3pm Mid Winter</p>	<p>72% of units achieve the required 2 hours of solar access at mid-winter</p> <p>< 15%</p>	<p>YES</p> <p>YES</p>
4B Naturally Ventilation	<p><u>Design Criteria:</u></p> <p>60% of Units are cross ventilated in a building up to 9 storeys</p> <p>Overall width of a cross over or cross through apartment is < 18m</p> <p><u>Design Guidelines:</u></p> <p>The building should include dual aspect apartments, cross through apartments and corner apartments and limit apartment depths</p>	<p>61% of units are cross ventilated.</p> <p>Complies</p> <p>Development has a mix of dual aspect apartments and corner apartments. See attached architectural plans for detail.</p>	<p>YES</p> <p>YES</p> <p>YES</p>
4C Ceiling Height	<p><u>Design Criteria:</u></p> <p>2.7m for habitable and 2.4m for non-habitable.</p>	Complies	YES
4D Unit Sizes	<p><u>Design Criteria:</u></p> <p>50m² 70m² 90m²</p> <p>+ 5m² for each unit with more than 1 bathroom.</p> <p>Every habitable room must have a window in an external wall with a total minimum glass area of not less than</p>	<p>All units comply with many units exceeding. Where additional bathrooms have been provided unit sizes have been increased by at least 5m².</p> <p>Every habitable room is provided with a window.</p>	<p>YES</p> <p>YES</p>

Habitable Room Depths	10% <u>Design Guidelines:</u> Limited to 2.5m x Ceiling Height	Despite the noncompliance with objective 4D-2, figure 4D.3 indicates that an 8.1m depth (3 x ceiling height) is okay for open plan apartments.	YES
Bedroom sizes Master Other	10m ² 9m ²	Complies- See detail unit typology plans for detail.	YES YES
Living rooms/dining areas have a minimum width of: 3.6m 4m	Studio/1 br 2br/ 3br	Comply Comply	YES YES
Open Plan Layouts that include a living, dining room and kitchen.	8m to a window	Complies given unit depths and design layouts.	YES
4E Private Open Space Balcony Sizes 1 bed 2 bed 3 bed	<u>Design Criteria:</u> 8m ² & 2m depth 10m ² & 2m depth 12m ² & 2.4m depth	Complies Complies Complies	YES YES YES
Ground level/ podium apartments	15m ² & 3m depth	Complies- exception of Unit A003 that is over the driveway and is therefore more appropriate to have a standard balcony of 10m ² .	YES
4F Common Circulation and Spaces	<u>Design Criteria:</u>		
Common Circulation Units per Plate	8 Unit per Plate	Lift core is to serve a maximum of 7 units per plate per level, noting the development provides 2 lift core per level.	YES
Corridors > 12m	Are articulate	N/A	N/A
4G Storage	1 bed 6m ³ 2 bed 8m ³ 3 bed 10m ³	The proposal provides: 1 bed: >6m ³ 2 bed: >8m ³ 3 bed: >10m ³	YES- Overall Minor Variation to Proportions.

	Min 50% of required storage is within the apartment	<p>This is provided within the basement/ground floor and within the units themselves</p> <p>The proposal exceeds the minimum requirement however a number of units have a greater than 50% proportion internally or within the basement areas which is a function of the scale of the development and the variety in unit types. Given the proposal meets the overall requirements and provides for useable and functional internal and basement storage to each unit the minor departure to the 50% is worthy of support.</p>	
4H Acoustic Privacy	<p>Adequate building separation is provided within the development and from neighboring buildings/adjacent uses</p> <p>Windows and door openings are generally orientated away from noise source</p> <p>Noisy areas within buildings including building enters and corridors should be located next to or above each other and quieter areas next to or above quieter areas.</p>	<p>Development has provided adequate separation from neighbor buildings/properties in-line with 3F Visual Privacy – design criteria above.</p> <p>Where appropriate windows and door openings are orientated away from noise sources.</p> <p>The application is designed to create different ‘zones’ with more active areas clustered together and more passive areas also clustered together to maximise acoustic privacy and also take advantage of the lot orientation.</p>	<p>YES</p> <p>YES</p> <p>YES</p>
4K Apartment Mix 7	A variety of apartment types is provided	<p>A diversity of apartments is proposed as follows: 2 x 1 bedroom units; 24 x 2 bedroom units; and 75 x 3 bedroom units</p> <p>The proposed unit mix will offer a variety of housing choice. The proposal is designed with a mix of units to provide a variety of housing choices that responds to</p>	YES

		market demand, noting that the bedroom numbers and size of units are varied that will provide for a range of sizes to meet the needs of occupants and also provide different pricing points for the alternative sizes which will contribute to affordability.	
4M Facades	Building facades should be well resolved with an appropriate scale and proportion to the streetscape and human scale	<p>The proposed facades are well articulated with a mixture of vertical and horizontal features including windows, projecting walls and balconies, framed elements and fixed timber louvers.</p> <p>Overall the proposed facade is considered a quality design outcome that is compatible with other comparable modern RFB within the locality whilst aiming to set the tone and scale for future comparable RFB within the subject block.</p>	YES
4O Landscape Design			
Site Area 850m ² to 1500m ²	1 large tree or 2 medium trees per 90m ² of DSZ	Consistent as per landscaping.	YES
>1500m ²	1 large tree or 2 medium trees per 80m ² of DSZ		
4Q Universal Design			
20% of the total apartments	Achieve Liveable House Guidelines silver level universal design features	Meets Liverpool DCP with 11 units dedicated as adaptable units.	Yes
4U Energy Efficiency		The application has been provided with a BASIX certificate indicating energy efficiency for each residential unit provided. Furthermore it is noted that 72.7% of units achieve the minimum 2 hours of solar access at mid-winter and over 61% units	Yes

