



STATEMENT OF ENVIRONMENTAL EFFECTS

387-403 Macquarie Street, Liverpool

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Clare Brown
Consultant	Sam Down
Job Code	SA5962
Report Number	Draft V4

© Urbis Pty Ltd
ABN 50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

URBIS
Australia Asia Middle East
urbis.com.au

TABLE OF CONTENTS

Executive Summary	i
1 Introduction	1
1.1 Overview	1
1.2 Purpose of this Report	1
1.3 The Project Team	2
2 Site Analysis	3
2.1 Site Location	3
2.2 Site Description	3
2.3 Surrounding Area	5
3 The Proposal	7
3.1 Overview	7
3.2 Design Intent/Materials and Finishes	10
3.3 Demolition	10
3.4 The Numeric Overview	10
3.5 Landscape Architecture	11
3.6 Gross Floor Area / Floor Space Ratio	13
3.7 Site Access and Car Parking	14
3.8 Capital Investment Value	14
4 Planning Assessment	15
4.1 Strategic Planning Policy	20
4.1.1 A Plan for Growing Sydney	20
4.1.2 Liverpool city centre Vision	21
4.1.3 State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	22
4.2 Liverpool Local Environmental Plan 2008	24
4.2.1 Zoning	24
4.2.2 Floor Space Ratio	24
4.2.3 Heritage	25
4.2.4 Liverpool city centre Objectives	25
4.2.5 Car Parking	25
4.2.6 Building Separation	26
4.3 Liverpool Development Control Plan 2008	27
4.3.1 Building Street Alignments	27
4.3.2 Boundary Setbacks and Building Depth and Bulk	28
4.3.3 Site Cover and Deep Soil Zones	29
4.3.4 Awnings	30
4.3.5 Motorcycle and Bicycle Parking Provision	30
4.3.6 Housing Choice and Mix	32
5 Key Planning Considerations	33
5.1 Site Suitability	33
5.1.1 Building Height and Floor Space Ratio	34
5.1.2 Achieving Design Excellence	34
5.2 Streetscape and Public Domain	34
5.3 Residential Amenity	34
5.3.1 SEPP 65 Assessment	34
5.4 Environmental Impacts	35
5.4.1 Overshadowing	35

5.4.2	Views and Visual Impact.....	35
5.4.3	Acoustic and Visual Privacy Impacts	35
5.4.4	Wind Impact.....	35
5.4.5	Reflectivity.....	36
5.4.6	Crime Prevention Through Environmental Design	36
5.5	Traffic, Access and Parking	37
5.5.1	Site Access	37
5.5.2	Traffic Generation	37
5.5.3	Parking.....	38
5.6	Geotechnical Engineering.....	39
5.7	Stormwater Management	39
5.8	Sustainable Development.....	39
5.9	Building Code of Australia	39
5.10	NCC and DDA Compliance	39
5.11	Waste Management.....	40
5.12	Public Interest	40

6	Conclusion	41
----------	-------------------------	-----------

Disclaimer.....	42
------------------------	-----------

Appendix A Site Survey

Appendix B Architectural Drawings

Appendix C Landscape Plan

Appendix D Erosion and Sediment Control Plan

Appendix E Stormwater Concept Plan and Stormwater Management Report

Appendix F BASIX Certificate

Appendix G QS Report

Appendix H Clause 4.6 Justification – Floor Space Ratio

Appendix I Archaeological Assessment

Appendix J Clause 4.6 Justification – Building Separation

Appendix K SEPP 65 Verification Statement and Apartment Design Guidelines Assessment

Appendix L Traffic and Parking Report

Appendix M Liverpool Development Control Plan 2008 Assessment

Appendix N BCA Report

Appendix O Access Report

Appendix P Waste Management Plan (Council Template)

TABLE OF CONTENTS

Figures:

Figure 1 – Location Map.....	3
Figure 2 – Site Aerial Image (Souce: Nearmap)	4
Figure 3 – Site Photographs.....	5
Figure 4 – Surrounding Development	6
Figure 5 – Site Plan	8
Figure 6 – Perspectives of Proposal	9
Figure 7 – Ground Floor Landscape Plan	12
Figure 8 – Rooftop Landscape Plan.....	13
Figure 9 - South West Subregion (Source: The Plan For Growing Sydney).....	21
Figure 10 – Circulation Diagram.....	23

PICTURES:

Picture 1 – As Viewed From Macquarie Street, Looking west	5
Picture 2 – As Viewed from Macquarie Street, Looking East.....	5
Picture 3 – As Viewed from the Norfolk Serviceway, Looking east.....	5
Picture 4 – As Viewed from Castlereagh Street, Looking, north (Site on Left)	5
Picture 5 – Norfolk Serviceway (Site on left)	6
Picture 6 – 125 Castlereagh Street to the North	6
Picture 7 – 10 Norfolk Street to the North	6
Picture 8 – 381-385 Macquarie Street to the East	6
Picture 9 – Development to the South, on the Opposite Side of Macquarie Street	6
Picture 10 – 405-409 Macquarie Street to the West	6
Picture 11 – As Viewed from Macquarie Street (North)	9
Picture 12 – AS Viewed from Macquarie Street (South)	9

TABLES:

Table 1 – Summary of Compliance with Applicable Planning Policies	ii
Table 2 – Building Height	10
Table 3 – Gross Floor area and Floor Space Ratio	11
Table 4 – Dwelling Mix	11
Table 5 - Summary of Compliance	15
Table 6 – Assessment of City Centre Objectives	25
Table 7 – Minimum LLEP 2008 Car Parking Requirement	25
Table 8 –Building Seperation	26
Table 9 – Street Setbacks	27
Table 10 – Required Front and Side Setbacsk	28
Table 11 – Setback Compliance Assessment.....	29
Table 12 – Motocycle and Bicycle Parking Requirement	30
Table 13 - Planning Issues	33
Table 14 – Parking Provision Against Controls	38

Executive Summary

PURPOSE OF THIS REPORT

This statement of environmental effects (SEE) has been prepared by Urbis Pty Ltd (Urbis) on behalf of Preswand Pty Ltd (Preswand) to support a development application (DA) for the redevelopment of 387-403 Macquarie Street, Liverpool. This report provides the following:

- A description of the site, existing development on the site, and surrounding development.
- A description of the planning framework and the pre-lodgement consultation with authorities.
- Detailed description of the proposed development.
- Assessment of the proposed development with the relevant planning controls and relevant matters under Section 79C of the *Environmental Planning and Assessment Act 1979*.
- Identification and assessment of the key issues relevant to the proposed development.

The application is submitted to Liverpool City Council for determination by the Sydney West Joint Regional Planning Panel (JRPP).

THE PROPOSED DEVELOPMENT

The proposal will provide a high quality mixed use development that demonstrates design excellence, boosts an inviting and active pedestrian interface and offers a high level of amenity for the future occupants of the site. The development incorporates a substantial area of communal open space and offers a series of active and passive recreational spaces.

This application seeks consent for a mixed use development consisting of six commercial tenancies on the ground floor, 168 residential apartments on Levels 1-22 and three basement levels providing 15 bicycle spaces, 202 car spaces (including 17 accessible) and four service/car wash bays.

The contemporary development will improve the built form of the Liverpool city centre and responds well to this 'gateway' site. The development achieves a human scale relationship through the provision of a podium and incorporates a variety of architectural features that contribute to its visual interest.