		achieve natural ventilation.	
4V Water Management and Conservation	Reduce mains consumption, and reduce the quantity of storm water runoff.	The application has been provided with a BASIX certificate indicating energy efficiency for each residential unit provided.	Yes
4W Waste Management	Supply WMP	Provided	Yes
	Allocate storage area	Appropriate waste storage areas are provided.	Yes
4X Building Maintenance	To ensure long life and ease of maintenance for the development.	The proposed material is considered durable which may be easily cleaned.	Yes

Liverpool Local Environmental Plan 2008

As shown on the zoning map extract below the development site is zoned R4 High Density Residential under the provisions of the Liverpool LEP 2008.



Figure 13: Zoning Map Sheet LZN_011 Map Extract (Source: Liverpool LEP 2008)

Residential Flat Buildings are permissible with consent and the proposal is consistent with the definition contained within the LEP.

residential flat building means a building containing 3 or more dwelling, but does not include an attached building or multi dwelling housing.

The development proposal is also consistent with the prescribed zone objectives that are stipulated as:

- *To provide for the housing needs of the community within a high density residential environment.*
- *To provide a variety of housing types within a high density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To minimise the fragmentation of land that would prevent the achievement of high density residential development.*

The proposed development provides a residential flat building will not only make available a variety of housing types within the northern portion of Liverpool City Centre. The site is well located and is located within proximity essential services, public transportation and recreation opportunities. The table below provides detail on the development standards relevant to the current proposal as well as other relevant provisions.

Liverpool Local Environmental Plan 2008 – Compliance Table			
Clause	Controls	Comment	Complies
Zoning	R4 – High Density Residential	A residential flat building is permissible with Council consent in the R4 – High Density Residential Zone.	YES
Part 2 Permitted or Prohibited Development			
2.3	Zone objectives and land use table	<p>The proposal is consistent with the zone objectives of the R4 – High Density zone and will provide additional housing in the catchment of public transport and services whilst contributing to range of housing types to suit the needs of residents within a high density context.</p> <p>The site as it is currently exists is underutilised in terms of its potential. The proposal will appropriately fulfil the subject site's zoning potential whilst increasing housing opportunity within Liverpool City Centre.</p>	YES
Part 4 Principal Development Standards			
4.3	Height of buildings: 35m	<p>A maximum building height of 35m is identified for the site under Liverpool Local Environmental Plan 2008 Height of Buildings Map Sheet HOB_011.</p> <p>No part of the proposal exceeds 35m (proposing a maximum building height of 29.7m) and as such the proposal is compliant with maximum building height control.</p>	YES

4.4	Floor space ratio: 3:1	<p>A maximum floor space ratio of 3:1 is identified for the site under the Liverpool Local Environmental Plan 2008 Floor Space Ratio Map Sheet FSR_011.</p> <p>It is noted that the development proposes an FSR of 3.3:1 and as such presents a departure of 772.5m² or 8.967% of the maximum permitted FSR. See Clause 4.6 variation for further detail.</p>	Minor Variation- See Clause 4.6 variation
Part 5 Miscellaneous Provisions			
5.10	Heritage conservation	<p>The site is not identified as a heritage item, it is not located within a heritage conservation area however it bounds heritage listed road patterns and a heritage item (I75). It is also noted that the subject lots have not been identified in the Liverpool Archaeological Zoning and Management Plan (Casey & Lowe, 1996) as having archeological potential and therefore no archaeological assessment is required.</p> <p>The proposed excavation works will be strictly controlled to ensure it will not have an impact on the existing historical road network that bounds the site to the north (Lachlan Street) and east (Goulburn Street) that might have potential archaeological potential, noting vehicular cross-over and access is via Goulburn Serviceway. Furthermore, existing buildings and Bigge Street will provide adequate separation between the subject site and the heritage item (I75), thus ensuring that the heritage significance of the heritage item is maintained, noting that the development is consistent with Council's future vision for the locality to accommodate higher density housing.</p>	YES

Part 7 Additional Local Provision: Division 1 Liverpool City Centre Provisions			
7.1	Objectives for development in Liverpool City Centre	<p>The proposed development is consistent with the objectives for development in Liverpool City Centre, with complying setbacks to ensure existing and evolving high density street character and building alignment is reinforced.</p> <p>Development has been designed to maximise</p> <p>Furthermore, the development proposes an attractive 9 storey residential flat building that adequately addresses its multiple frontages whilst contributing to the evolving skyline of Liverpool with an attractive</p>	YES
7.2	Sun Access in Liverpool City Centre	Not applicable as site not identified in the table nor is the site in proximity to the local park areas.	N/A
7.3	Car parking in Liverpool City Centre	Clause 7.3 does not apply to the subject site as it is not Zoned B3 Commercial Core or B4 Mixed Use.	N/A
7.4	Building separation in Liverpool City Centre	The proposed development meets the ADG separation requirements of 6m to the side boundary for the first 4 stories and then 9m above that and beyond 12m to the top most level. This exceeds the 9m separation between building (i.e. 4.5m) for buildings between 12m-25m and is appropriate and satisfies the Clause and the ADG.	N/A
7.5	Design excellence in Liverpool City Centre	The proposal exhibits design excellence and embodies the matters prescribed in Clause 7.5(3)(a)-(xi). See the Design Verification Statement prepared by Gus Fares for further detail. It is noted that the development site is not identified as a key site and therefore an architectural design competition is not necessary.	YES