PLANNING ASSESSMENT

The proposal has been assessed against the relevant planning controls which demonstrate the proposal:

- **Is consistent with State and local strategic planning documents** – The proposal achieves state strategic planning requirements to accelerate housing, supply and choice in established urban centres. It is also consistent with Council's Vision for the Liverpool city centre, as the proposal is for a high quality development that will support the creation of new spaces for business, promote an active ground floor plane and increase the residential population within the city.
- **Satisfies the applicable local and State planning controls** – The proposal achieves a high level of compliance with the applicable planning controls. The development complies with the height of building standard in the *Liverpool Local Environmental Plan 2008* (LLEP 2008) and complies with the street frontage heights (SFH) contained in the Liverpool Development Control Plan 2008 (LDCP 2008). Whilst the proposal does not comply with the numeric FSR development standard it satisfies the objectives of the standard and is of a scale and form envisaged in the relevant strategic and statutory planning documents.

- **Presents a positive design which responds to the site context** - The design has been formulated having close regard to the sites corner 'gateway' location. The proposal provides for an active ground floor to all three street frontages and has been designed so that the tower element is appropriately separated from neighbouring sites. The siting, scale and form of the proposal minimises potential adverse environmental impacts.
- **Will offer a high standard of amenity** – The apartments and the development generally will offer residents a high standard of internal and external amenity. The proposal meets or exceeds the ADG design criteria in relation to solar access and natural cross ventilation and provides a generous provision of communal open space.
- **Is in the public interest.** The proposal will make a positive contribution to the Liverpool city centre and will serve as the catalyst for the redevelopment of surrounding sites. The proposal increases residential and employment opportunities access to existing public transport, services and amenities.

SUMMARY OF POLICY COMPLIANCE

Table 1 summarises the proposals consistency with each of the relevant controls.

TABLE 1 – SUMMARY OF COMPLIANCE WITH APPLICABLE PLANNING POLICIES

POLICY	COMMENTS
<i>State Environmental Planning Policy No 55 – Remediation of Land</i> (SEPP 55)	The site is not likely to be contaminated due to its current and historic use due to its current and historic use as a commercial building. Further investigation is not considered necessary.
<i>State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development</i> (SEPP 65)	As outlined in the MPA SEPP 65 Design Verification Statement at Appendix K , the proposal is consistent with the nine design principles and will offer future occupants a high standard of amenity. The proposal is consistent with the relevant objectives of the Apartment Design Guidelines (ADG) and achieves a high level of compliance with the design criteria. The proposal satisfies the key criteria relating to solar access, natural ventilation, communal open space, minimum apartment size and private open space.
<i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</i> (SEPP BASIX)	A BASIX Certificate is included at Appendix F which confirms that the development will satisfy the requirements for BASIX.
<i>Liverpool Local Environmental Plan 2008</i> (LLEP 2008)	The proposal is consistent with the relevant requirements and the objectives of the development standards; refer to section 4.2.
Liverpool Development Control Plan 2008 (LDCP 2008)	The proposal is consistent with the relevant controls in the LDCP 2008; refer to Appendix M and section 4.3.

CONCLUSION

The proposal represents a sound development outcome that is consistent with Council's vision to transform the Liverpool city centre into a high quality, vibrant and dense urban centre.

1 Introduction

1.1 OVERVIEW

This Statement of Environmental Effects (SEE) is submitted to the Liverpool City Council (the Council) in support of a Development Application (DA) for the demolition of the existing building and the construction of a 23 storey mixed use development comprising six commercial tenancies on the ground floor and 168 residential apartments on the levels above at 124 Macquarie Street, Liverpool.

This DA seeks approval for a new mixed use building comprising basement parking, ground floor commercial tenancies and shop-top housing units on the levels above. The proposed works include the following components:

- Demolition of all structures on the site.
- Three basement levels to accommodate 15 bicycle spaces, 202 car spaces (including 17 accessible), 4 service/car wash bays, 9 motorcycle spaces, residential storage and plant equipment.
- An active ground floor comprising six commercial tenancies, a lobby associated with the residential component, dedicated loading dock, plant rooms and storage facilities.
- Landscaping and public domain works including the provision of new ground covers and low shrubs, street trees and paving to the frontages.
- A total of 168 residential apartments on Levels 1 – 22, including the provision of 43 one-bedroom, 115 two-bedroom and 10 three-bedroom units.
- A generous provision of communal open space that comprises six distinct zones that can support a range of active and passive recreational activities.
- Removal of the redundant crossovers to Norfolk Serviceway and Castlereagh Street and the provision of one basement vehicle entry to Norfolk Serviceway.

This application is submitted to Liverpool Council for determination by the Sydney West Joint Regional Planning Panel (JRPP).

1.2 PURPOSE OF THIS REPORT

This report provides the following:

- A description of the site context, including identification of the subject site, existing development and structures on the site, and surrounding development.
- A description of the planning framework and the pre-lodgement consultation with authorities.
- Detailed description of the proposed development.
- Assessment of the proposed development with the relevant planning controls and relevant matters under section 79C of the *Environmental Planning and Assessment Act 1979*.
- Identification and assessment of the key issues relevant to the proposed development.

1.3 THE PROJECT TEAM

This SEE has been prepared by Urbis Pty Ltd (Urbis) on behalf of Preswand Pty Ltd (Preswant). It is based on the plans prepared by Mosca Pserras Architects (MPA) which detail full demolition and construction works. This SEE is to be read in conjunction with the following supporting documents:

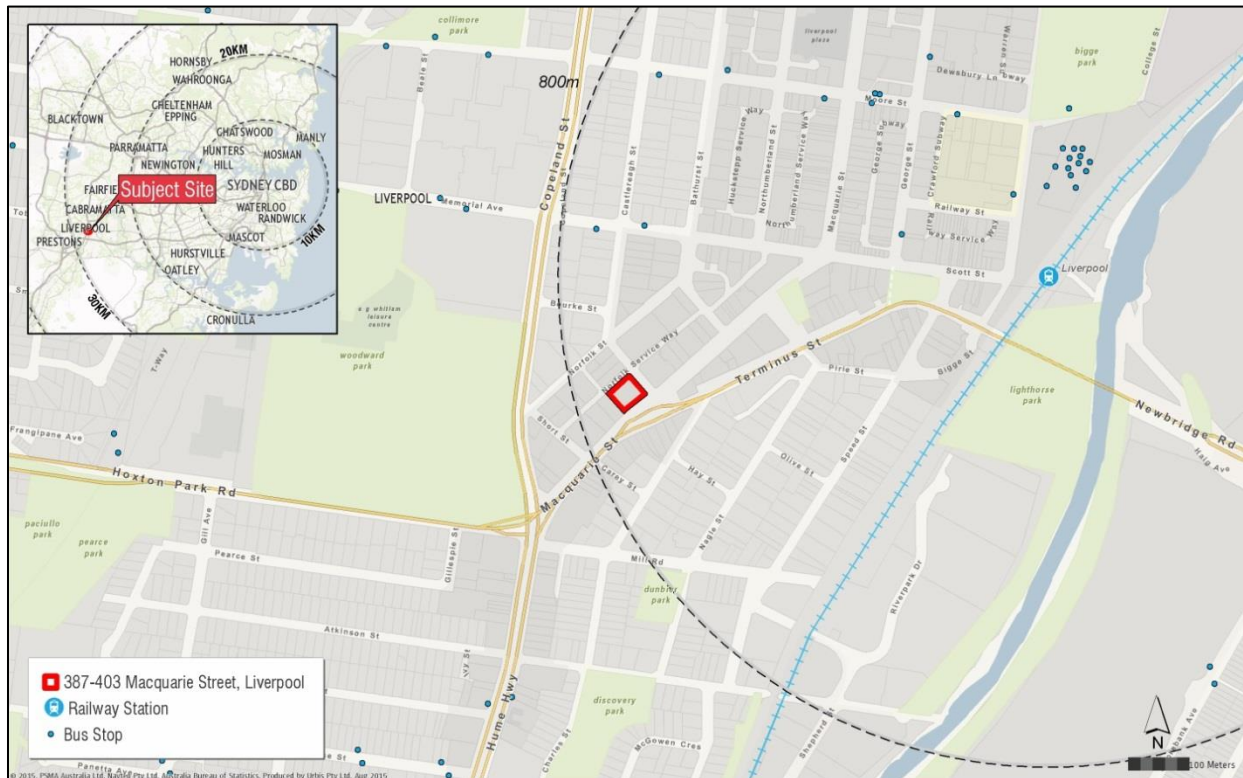
- Site Survey prepared by Project Surveyors (**Appendix A**).
- Architectural Drawings and Photomontage prepared by MPA (**Appendix B**).
- Landscape Plan prepared by Clouston Associates Landscape Architects (**Appendix C**).
- Erosion and Sediment Control Plan prepared by MPA (**Appendix D**).
- Stormwater Concept Plan prepared by Abel & Brown Pty Ltd (**Appendix E**).
- BASIX Certificate prepared by GAT and Associates (**Appendix F**).
- Quantity Surveyor Report prepared Newton, Fisher & Associates Pty Ltd (**Appendix G**).
- Clause 4.6 Justification for FSR prepared by Urbis (**Appendix H**).
- Archaeological Assessment prepared by Archaeomar Cultural Heritage Specialists (**Appendix I**).
- Clause 4.6 Justification for Building Separation prepared by Urbis (**Appendix J**).
- SEPP65 Verification Statement prepared by MPA (**Appendix K**).
- Traffic and Parking Report prepared by CBHK (**Appendix L**).
- Liverpool Development Control Plan 2008 Compliance Assessment prepared by Urbis (**Appendix M**).
- BCA Report prepared by Vic Lilli and Partners (**Appendix N**).
- Access Report prepared by Cheung Access (**Appendix O**).
- Waste Management Plan Template prepared by MPA (**Appendix P**).

2 Site Analysis

2.1 SITE LOCATION

The site is located in the southern section of the Liverpool city centre, between Hume Highway and Terminus Street. The locational context is shown in **Figure 1**.

FIGURE 1 – LOCATION MAP



2.2 SITE DESCRIPTION

The site is located at the corner of Macquarie and Castlereagh Streets and is known as 387-403 Macquarie Street, Liverpool. The site is legally described as SP53811.

The subject site has an area of 2,391sqm. The site is outlined in red below in **Figure 2** and the site survey is included at **Appendix A**.

The site is occupied by a two storey building comprising three commercial tenancies. At grade car parking and landscaping is located at the intersection of Macquarie and Castlereagh Streets. The site is serviced by multiple vehicle crossing, with access to customer car parking from Castlereagh Street and two service entries located off Norfolk Serviceway.

With the exception of the at grade car parking area, the existing building has a nil setback to its respective street frontages and the western (side) boundary. The building on the site generally exhibits a poor streetscape appearance. Photographs of the site and its existing development are provided below in **Figure 3**.

FIGURE 2 – SITE AERIAL IMAGE (SOURCE: NEARMAP)



FIGURE 3 – SITE PHOTOGRAPHS



PICTURE 1 – AS VIEWED FROM MACQUARIE STREET, LOOKING WEST



PICTURE 2 – AS VIEWED FROM MACQUARIE STREET, LOOKING EAST



PICTURE 3 – AS VIEWED FROM THE NORFOLK SERVICEWAY, LOOKING EAST



PICTURE 4 – AS VIEWED FROM CASTLEREAGH STREET, LOOKING, NORTH (SITE ON LEFT)

2.3 SURROUNDING AREA

It is anticipated that many of the buildings within the Liverpool city centre will be progressively redeveloped with more intensive built forms, consistent with Council's vision for the city centre.

Photographs of the site's surrounds are provided in **Figure 4**. These demonstrate the surrounding building stock is predominately commercial in nature. Specifically, the immediate surrounds include:

- To the north of the site is a two storey brick and rendered commercial building and associated at grade car parking adjacent Norfolk Serviceway. With the exception of the car parking area the building has a nil setback to Norfolk Serviceway.
- Three automotive repair tenancies are located to the east of the site. At grade car parking is provided fronting Macquarie Street. Vehicle access is provided from Castlereagh Street.
- To the south of the site, on the opposite side of Macquarie Street are various one and two storey commercial tenancies, which have been built up to the street boundary.
- Immediately west of the site is a part one part two storey commercial building occupied by a bike shop fronting Macquarie Street. This building has been built up to the shared boundary with the subject site.

FIGURE 4 – SURROUNDING DEVELOPMENT



PICTURE 5 – NORFOLK SERVICEWAY (SITE ON LEFT)



PICTURE 6 – 125 CASTLEREAGH STREET TO THE NORTH



PICTURE 7 – 10 NORFOLK STREET TO THE NORTH



PICTURE 8 – 381-385 MACQUARIE STREET TO THE EAST



PICTURE 9 – DEVELOPMENT TO THE SOUTH, ON THE OPPOSITE SIDE OF MACQUARIE STREET



PICTURE 10 – 405-409 MACQUARIE STREET TO THE WEST

3 The Proposal

3.1 OVERVIEW

This DA seeks approval for the development of a mixed use development on the site, comprising six commercial tenancies on the ground floor, 168 residential apartments on Levels 1 to 22 and three levels of basement car parking and services. The architectural drawings prepared by MPA are included at **Appendix B**. The proposal includes the following works:

- Demolition of the existing buildings and structures on the site and excavation.
- Construction and use of a mixed use building comprising the following:
 - Three basement levels to accommodate 15 bicycle spaces, 202 car spaces (including 17 accessible), 4 service/car wash bays, residential storage and plant equipment.
 - A ground floor comprising six commercial tenancies, a lobby associated with the residential component, dedicated loading dock, plant rooms and storage facilities.
 - Landscaping and public domain works including the provision of new landscaping, street trees and paving to the street frontages.
 - A residential tower of 23 storeys, comprising a total of 168 dwellings.
 - Communal open space comprising a landscaped areas on Level 1, 4 and 11, a swimming pool on Level 2 and a rooftop garden.
 - Removal of redundant crossovers to Norfolk Serviceway and Castlereagh Street and the provision of a new crossover on Norfolk Serviceway associated with the basement vehicle entry/exit and loading dock.

Figure 5 illustrates the proposed site plan for the development and **Figure 6** illustrates the proposed scheme photomontage