Part 7 Additional Local Provision: Division 2 Other Provisions			
7.6	Environmental Significant Land	The subject site is not located within the environmentally significant land map. Not applicable.	N/A
7.7	Acid Sulfate Soils	The subject site is not identified as being affected Acid Sulfate Soils. Not applicable.	N/A
7.8	Flood Planning	The subject site is not identified as being flood prone. Not applicable.	N/A
7.9	Foreshore Building Line	The subject site is not located within the Foreshore Building Line. Not applicable.	N/A
7.11	Minimum Dwelling Density.	Subject site is not located within the dwelling density map. Not applicable.	N/A
7.12	Maximum Number of Lots.	Subject site is not located within the dwelling density map. Not applicable.	N/A
7.13	Minimum Lot Width in Zones R1, R2, R3 and R4	No subdivision is proposed as part of this development. Not applicable.	N/A
7.14	Minimum Building Street Frontage: 24m	<p>Liverpool LEP 2008 requires a minimum building street frontage of 24m for the construction of a residential flat building.</p> <p>The development proposes to consolidate four lots which results in the site having a frontage of approximately 59.6m to Goulburn Street and a frontage of approximately 48.195m to Lachlan Street.</p>	YES
7.17	Development in Flight Paths	Development is not within a flight path. Not applicable.	N/A
7.18	Development in Areas Subject to Potential Airport Noise	The subject site is not affected by aircraft noise. Not applicable.	N/A
7.31	Earthworks	This application seeks Council consent for the excavation of the site as per the attached plans. It is considered that the proposed excavation, particularly for the basement car parking area will have minimal adverse environmental or amenity impact.	Yes

		<p>It is also noted that earthworks will be strictly controlled to ensure it will not have an impact on the existing historical road network that bounds the site to the north (Lachlan Street) and east (Goulburn Street) that might have potential archaeological potential.</p> <p>The proposal results in an appropriate outcome when considering the nature of the development, the unique characteristics of the site and compliance with relevant Council controls.</p> <p>The proposal will not adversely affect or disrupt drainage and flood patterns, flood storage or soil stability in the area.</p> <p>The proposed excavation is consistent with the current and future use of the land and will develop the site into context with its surrounds and in accordance with Councils current and proposed planning strategies.</p> <p>It is considered unlikely due to the location of the site as well as previous development that excavation will lead to the disturbance of relics.</p>	
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Liverpool Development Control Plan 2008– Part 1 General Controls

Those controls relevant to the amended proposal are addressed below:

Liverpool Development Control Plan 2008 – Part A1 General Controls Compliance Table			
Clause	Controls	Comment	Complies
2. Tree Preservation			
		<p>The subject site is within a well established residential area, having historically been used for residential purposes.</p> <p>The site contains trees and vegetation that is to be demolished in-order to accommodate the proposed development, noting where appropriate existing street trees are to be retained.</p>	YES

		The proposal will also incorporate high quality landscape embellishment works appropriate within a high density residential context along with appropriate replacement plantings to help reduce the physical bulk and scale of the development whilst also enhancing privacy levels and amenity within a garden setting in accordance with the landscape plan. See attached Landscape Plan for detail.	
5. Bush Fire Risk			
		The subject site is not identified as being located within a bushfire prone land. Not applicable.	N/A
6. Water Cycle Management			
		<p>A Stormwater Management Plan has been prepared and is attached as part of this application.</p> <p>The proposed development incorporates Water Sensitive Urban Design (WSUD) principles that seek to minimise and manage the impact of stormwater on site and within the area. The proposed development appropriately addresses the unique characteristics of the site and will allow for the efficient management of stormwater.</p> <p>The proposal incorporates appropriate setbacks and landscaping that will permit stormwater penetration and will reduce runoff and the impact of stormwater on site and in the area.</p>	YES
8. Erosion and Sediment Control			
		Appropriate measures will be undertaken during the construction and construction phase of the development application to ensure that all soil materials will be contain on the site. It is noted that earthworks will be strictly controlled to ensure it will not have an impact on the existing historical road network that bounds the site to the north (Lachlan Street) and east (Goulburn Street) that might have potential archaeological potential.	N/A

		<p>Appropriate erosion and sediment control measures such as the use of sediment fencing will be undertaken to minimise erosion during the demolition and construction phase of the proposal.</p> <p>An Erosion and Sediment Control Plan is attached as part of this application.</p>	
9. Flood Risk			
		The subject site is not flood prone. Not applicable.	N/A
10. Contaminated Land Risk			
		<p>The site was previously used for urban purposes. The land is not known to have been used for any purposes that may give rise to the likelihood of contamination. Nothing on site indicates a previous contaminating use. If any contaminated material or suspected material is unearthed during the construction process then actions consistent with the legislative requirements and guideline documents will be undertaken.</p>	N/A
11. Salinity Risk			
		Due to the nature and location of the site it is not likely to be affected by Saline Soils. Not applicable.	N/A
12. Acid Sulfate Soils Risk			
		The subject site is not identified as being affected Acid Sulfate Soils. Not applicable.	N/A
18. Notification of Applications			
		Noted.	
17. Heritage and Archaeological Sites			
		<p>The site is not identified as a heritage item, it is not located within a heritage conservation area however it bounds heritage listed road patterns and a heritage item (I75). It is also noted that the subject lots have not been identified in the Liverpool Archaeological Zoning and Management Plan (Casey & Lowe, 1996) as having archeological potential and therefore no archaeological assessment is required.</p>	YES

		<p>The proposed excavation works will be strictly controlled to ensure it will not have an impact on the existing historical road network that bounds the site to the north (Lachlan Street) and east (Goulburn Street) that might have potential archaeological potential, noting vehicular cross-over and access is via Goulburn Serviceway. Furthermore, existing buildings and Bigge Street will provide adequate separation between the subject site and the heritage item (I75), thus ensuring that the heritage significance of the heritage item is maintained, noting that the development is consistent with Council's future vision for the locality to accommodate higher density housing.</p>	
20. Car Parking and Access			
20.1	Overall design considerations	<p>The proposed basement car parking arrangement is to be appropriately integrated into the proposal and is consistent with existing, surrounding development. It is considered that the proposal provides an appropriate outcome on site that provides adequate parking arrangements as well as ensuring the safe and efficient movement of vehicular and pedestrian traffic.</p> <p>See attached plans and Traffic Report for detail.</p>	YES
20.2	Car parking provision	Car parking rates under Part 4 Development in Liverpool City Centre apply to the proposal. Refer to Clause 4 in part 4 for detail.	Refer to Part 4 of the DCP
20.4	Internal Driveways	Access ways and car parking spaces are to be appropriately dimensioned in accordance with relevant Australian Standards and Council controls and will permit the safe movement and parking of vehicles on site. See attached plans and Traffic Report for detail.	YES

21. Subdivision of Land and Building			
		No subdivision is proposed as part of this proposal. Not applicable.	N/A
24. Landfill			
		<p>This application seeks Council consent for the excavation of the site as per the attached plans. It is considered that the proposed excavation, particularly for the basement car parking area will have minimal adverse environmental or amenity impact.</p> <p>It is also noted that earthworks will be strictly controlled to ensure it will not have an impact on the existing historical road network that bounds the site to the north (Lachlan Street) and east (Goulburn Street) that might have potential archaeological potential.</p> <p>The proposal results in an appropriate outcome when considering the nature of the development, the unique characteristics of the site and compliance with relevant Council controls.</p> <p>The proposal will not adversely affect or disrupt drainage and flood patterns, flood storage or soil stability in the area.</p> <p>The proposed excavation is consistent with the current and future use of the land and will develop the site into context with its surrounds and in accordance with Councils current and proposed planning strategies.</p> <p>It is considered unlikely due to the location of the site as well as previous development that excavation will lead to the disturbance of relics.</p>	Yes
25. Waste Disposal and Re-use Facilities			
		A Waste Management Plan is attached as part of this application. Notwithstanding, it is noted that waste is to be appropriately managed during the demolition and construction stages of the development.	Yes

		<p>Further, appropriate waste facilities will be provided for future residents of the proposal within the basement level that will be accessible to all residents and include a waste chute system and the temporary waste bin on the ground floor communal bin storage areas will be accessible to all residents.</p> <p>See attached Waste Management Plan and architectural plans for further detail.</p> <p>The location of the communal bin storage area along the rear laneway boundary will ensure that this waste collection arrangement will not detrimentally impact upon pedestrian or motorist safety.</p>	
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Liverpool Development Control Plan 2008– Part 4 Development in Liverpool City Centre

Those controls relevant to the amended proposal are addressed below.

Liverpool Development Control Plan 2008 – Part 4 Development in Liverpool City Centre Compliance Table			
Clause	Controls	Comment	Complies
2. Controls for Building Form			
2.1	Building Form	<p><u>Building to Street Alignment and Street Setbacks</u></p> <p>1. Figure 3 indicates that the subject site is to provide a 4-4.5m landscaped setback from both Goulburn Street and Lachlan Street.</p> <p>The development provides a 4.5m landscaped setback from both its primary frontages, in accordance with Figure 3. It is noted that paved pathways encroach upon the front setbacks, however they are required to provide adequate pedestrian access from the site to both frontages, noting, where appropriate front setback are to be landscaped.</p> <p>2. External facades have been designed to address the site's dual frontages.</p> <p>3. Not applicable, site is subject to a 4-4.5m setback control.</p> <p>4. DCP permits balconies to encroach up to 1.2m into the front building setback within High Density Residential Zone, noting that the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building façade, measured at that level.</p> <p>Balconies have been designed to ensure that they do not encroach more than 1.2m into the front building setback, noting that the cumulative width of all balconies at each level do not total more than 50% of the horizontal width of the building facade.</p> <p>4. Noted.</p>	<p>YES</p> <p>YES</p> <p>N/A</p> <p>N/A</p> <p>YES</p> <p>-</p>