FIGURE 5 – SITE PLAN

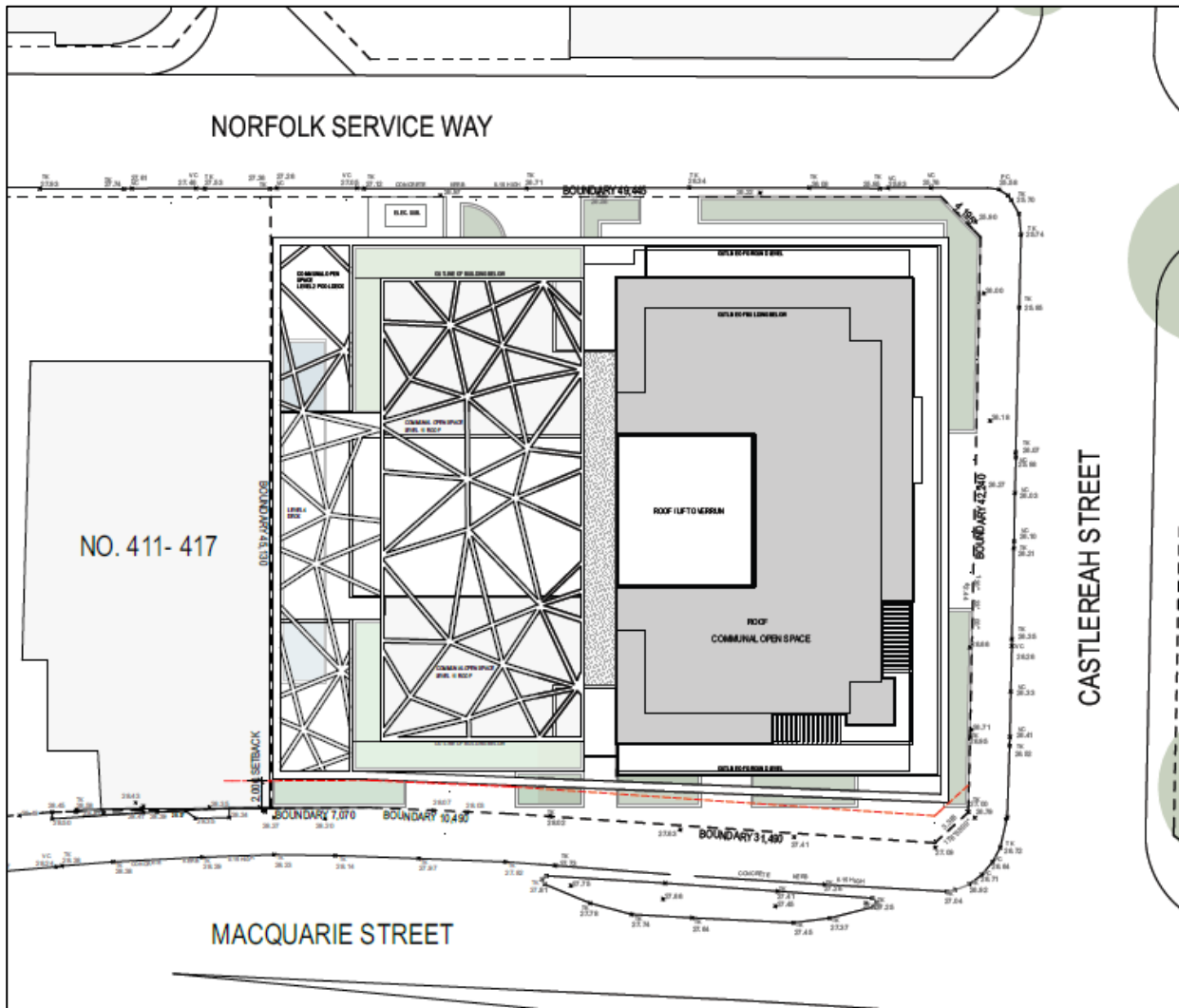


FIGURE 6 – PERSPECTIVES OF PROPOSAL



PICTURE 11 – AS VIEWED FROM MACQUARIE STREET (NORTH)



PICTURE 12 – AS VIEWED FROM MACQUARIE STREET (SOUTH)

3.2 DESIGN INTENT/MATERIALS AND FINISHES

The proposal involves the removal of all buildings and structures on the site and the development of a contemporary mixed use building that provides a landmark gateway to the Liverpool city centre. The façade of the building comprises a variety of high quality material finishes and includes a 'webbed' podium feature to the building base. This provides for visual interest, clearly delineates the base from the levels above and assists in achieving a human scale.

The building design addresses the public domain with active land uses at the ground level and provides for casual surveillance from the many balconies and windows on the residential levels above. Appropriate separation is achieved by stepping the building mass from the side boundary to the street frontages. Each apartment achieves a high standard of amenity, with the building configuration maximising the provision of solar access and natural ventilation.

As demonstrated at **Appendix B** the proposal will be finished in high quality materials including:

- Alucobond cladding feature panels in natural copper and pure white,
- Ground floor brickwork (urban fringe biscotti),
- Powder coating to structure vail in shoji white, satin finish,
- Warm grey precast concrete panels in front of balconies on Levels 1-5,
- White on white paint to balcony front and underside of slabs for Levels 6-22.
- Black tint to all external glazed doors and windows, louvres and balustrades at 30% transparency,
- Brown tint to feature louvered glass panels at 30% transparency, and
- Feature design to entry foyer (subject to future detail).

The proposal will improve the interface to Norfolk Serviceway, Castlereagh Street and Macquarie Street through the provision of active frontages and the removal of multiple vehicle crossovers. Necessary services, including plant and waste rooms are discretely placed within the basement or setback on the ground level. This has the intended effect of maximising the exposure of active uses.

3.3 DEMOLITION

As shown at **Appendix B** in order to allow the proposed development to proceed it is necessary to demolish the existing commercial building on the site. The head contractor will be responsible for removal all construction-related wasted offsite in a manner that meets all authority requirements.

3.4 THE NUMERIC OVERVIEW

The key built form details are outlined below:

TABLE 2 – BUILDING HEIGHT

BUILDING HEIGHT		MAXIMUM HEIGHT		STOREY HEIGHT	STREET FRONTAGE HEIGHT	LLEP 2008 HEIGHT STANDARD
74m	RL 100.2	RL 106	79.7m	80m	23 storeys	6 Storeys

TABLE 3 – GROSS FLOOR AREA AND FLOOR SPACE RATIO

ELEMENT	SITE AREA	GROSS FLOOR AREA	FLOOR SPACE RATIO	LLEP 2008 FSR STANDARD
Residential	Total 2,391sqm	13,235sqm	5.98:1	5.74:1
Commercial		1,068sqm		
Underground car parking not excluded from GFA		25.92sqm	5.99:1	

TABLE 4 – DWELLING MIX

1 BED	2 BED	3 BED	TOTAL	ADAPTABLE
43 (26 %)	115 (68%)	10 (6%)	168	17 (10%)

3.5 LANDSCAPE ARCHITECTURE

A total of 1,288.47sqm of common open space equivalent to 53.8% of the site area is proposed. A Landscape Plan has been prepared by Clouston Associates and is included at **Appendix C**. The landscape design has been guided by the following design principles:

- *Improve visual presentation of the street frontage by applying a simple landscape treatment.*
- *Provide clear access points to building entrances.*
- *Establish clear lines of sight between the road and the ground floor commercial floor space.*
- *Provide landscaped terraces to the street frontages of the building*
- *Where possible use landscape to mitigate the effects of wind.*
- *Provide a roof garden environment that can be used by residents for informal relaxation and social interaction.*

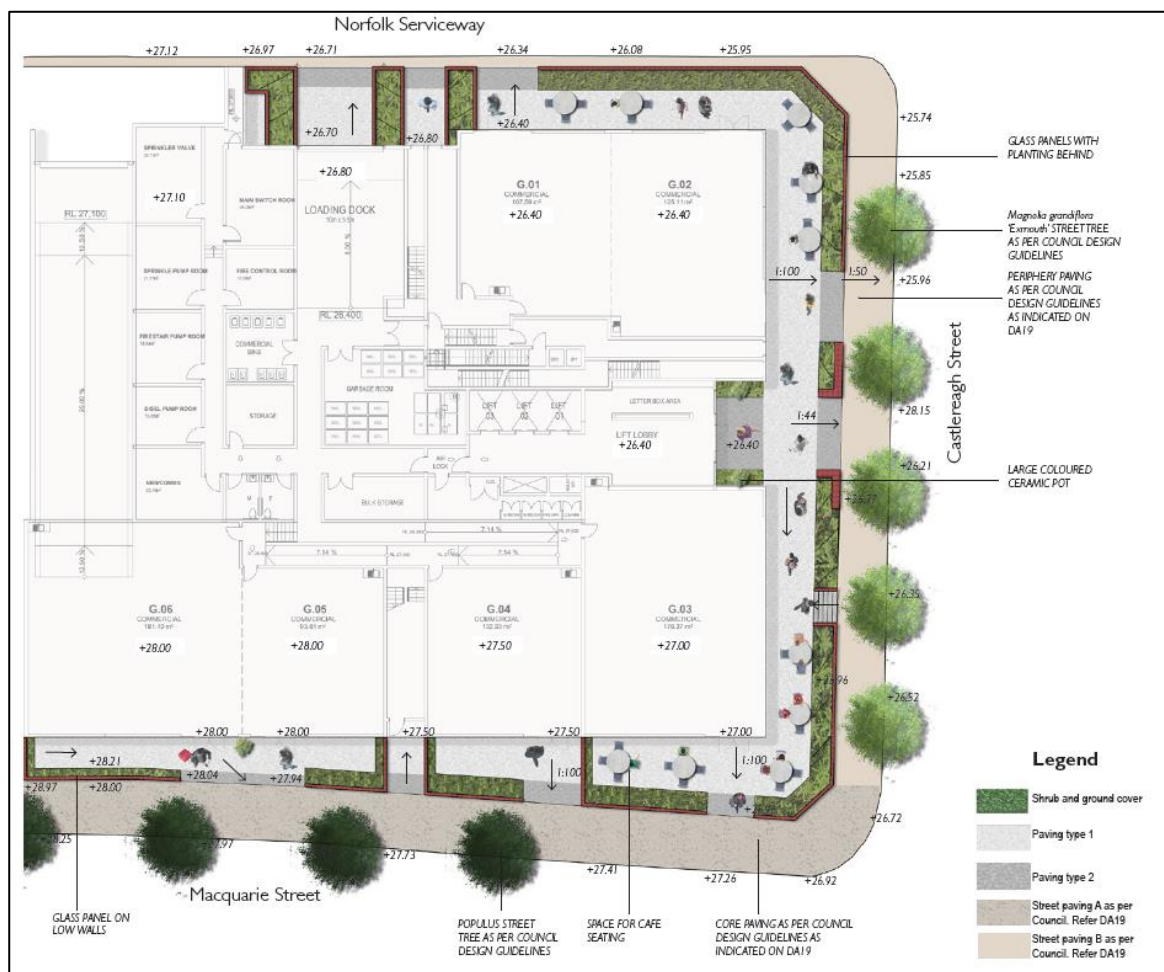
The multiple landscape elements and areas of communal open space that contribute to the overall landscape scheme are discussed below.

Streetscape

As illustrated in **Figure 7** the proposal will significantly enhance the landscape setting to the respective street frontages. The components of the landscaping scheme at the street level include:

- Planters comprising ornamental grasses and low shrubs to all street frontages.
- Upgrading of the paving adjacent the subject site to Council specifications and the planting of nine street trees.
- Opportunities for alfresco seating within the site, adjacent the commercial tenancies.

FIGURE 7 – GROUND FLOOR LANDSCAPE PLAN



Level 1

A communal landscaped area is proposed on Level 1. This area will be accessible by all residents of the proposed development and provide residents with a number of amenities, including bench seating. Planting within this area will include groundcovers and shrubs.

Level 2

Level 2 includes a lap pool and associated sun lounges, in addition to bench seating and tables for residents. Landscaping is proposed in the form of shrubs in coloured ceramic pots.

Level 4

Level 4 incorporates a paved communal space, with lounge areas and trees in raised planters.

Level 11

Level 11 supports two communal areas which provide spaces for residents to relax and incorporates strips of landscaping, which features small trees. Sculptural seating, shrub planting, artificial turf and timber decking are also proposed.

Rooftop

As shown in **Figure 8** a rooftop garden is proposed on Level 22 of the building. This area will provide residents with a number of amenities, including:

- Lawn areas and timber decked areas.
- Fixed seating, day beds and outdoor lounges.
- BBQ area.
- Communal garden beds allowing residents to grow their own herbs and vegetables.

FIGURE 8 – ROOFTOP LANDSCAPE PLAN



3.6 GROSS FLOOR AREA / FLOOR SPACE RATIO

The proposal has a gross floor area (GFA) of 14,303sqm (5.99:1), comprising of 1,068sqm for the floorspace at the ground level, 13,235sqm of residential floorspace and 25.92sqm (attributed to the two commercial car spaces surplus to clause 7.3 requirement) of basement car parking not excluded from the calculation of FSR. Excluding the basement car parking the proposal has a GFA of 14,277sqm, equivalent to a floor space ratio (FSR) of 5.98:1.

3.7 SITE ACCESS AND CAR PARKING

The proposed development will include vehicular access from Norfolk Serviceway. This provides access to three levels of basement car parking, off-street loading and storage areas. A 10m x 5.5m loading bay is also provided on the ground floor, adjacent the vehicle entry.

The number of car parking, motorcycle and bicycle spaces provided within the development includes:

- 177 residential car spaces (including 17 accessible).
- 8 commercial car spaces.
- 17 visitor car spaces.
- 4 service/car wash spaces.
- 9 motorcycle spaces.
- 15 secure bicycle spaces.

3.8 CAPITAL INVESTMENT VALUE

The CIV for this project is **\$45,561,000**. A Quantity Surveyors Report is attached at **Appendix G**. As the proposal exceeds \$20 million the consent authority will be the Sydney West JRPP.

4 Planning Assessment

Under section 79C (1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), in determining a development application the consent authority must take into account a range of matters relevant to the development including the provisions of environmental planning instruments; impacts of the built and natural environment, the social and economic impacts of the development; the suitability of the site; and whether the public interest would be served by the development.

The following assessment includes only those matters under section 79C (1) that are relevant to the proposal. The following legislation is considered relevant to the proposed development:

Strategic Planning Policy

- The Plan for Growing Sydney.
- Liverpool city centre Vision 2006.

State Environmental Planning Policies

- *State Environmental Planning Policy No 55—Remediation of Land* (SEPP 55).
- *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development* (SEPP 65).
- *State Environmental Planning Policy (Building Sustainability Index) 2004* (SEPP BASIX).

Local Environmental Plans

- *Liverpool Local Environmental Plan 2008* (LLEP 2008).

Development Control Plans

- Liverpool Development Control Plan 2008 (LDCP 2008).

A summary assessment of the DA's consistency and compliance with the relevant strategic and statutory plans and policies is provided in **Table 5** below. Variations to the key standards and guidelines highlighted in the table are discussed in detail in the sections following **Table 5**.

TABLE 5 - SUMMARY OF COMPLIANCE

INSTRUMENT/STRATEGY	COMMENTS	REFERENCE
Strategic Plans		
The Plan for Growing Sydney	The proposal is consistent with the aims, objectives and provisions of The Plan for Growing Sydney (the Plan) and the priorities for the South West subregion. The proposal will increase housing supply and facilitate urban renewal around an established centre and provide for employment capacity within the Liverpool city centre. Furthermore the proposal will support the productivity of Western Sydney through growth and investment.	Section 4.1.1
Liverpool city centre Vision 2006	The development directly supports the Liverpool city centre Vision, which seeks to provide high quality mixed use developments. The Vision also seeks to become a city that is pedestrian and cyclist friendly, with active street fronts to create a more liveable city.	Section 4.1.2

INSTRUMENT/STRATEGY	COMMENTS	REFERENCE
State Environmental Planning Policies		
SEPP 55	<p>Clause 7 specifies that a consent authority must not consent to the carrying out of any development on land unless it has considered whether land is contaminated and if the land is contaminated, it is satisfied that the land is/can be suitable for the proposed development.</p> <p>The site is not likely to be contaminated due to its current and historic use as a commercial building. On these grounds, further investigation is not considered necessary.</p>	
SEPP 65	<p>SEPP 65 applies to all developments which involve the construction of a residential flat building.</p> <p>The proposal has been designed to achieve the nine Design Quality Principles and exhibits a high level of compliance against the design criteria contained in the Apartment Design Guidelines (ADG).</p>	Section 4.1.3
SEPP BASIX	The development is required to meet the provisions of SEPP BASIX. A BASIX assessment and certificate is included at Appendix F which confirms compliance with the minimum energy and water efficiency target and thermal comfort criteria.	
Local Planning Instruments and Controls		
Liverpool Local Environmental Plan 200	<p>Clause 2.3 Zoning</p> <p>The site is zoned B4 Mixed Use. 'Commercial premises' and 'shop top housing' are both permissible land uses in the zone. The proposal is permissible with development consent.</p>	Section 4.2.1
	<p>Clause 4.3 Height of buildings</p> <p>A maximum height limit of 80m applies to the site. With a maximum height of 79.8m to the roof of the lift and plant equipment (RL 105.7), the proposal complies with the standard.</p>	
	<p>Clause 4.4 Floor space ratio</p> <p>An FSR standard of 5.74:1 applies to the site. In accordance with the definition for GFA, the proposal has GFA of 14,255.5sqm (5.96:1). Excluding the basement car parking surplus to clause 7.3 requirements the proposal has a GFA of 14,215sqm, equivalent to a floor space ratio (FSR) of 5.94:1.</p>	Section 4.2.2 Appendix H