		<p><u>Street Frontage Heights</u></p> <p>1. Figure 5 indicates that the site is subject to a street frontage height control of between 15m-25m (5-7 storeys). The development proposes a street frontage height of 24m and then steps the top level back which complies with the 25m numerical control. The proposal does vary the 7 storey indication however given the proposal meets the 25m numerical requirement for the street frontage height the underlying intent of the control is achieved. Further the building presents a similar form to other recently constructed residential flat buildings in the locality.</p> <p><u>Building Depth and Bulk</u></p> <p>The development proposes a modern residential flat building that addresses its three frontages with facades that will be highly articulated with a mixture of vertical and horizontal features including windows, awnings, projecting and receding walls, in-stepped and projecting balconies, recessed upper floor level, contemporary flat roof design and framed elements. The balconies represent an extension of the internal living areas and as such the development will provide an interface with the public domain at a visually prominent location.</p> <p>The proposed materials and finishes are consistent with those used in the locality and are in keeping with existing residential flat buildings within the city centre while also being contemporary in style.</p> <p>The range and mix of materials and colours will also significantly contribute to the articulation of the building and the reduction of its overall bulk and mass. See the submitted plans for details.</p>	<p>Complies with 25m but varies 7 storey- Consistent</p> <p>YES</p>
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		<p><u>Boundary Setbacks and Building Depth and Bulk</u></p> <p>DCP requires a building separation of 4.5m- 6m and the proposal exceeds this requirement and meets the ADG. See discussion against ADG.</p>	YES
2.3	Site Cover and Deep Soil Zones	<p>DCP requires deep soil zones for residential components within the city centre to be no less than 15% of the total site area with no dimension less than 6m. This equals to the site required to provide 430m² of deep soil.</p> <p>The development provides a total of 441m² or 15.3% of deep soil with a minimum dimension of 6m. Complies.</p> <p>The deep soil area provides sufficient space to permit the planting of trees/shrub. See attached Landscape Plan for detail.</p>	YES
2.4	Landscape Design	<p>The subject site is within a well established residential area, having historically been used for residential purposes.</p> <p>The site contains trees and vegetation that is to be demolished in-order to accommodate the proposed development, noting where appropriate existing street trees are to be retained, as detailed in the attached Arborist Report.</p> <p>The proposal will also incorporate high quality landscape embellishment works appropriate within a high density residential context along with appropriate replacement plantings to help reduce the physical bulk and scale of the development whilst also enhancing privacy levels and amenity within a garden setting in accordance with the landscape plan. See attached Landscape Plan for detail.</p>	YES
3. Amenity			
3.1	Pedestrian Permeability	The site is not identified to provide site links, as per Figure 11. Not applicable.	YES

3.2	Active Street Frontages and Address	<p>2. The site is not identified by Figure 11 to activate the street frontage. Not applicable.</p> <p><u>Street Address:</u></p> <p>2. Development has been designed to address its three frontages.</p> <p>3. The development provides a clear street address with pedestrian access from all three frontages that will permit residents to overlook all surrounding streets.</p> <p>4. Development provides entrances to the site from Goulburn Street, Lachlan Street and also from the laneway.</p> <p>5. Where appropriate, the majority of ground floor units are provided with direct “front door” access.</p> <p>6. More than 65% of the lot width is provided as street address when considered across all frontages.</p> <p>The proposed amendments will not impact on the approved commercial/retail arrangement on the ground floor. Not applicable.</p>	<p>N/A</p> <p>YES</p> <p>YES</p> <p>YES</p> <p>YES</p> <p>YES</p>
3.3	Front Fences	<p>Front fences have been designed in accordance with Figure 14 and 15, noting it is not greater than 1.3m above the footpath/public domain level. Furthermore it is noted that the proposed fencing is consistent with that existing within Liverpool Local Government Area of similar residential flat buildings. The proposed fencing is compliant with Council controls.</p>	YES
3.4	Safety and Security	<p>The proposed development incorporates an active façade that will permit casual surveillance of the site’s three frontages as well as the centrally located communal open area and open space on-site.</p>	YES

		<p>The proposal incorporates open space and landscaped areas that will contribute to activity and natural surveillance of the area. The proposed landscaping and fencing is appropriate when considering CPTED principles and will not permit easy concealment of intruders.</p> <p>The proposal incorporates design elements including clearly defined and controlled access points as well as clearly defined public and private spaces in order to minimise opportunity for criminal activity, noting that it maximises 'front door' directly from the street level for the majority of ground floor units.</p> <p>The proposal incorporates built elements and landscaping that clearly distinguishes between the public and private domain. Clear entry points are proposed, that are easily read by resident, visitor and passer by alike. It is considered that the proposal does not impact on amenity or the streetscape of the area but is in context with development and street presentation of surrounding development. All materials and finishes are appropriate.</p> <p>The proposed development is appropriate and provides measures, built elements, landscaping and design features that are consistent with CPTED principles.</p>	
3.5	Awnings	Development provides appropriate weather protection structures to the main entrance area as per Figure 17.	YES
3.6	Vehicular Footpath Crossing	<p><u>Location of Vehicle Access</u></p> <p>2. The proposal only provides one vehicle access point via Goulburn Serviceway.</p>	YES

		<p>3. As stated above and in-line with Council controls, vehicle access is provided from Goulburn Serviceway rather than primary street frontages. Complies.</p> <p><u>Design of Vehicle Access</u></p> <p>It is considered that the vehicular access and exit points are clearly defined and provide for the safe and efficient movement of vehicular traffic on site and entering and exiting the site.</p> <p>The proposed parking area and ancillary driveway will not contribute to the creation of traffic hazards.</p> <p>The proposed basement car parking arrangement is to be appropriately integrated into the proposal. It is considered that the proposal provides an appropriate outcome on site that provides adequate parking arrangements as well as ensuring the safe and efficient movement of vehicular and pedestrian traffic. See attached plans and Traffic Report for detail.</p>	<p>YES</p> <p>YES</p>
3.8	Building Exteriors	<p>The proposed facades are well articulated with a mixture of vertical and horizontal features including windows, projecting walls and balconies, framed elements and fixed timber louvers.</p> <p>Overall the proposed facade is considered a quality design outcome that is compatible with other comparable modern RFB within the northern portion of the city centre.</p>	YES
3.9	Corner Treatments	<p>The proposal aligns with the DCP and provides for the street wall height of 25m and then a single storey element on top that is significantly reduced in size in order to align with the principles of the DCP. It is noted that this section of the DCP enables the addition of a storey to the street wall height and the proposal aligns with this.</p>	YES

4. Traffic and Access			
4.1	Pedestrian Access and Mobility	<p>1. Main building entry points are visible from both Goulburn Street and Lachlan Street, with appropriate building façade and architectural features proposed that improve the clarity of building address whilst increasing the presentation of the 9 storey building.</p> <p>2. Design of facilities including car parking spaces for disable persons comply with the relevant Australian Standards and also comply with the <i>Disability Discrimination Act 1992</i>.</p> <p>3. As stated above, the majority of ground floor units are provided with direct private access to the street frontage.</p> <p>4. Development provides primary entrance via Goulburn Street with convenient barrier free access to all ground floor units and to communal open space area located at the central portion of the site.</p> <p>5. Accessible internal access that links to the public street and building entry points is provided. See attached plans for detail.</p> <p>6. Noted.</p>	<p>YES</p> <p>YES</p> <p>YES</p> <p>YES</p> <p>YES</p> <p>YES</p>
4.2	Vehicular Driveways and Manoeuvring Areas	<p>The car parking area will be serviced via a driveway/ramp that will be accessible from Goulburn Serviceway, and not via a primary street.</p> <p>It is considered that the vehicular access and exit points are clearly defined and provide for the safe and efficient movement of vehicular traffic on site and entering and exiting the site. The proposed parking area and ancillary driveway will not contribute to the creation of traffic hazards.</p> <p>All vehicles are able to enter and leave the site in a forward direction.</p>	YES

		<p>The proposed basement car parking arrangement is to be appropriately integrated into the proposal and is consistent with existing, surrounding development. It is considered that the proposal provides an appropriate outcome on site that provides adequate parking arrangements as well as ensuring the safe and efficient movement of vehicular and pedestrian traffic.</p> <p>Access ways and car parking spaces are to be appropriately dimensioned in accordance with relevant Australian Standards and Council controls and will permit the safe movement and parking of vehicles on site.</p> <p>See attached plans and Traffic Report for detail.</p>	
4.3	<p>On Site Parking</p> <p>Car parking provision</p> <p><u>Residential</u></p> <p>1 space per one and two bed = 99 spaces</p> <p>1.5 spaces for 3 or more bed = 13.5</p> <p>1 visitor car space for every 10 dwelling: $108 / 10 = 10.8$</p> <p>1 space per 40 for service vehicle (3)</p>	<p>1. The development proposes the construction of a nine (9) storey residential flat building with the following mix:</p> <ul style="list-style-type: none"> ➤ 24 x 1 bedroom (24) ➤ 75 x 2 bedroom (75) ➤ 9 x 3 bedroom (13.5) ➤ Visitor Spaces (10.8) <p>As per the DCP, this would equate to 112.5 resident spaces and 10.5 visitor spaces and a total of 123 car parking spaces.</p> <p>The development proposes the provision of 130 car parking spaces, within the 2 basement levels including 11 visitor parking spaces. It is noted that a dedicated carwash bay/service bay is also provided within the lower basement level and a second carwash bay/service bay and loading bay areas are provided in the upper basement level as such is consistent with Council car parking controls.</p>	YES