INSTRUMENT/STRATEGY	COMMENTS	REFERENCE
	<p>Notwithstanding this technical non-compliance, the proposal is considered to achieve the objectives of standard and the B4 Mixed Use zone, as outlined in the clause 4.6 variation provided at Appendix H. Based on the reasons outlined in the clause 4.6 variations, it is concluded that the request is well founded and that the particular circumstances of the case warrant flexibility in the application of the development standard.</p>	
	<p>Clause 5.10 Heritage conservation</p> <p>The site is not identified as a Heritage Item under the LLEP 2008 or located within a Heritage Conservation Area (HCA).</p> <p>An Archaeological Assessment has been prepared by Archaeomar Cultural Heritage Specialists and is included at Appendix I.</p>	<p>Appendix I</p> <p>Section 4.2.3</p>
	<p>Clause 7.1 Objectives for development in the Liverpool city centre</p> <p>Before granting of consent for development in the Liverpool city centre, the consent authority is to have regard to the objectives outlined in clause 7.1. The proposal satisfies all of the relevant objectives.</p>	Section 4.2.3
	<p>Clause 7.2 Sun access in Liverpool city centre</p> <p>The proposal will not result in the overshadowing of any land specified in Column 1 of the Table to the clause.</p>	
	<p>Clause 7.3 Car Parking in the Liverpool city centre</p> <p>Based on the GFA proposed, a minimum of 5 car spaces are required to be provided on the site for the commercial component. The proposal provides 8 car spaces within the basement level for the commercial component and therefore complies with the minimum number of car spaces. The requirement for residential car parking is addressed separately in the LDCP 2008.</p> <p>The proposed car parking configuration, including the number is supported by the Traffic and Parking Report which demonstrates the traffic generated by the proposal can be accommodated within the local traffic network.</p>	Section 4.2.5
	<p>Clause 7.4 Building Separation in Liverpool city centre</p> <p>Parts of buildings between 25m and 45m are required to be separated at least 12m from adjoining buildings at that height. Between a height of 25m and 45m, the proposal has been setback at least 12m.</p>	<p>Section 0</p> <p>Appendix J</p>

INSTRUMENT/STRATEGY	COMMENTS		REFERENCE
		<p>Parts of buildings 45m or more are required to be separated at least 28m from adjoining buildings at that height. Above a height of 45m, the proposal has been setback at least 22m, which represents a minor variation. A complete summary of the separation distances is provided in the clause 4.6 variation provided at Appendix J.</p> <p>This demonstrates that notwithstanding this technical non-compliance the proposal is considered to achieve the objectives of the standard and the particular circumstances of the case warrant flexibility in the application of the development standard.</p>	
	Clause 7.5: Design Excellence in Liverpool city centre	<p>Development is to exhibit design excellence. The design of the proposal is considered to achieve design excellence and will significantly improve the quality and amenity of the public and private domain.</p> <p>As the proposal involves the construction of a residential flat building, it will be subject to examination by the Design Review Panel (DRP).</p>	
	Clause 7.7: Acid Sulphate Soils	The site is not identified as being affected by Acid Sulphate Soils.	
	Clause 7.8: Flood Planning	The site is not identified as being flood prone land.	
	Clause 7.16 Ground floor development in zones B1, B2 and B4	<p>Clause 7.16 prohibits residential accommodation on the ground floor and requires development to have at least one entrance and at least one other door or window on the front of the building facing a street other than a service lane.</p> <p>No residential accommodation is proposed on the ground floor. Each street frontage is provided with at least one commercial tenancy, with associated shopfront glazing and a pedestrian entrance and therefore complies with this clause.</p>	
	Clause 7.17 Development in flight paths	Clause 7.17 states that development consent must not be granted to erect a building on land in the flight path of Bankstown Airport if the proposed height of the building would exceed the obstacle height limit determined by the relevant Commonwealth body.	

INSTRUMENT/STRATEGY	COMMENTS		REFERENCE
		<p>The proposed development is located approximately 6.3km west of Bankstown Airport. The proposed development is clear of the Approach (and Inner Horizontal Surface) surfaces of Bankstown Airport. The subject site, including the entire Liverpool city centre is within the Obstacle Limitation Surface (OLS) Conical Surface (CS) published in the Bankstown Airport 2014 Master Plan. Council will seek comments from the relevant Commonwealth body upon receipt of the development application.</p> <p>It is however understood that the proposal does not breach the OLS CS and will not adversely affect safety or significantly affect regularity of operations of aeroplanes.</p>	
	Clause 7.31 Earthworks	<p>Before granting consent for earthworks the consent authority must consider, amongst other matters the impact the development is likely to have on the amenity of adjoining properties and the likely disruption or any detrimental effect on existing drainage and soil stability.</p> <p>A Geotechnical Report was not identified as being required by Council in the pre-lodgement application advice.</p> <p>It is anticipated that Council will recommend that its standard conditions relating to excavation be included on the development consent.</p>	Section 5.6
Liverpool Development Control Plan 2008	The relevant controls of LDCP 2008 are addressed in the Table of Compliance included at Appendix M . Departures from the provisions are addressed in section 4.3 of this report.		Appendix M Section 4.3

4.1 STRATEGIC PLANNING POLICY

4.1.1 A PLAN FOR GROWING SYDNEY

The Plan for Growing Sydney (the Plan) states that by 2031, a total of 689,000 new jobs and 664,000 new homes will be required across the Sydney metropolitan region. The Plan anticipates Sydney's population will grow by 1.6 million people, with the majority of this growth to occur in Western Sydney. As shown in **Figure 9** Liverpool is identified as a Regional City Centre.

The proposal directly supports the Directions outlined in the Plan, including:

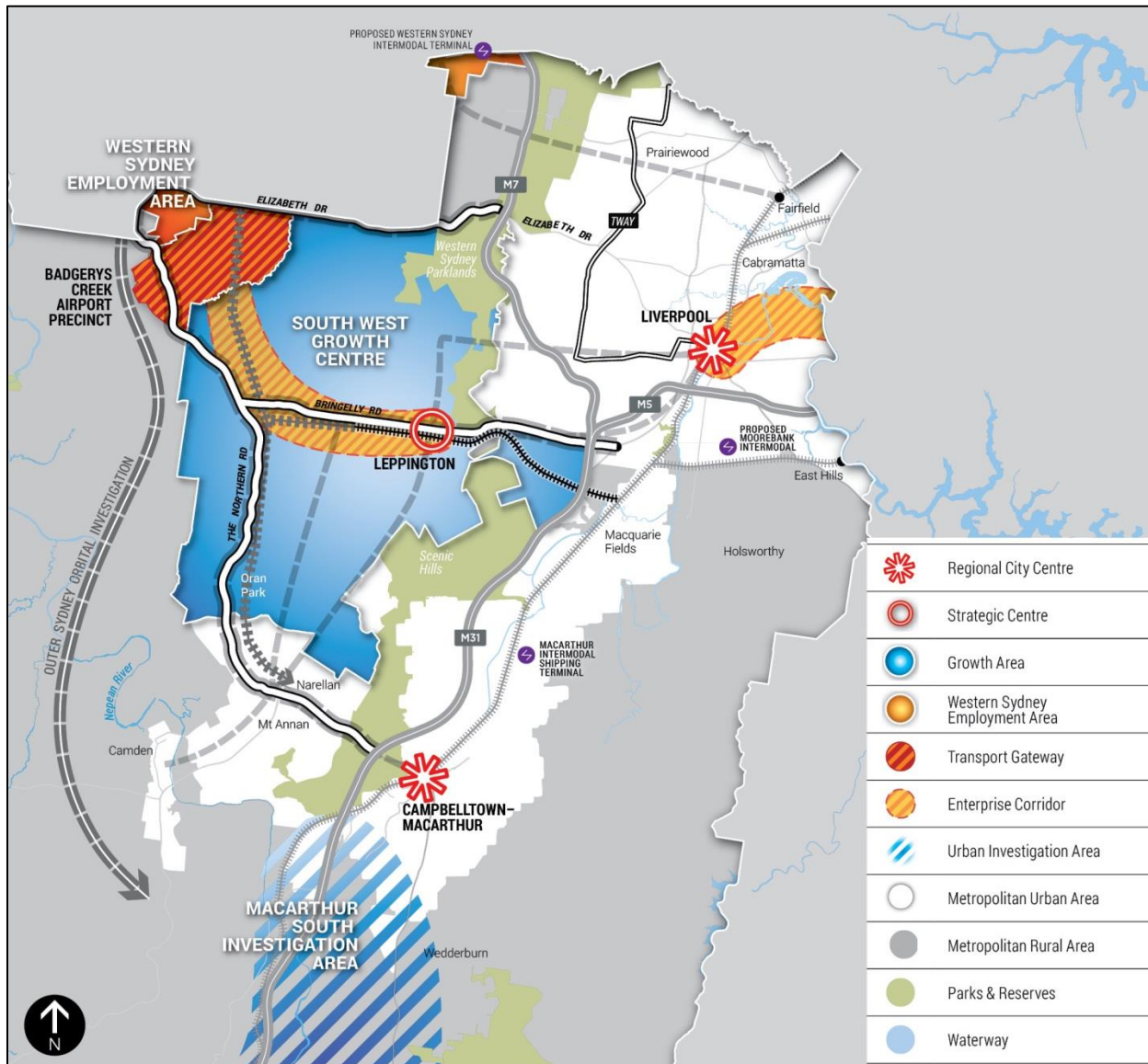
- **Direction 1.7:** The proposal will support the creation of a dense vibrant centre with new jobs and housing opportunities.
- **Direction 2.1:** Through the provision of 168 new dwellings of varying configurations, the proposal direct supports the goal to accelerate housing supply across Sydney.
- **Direction 2.2:** The site is highly accessible by public transport and will support urban renewal and provides jobs close to where people live.
- **Direction 2.3:** The development will assist in improving housing choice to suit different needs and lifestyles in the Liverpool LGA through the provision of one, two and three bedroom apartments. The proposal will also assist in alleviating the identified shortfall of apartments in the middle and outer areas of the Liverpool city centre.
- **Direction 3.3:** The development is consistent with the creation of healthy built environments as it will significantly enhance the streetscape and provides a high standard of amenity for the occupants.
- **Direction 4.3:** Through the provision of rooftop gardens podiums and landscaping at the ground floor, the proposal is consistent with the relevant action to incorporate more vegetated surfaces into urban settings. The addition of street trees is also consistent with this direction.

The Liverpool LGA is located within the South West subregion, which is identified as the fastest growing subregion. Whilst the subregional strategies have not been finalised, the development is consistent with the priorities for the South West subregion as follows:

- The development will accelerate housing supply, choice and affordability within an established urban centre, within close proximity to public transport, retail, services and public amenities.
- The proposal will promote urban renewal in the Liverpool city centre and act as catalyst for the redevelopment of other sites.

For all these reasons, the proposal is considered to support the goals, directions and priorities outlined in the Plan.

FIGURE 9 - SOUTH WEST SUBREGION (SOURCE: THE PLAN FOR GROWING SYDNEY)



4.1.2 LIVERPOOL CITY CENTRE VISION

The Liverpool city centre Vision (the Vision) informed amendments to the LLEP 2008 that resulted in significant development uplift potential across the city centre.

The proposal is considered consistent with the Vision as the proposal:

- Will provide for a high quality mixed use development that will increase the residential population within the city.
- Supports the creation of new spaces for emerging businesses and will promote an active ground floor plane throughout the day and into the evening.
- Will improve the quality of the public domain and the ground floor interface.

4.1.3 STATE ENVIRONMENTAL PLANNING POLICY NO 65—DESIGN QUALITY OF RESIDENTIAL APARTMENT DEVELOPMENT

State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development (SEPP 65) applies to all developments which involve the construction of a residential flat building. SEPP 65 (as amended) and the new Apartment Design Guidelines (ADG) were released on 19 June 2015 and commenced on 17 July 2015.

Clauses 9-18 of SEPP 65 outline nine Design Quality Principles. A SEPP 65 Design Statement in respect to these principles has been prepared by MPA at **Appendix K**.

An assessment of the proposal has been made against the objectives and the accompanying design criteria contained in the ADG. This included at **Appendix K**. This finds that proposal achieves a high level of compliance with the objectives and accompanying design criteria and will afford an excellent standard of amenity to the future occupants.

The following summary is provided in the key areas of consideration:

- **Communal open space** - The proposal incorporates a substantial area of communal open space, equivalent to 53.8% of the site area. This is well in excess of criteria to provide communal open space equivalent to at least 25% of the site area.
- **Visual privacy** - The development satisfies the visual privacy separation distances to the side (western) boundary.
- **Solar access** - A total of 76% (127 of 168) of apartments achieve a minimum of two hour solar access, in excess of the criteria to provide a minimum of 70%.
- **South facing apartments** - A maximum of 14% (23 of 168) of apartments receive no solar access on June 21 between 9am and 3pm. This is within the maximum permitted of 15%.
- **Natural ventilation** - A total of 64% (63 of 98) apartments within the first nine levels achieve natural cross ventilation, in excess of the criteria to provide a minimum of 60%.
- **Internal areas** - All apartments comply with the minimum internal areas specified in the ADG for one, two and three bedroom apartments.
- **Private open space** - All apartments are provided with functional and well-designed private open space that meets or exceeds the minimum area and dimension requirements contained in the ADG.
- **Storage** - The proposal provides for storage within the apartments or in the basement levels. These satisfy the volumes specified in the ADG.

As identified in the assessment, whilst the proposal satisfies the relevant objectives, variations are proposed to the 'deep soil zones', 'ceiling height' and 'common circulation and spaces' design criteria. The variation to the deep soil zone is considered appropriate for this site and is discussed in section 4.3.2. The variations to the ceiling height and common circulation numeric criteria are outlined below.

4.1.3.1 FLOOR TO CEILING HEIGHTS

The residential apartments on Levels 2 – 22 comply with the minimum floor to ceiling height of 2.7m and satisfy design guidelines. The ground floor has a minimum floor to ceiling height of 3.6m and again satisfies the criteria. The residential apartments on Level 1 have a floor to ceiling height of 2.7m.

The development application is seek approval for commercial on the ground floor and residential uses on the levels above and has been designed for these uses. Accordingly, the floor to ceiling heights proposed are consistent with the use of each level. Whilst the design criteria have not been followed in this instance, the proposed floor to ceiling heights do not detract from the overall architectural form.