	<p><u>Motorcycle</u></p> <p>1 motorcycle space per 200 car parking spaces: (130/20=6.5)</p> <p><u>Disable Parking Rate</u></p> <p>2% of total demand generated by the development: 2.46 (3 spaces)</p> <p><u>Bicycle</u></p> <p>1 bicycle space per 200m² of gross floor area: (8614.5m²/200=43.1)</p>	<p>DCP requires the development to provide a motorcycle parking rate of 1 motorcycle space per 20 car parking spaces or a total of 6.5 spaces. The development provides a total of 7 motorcycle parking spaces. Complies.</p> <p>2% of total parking generated by the proposal (123) is to be dedicated as disable parking spaces (2.46 spaces). The development provides a total of 3 accessible car parking spaces with 1 accessible parking spaces located within the lower basement and 2 accessible parking spaces located within the upper basement level. Complies.</p> <p>DCP requires the development to provide 1 bicycle parking space per 200m² of gross floor area: (43.1). The development provides a total of 47 bicycle parking spaces within the two basement levels. Complies. All parking is located within a basement level.</p>	<p>YES</p> <p>YES</p> <p>YES</p>
5. Environmental Management			
5.1	Energy Efficiency and Conservation	The application has been provided with a BASIX certificate indicating energy efficiency for each residential unit provided.	YES
5.2	Water Conservation	The application has been provided with a BASIX certificate indicating energy efficiency for each residential unit provided.	YES
5.3	Reflectivity	The proposal has been designed to align with the DCP in terms of reflectivity.	YES
5.4	Wind Mitigation	The proposal is of a modest scale and will not have any discernible impact in terms of wind and the proposal is less than 35m and a wind effects report is not required.	YES
5.5	Noise	An Acoustic Report has been prepared dealing with noise impacts on the development and aligns with the provisions of the DCP.	YES

5.6	Waste	<p>A Waste Management Plan is attached as part of this application. Notwithstanding it is noted that waste is to be appropriately managed during the demolition and construction stages of the development.</p> <p>Further, appropriate waste facilities will be provided for future residents of the proposal. See attached Waste Management Plan for detail.</p>	YES
5.7	Floodplain and Water Cycle Management	The subject site is not identified as been flood prone. Not applicable.	N/A
6. Controls for Residential Development			
6.1	Housing Choice and Mix	<p>1. The DCP provides the following suggestions in regard to mix of apartments –</p> <ul style="list-style-type: none"> - Studios and one bedroom units must not be less than 10% of the total mix of units and - Three or more bedroom units must not be less than 10% of the total mix of units within each development. <p>However, the proposal provides a slight variation of the following mix of housing choices –</p> <p>3 bedroom: 9 (8.3%) 2 bedroom: 75 (69.4%) 1 bedroom: 24 (22.2%)</p> <p>The proposed housing mix only provides 8.3% of total unit mix as 3 bedroom units. However this is only a minor deviation and the market has a preference for 2 bedroom apartments. Furthermore, the proposal will contribute towards increasing the housing stock of the area.</p> <p>It is noted that the percentage of one bedroom units is greater than 10%. Complies.</p>	Minor Variation

		<p>4. DCP requires 10% (10.8 units) or of all dwelling to be designed to be capable of adaptation for disable or elderly residents. The development provides a total of 11 adaptable units. Complies.</p> <p>5. The development provides 1 adaptable unit on the ground floor and the remaining 10 adaptable units in additional levels. It is noted that two lift cores provides equitable access to all 9 levels and both basement levels.</p> <p>7. Car parking spaces allocated to adaptable dwellings comply with the requirements of the relevant Australian Standard for disabled parking spaces.</p>	
7. Controls for Special Areas			
7.1	Heritage Items and Conservation Areas	Has been discussed previously in this report.	N/A
7.4	Design Excellence	<p>The proposal exhibits design excellence and embodies the matters prescribed in Clause 7.5(3)(a)-(xi) of the Liverpool LEP 2008. See the Design Verification Statement prepared by Gus Fares for further detail.</p> <p>It is noted that the development site is not identified as a key site and therefore an architectural design competition is not necessary.</p>	N/A

5. Conclusion

This Statement of Environmental Effects has been prepared in support of a Development Application for the demolition of existing structures, lot consolidation and the construction of an eight (8) storey '*Residential Flat Building*' at 17-23 Goulburn Street, Liverpool. The proposal comprises a total of 108 residential units with two (2) level of basement parking providing 130 vehicle parking spaces.

The proposal incorporates the following dwelling mix:

- 24 x 1 bedroom units;
- 75 x 2 bedroom units; and
- 9 x 3 bedroom unit.

The site currently comprises of four individual allotments and once consolidated will result in a large regular shaped land parcel with a frontage of approximately 59.6m to Goulburn Street, a frontage of approximately 48.195m to Lachlan Street, a frontage of approximately 59.71m to laneway, resulting in a total site area of 2,871.50m², with four single storey dwelling currently located on each lot. As stated previously, the site is zoned R4 – High Density Residential with a maximum FSR of 3:1 and a height limit of 35m under the Liverpool Local Environmental Plan 2008. The proposal incorporates a complying building height, however presents a variation to the maximum FSR control by 9%, which has been discussed and found to be acceptable pursuant to Clause 4.6 of the Liverpool LEP 2008.

Being situated within a prominent portion of the town centre, the proposal seeks to provide an important streetscape presence that is consistent with the evolving high residential density character within the northern portion of the town centre. The development is to utilise the land in accordance with its zoning and provide alternative residential accommodation opportunities within close proximity to essential services, recreational opportunities and public transportation. The proposal will also increase employment opportunities within the locality both during the construction phase, with an increase of 108 residential units in the locality will provide additional patronage to the town centre goods and also significantly contribute towards boosting the local economy of Liverpool.

Having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, and that the proposal represents an appropriate use of well located land, the application is submitted to Council and the Sydney West JRPP for assessment. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.

Annexure 1: Clause 4.6 Variation: FSR

Relative to the current controls the proposal incorporates 772.5m² of gross floor area beyond that permitted by the Liverpool Local Environmental Plan 2008. This equates to an 8.967% variation to the control. Accordingly, a variation pursuant to Clause 4.6 of the Liverpool LEP 2008 is requested.

Clause 4.6 of the Liverpool Local Environmental Plan 2010⁸ provides that development consent may be granted for development even though the development would contravene a development standard. This is provided that the relevant provisions of the clause are addressed, in particular subclause 3-5 which provide:

- (3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:*
 - (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
 - (b) that there are sufficient environmental planning grounds to justify contravening the development standard.*
- (4) Development consent must not be granted for development that contravenes a development standard unless:*
 - (a) the consent authority is satisfied that:*
 - (i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and*
 - (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*
 - (b) the concurrence of the Director-General has been obtained.*
- (5) In deciding whether to grant concurrence, the Director-General must consider:*
 - (a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and*
 - (b) the public benefit of maintaining the development standard, and*
 - (c) any other matters required to be taken into consideration by the Director-General before granting concurrence.*

Each of these provisions are addressed in turn.

Clause 4.6(3)

In accordance with the provisions of this clause it is considered that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case as the underlying objectives of the control are achieved. The objectives of the FSR development standard are stated as:

(1) The objectives of this clause are as follows:

- (a) to establish standards for the maximum development density and intensity of land use, taking into account the availability of infrastructure and the generation of vehicle and pedestrian traffic,*
- (b) to control building density and bulk in relation to the site area in order to achieve the desired future character for different locations,*
- (c) to minimise adverse environmental effects on the use or enjoyment of adjoining properties and the public domain,*
- (d) to maintain an appropriate visual relationship between new development and the existing character of areas or locations that are not undergoing, and are not likely to undergo, a substantial transformation,*
- (e) to provide an appropriate correlation between the size of a site and the extent of any development on that site,*
- (f) to facilitate design excellence in the Liverpool city centre by ensuring the extent of floor space in building envelopes leaves generous space for the articulation and modulation of design.*

The current development proposal is for the construction of a 8-9 storey residential flat building, and in terms of each of the objectives the following comment is provided:

- The additional floor space equates to 772.5m² and will not be perceptible in the streetscape when noting that the site is well below the maximum building height control;
- The site is unique in that it accommodates three (3) street frontages which is conducive to additional density as the building separation requirements are less relevant than a mid block site with three (3) common residential boundaries. This is unique to only a handful of sites and there is clear benefit in providing for the additional FSR as it adds to the design quality of the building;
- The development proposal presents a suitable density on the site noting compliance with the landscaped area, open space, deep soil, setbacks, building height and car parking requirements. This indicates that the density of the proposal is appropriate for the development site, particularly when considered in combination with the three (3) street frontages that enable a slightly larger building footprint than a typical residential flat building;

- The proposal is consistent with the desired future character of the locality noting the controls contained within the LLEP 2008 and associated LDCP 2008.
- The minor non-compliance does not result in additional amenity impacts to adjoining properties in terms of overshadowing or privacy impacts. This is a function of the lot orientation and setbacks provided as part of the development that exceeds the minimum required.
- The minor non-compliance does not fundamentally change the presentation of the development to the street, with the amendments continuing to present a quality built form on the site that is compatible with the character of the locality.
- The additional floor area does not reduce available deep soil plantings, communal open space, or result in additional variations to planning controls in terms of setbacks, open space requirements, parking requirements, and any other matters.

As outlined above the proposal remains consistent with the underlying objectives of the control and as such compliance is considered unnecessary or unreasonable in the circumstances. The above discussion demonstrates that there are sufficient environmental planning grounds to justify the departure from the control.

Clause 4.6(4)

In accordance with the provisions of Clause 4.6(4) Council can be satisfied that this written request has adequately addressed the matters required to be demonstrated by Clause 4.6(3). As addressed the proposed development is in the public interest as it remains consistent with the objectives of the FSR control and in addition the proposal is consistent with the objectives of the R4 zone.

The proposal continues to provide for a high quality built form on the site that provides for the housing needs of the community in a high density residential environment and also contributes to a diversity of housing types within the locality.

It is understood that the concurrence of the Director-General can be assumed in the current circumstances.

Clause 4.6(5)

As addressed it is understood the concurrence of the Director-General may be assumed in this circumstance, however the following points are made in relation to this clause:

- a) The contravention of the FSR control does not raise any matter of significance for State or regional environmental planning given the nature of the development proposal and unique site attributes in that it accommodates three (3) street frontages and having regard to the minor nature of the variation;

- b) There is no public benefit in maintaining the development standard as it relates to the current proposal as the proposal is consistent with the underlying objectives of the control and the fact that the minor non-compliance does not lead to excessive bulk and scale given the three (3) street frontages and it will not set an undesirable precedent for future development within the locality.

Strict compliance with the prescriptive requirement of Clause 4.4 is unreasonable and unnecessary in the context of the proposal and its particular circumstances. The proposed development meets the underlying intent of the control and is a compatible form of development that does not result in unreasonable environmental amenity impacts.

The proposal will not have any adverse effect on the surrounding locality, which will be characterised by residential development of comparable height and character. The proposal promotes the economic use and development of the land consistent with its zone and purpose. Council is requested to invoke its powers under Clause 4.6 to permit the variation proposed.

The objection is well founded and taking into account the absence of adverse environmental, social or economic impacts, it is requested that Council support the development proposal.