4.1.3.2 COMMON CIRCULATION

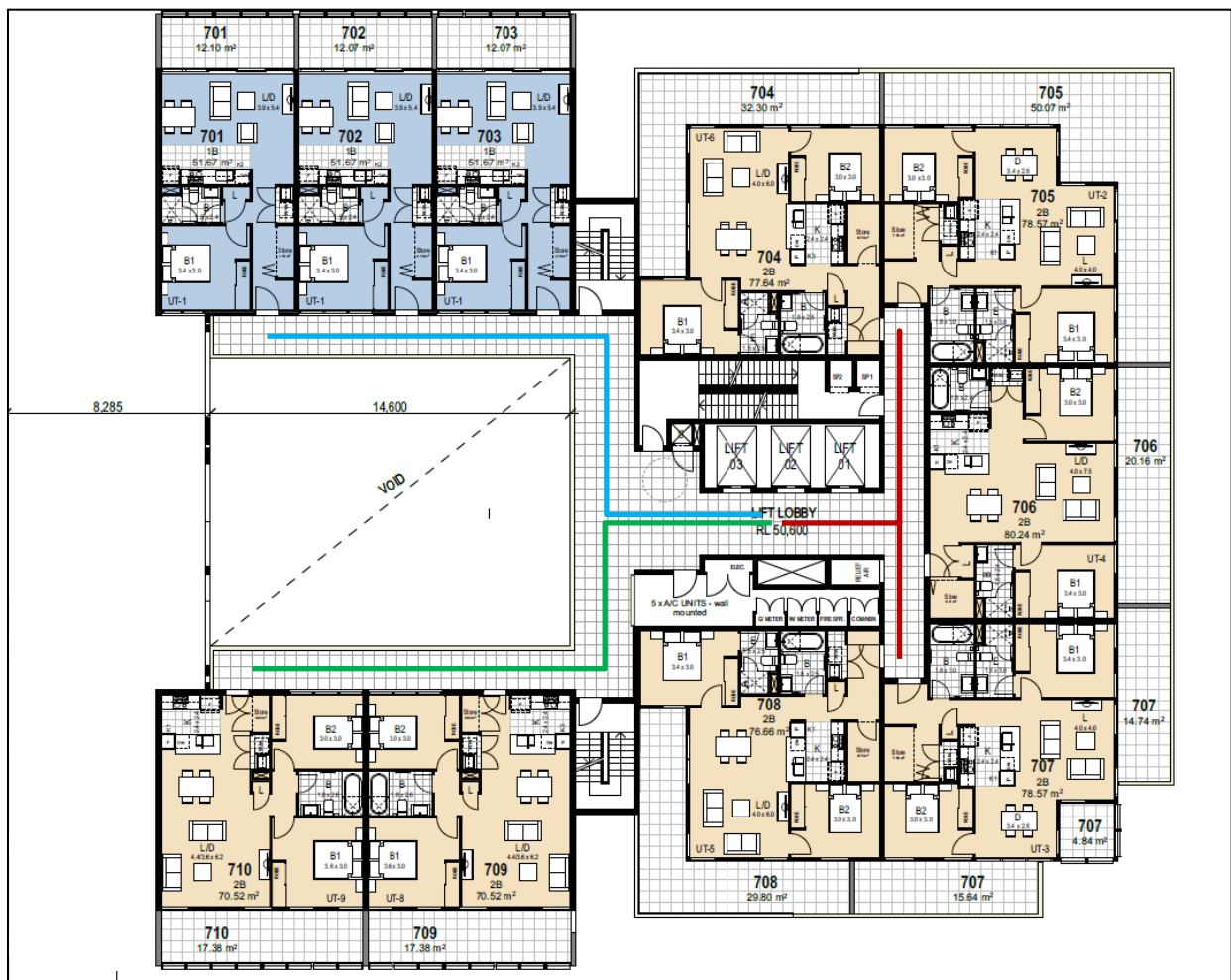
The ADG specifies that the maximum number of apartments off a circulation core on a single level is eight and the maximum number of apartments sharing a single lift should be 40. The proposal complies with these design criteria, providing a total of three lifts.

The design guidance encourages daylight and natural ventilation to all common open spaces and states that where the design criteria is not achieved, no more than 12 apartments should be provided off a circulation core on a single level.

Three lifts, located in a central location are proposed to service the apartments. Each circulation core typically comprises between 10 and 12 apartments on Levels 1-10 and 5 apartments on Levels 11-22. This is within the maximum number specified in the design guidance and is consistent with the objectives for the following reasons:

- The common circulation spaces offer good amenity and have been designed so that occupants and visitors have maximum access to natural ventilation and daylight. Furthermore, an outlook is provided over the communal open space, which further enhances the amenity of these areas.
- As illustrated in **Figure 10** the design of the circulation space on Levels 1-10 negates the need for residents exiting the lifts to walk past multiple apartment entries. This ensures an even distribution of residents and foot traffic across each level.
- The lifts have been positioned in a central location and a waiting area is provided adjacent these.
- Levels 11-22 comply with the numeric requirement, providing a maximum of 5 units per level.

FIGURE 10 – CIRCULATION DIAGRAM



4.2 LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008

4.2.1 ZONING

The site is within the B4 Mixed Use zone under the LLEP 2008. The proposed construction and use of the building for *commercial premises* and *shop top housing* is permissible with consent in the B4 zone.

The proposal is consistent with the objectives of the B4 Mixed Use zone for the following reasons:

- The proposal has been designed to complement the emerging land uses, as well as the desired future character of the Liverpool city centre. The proposal includes commercial and residential uses, which are both compatible land uses.
- The proposal is in an accessible location, within an 800m walkable catchment to Liverpool Railway Station.
- The proposal provides an active ground floor, with commercial tenancies addressing all three street frontages.
- The proposal exhibits a high standard of architectural design and has been configured to offer excellent amenity to the future residents.

4.2.2 FLOOR SPACE RATIO

An FSR standard of 5.74:1 applies to the site. In accordance with the definition for GFA, the proposal has GFA of 14,303sqm (5.99:1), comprising of 1,068sqm for the floorspace at the ground level, 13,235sqm of residential floorspace and 25.92sqm (attributed to the two commercial car spaces surplus to clause 7.3 requirement) of basement car parking not excluded from the calculation of FSR.

Justification to support the proposed variation to FSR standard under clause 4.6 of LLEP 2008 is contained within **Appendix H**. The proposed variation to the standard is considered appropriate for the site as:

- The objectives of the LLEP 2008 FSR standard are achieved notwithstanding the technical non-compliance.
- The objectives of the LLEP 2008 B4 Mixed Use zone are achieved by the proposal.
- The proposal fully complies with the height standard and has been designed to comply with the street frontage height (SFH) contained in the LDCP 2008.
- The FSR standard applicable to the site does not correlate with the building envelope and height controls applicable.
- A portion of the GFA is located within the basement car parking not excluded from GFA. This component of the development is located below ground level and is not visible from the public realm.
- There are sufficient environmental planning grounds to support the proposed variation.

For the reasons outlined above and detailed in the clause 4.6 variation, it is demonstrated that strict compliance with the FSR standard is unnecessary and unreasonable in the circumstances of this particular case.

4.2.3 HERITAGE

The site is not identified as a heritage item or located within the vicinity of a heritage item listed in Schedule 5 of the LLEP 2008.

An archaeological heritage assessment has been undertaken by Archaeomar Cultural Heritage and is included at **Appendix I**. In accordance with *The Burra Charter* (ICOMOSA 2013a) and ICOMOS *Procedures for Undertaking Studies and Reports* (ICOMOSA 2008) this finds that the proposed works are appropriate on archaeological grounds and should proceed subject to five recommendations.

4.2.4 LIVERPOOL CITY CENTRE OBJECTIVES

An assessment against the relevant objectives for the Liverpool city centre under clause 7.1 of the LLEP 2008 is outlined in **Table 6** below.

TABLE 6 – ASSESSMENT OF CITY CENTRE OBJECTIVES

OBJECTIVE	RESPONSE	SATISFIED
(a) to preserve the existing street layout and reinforce the street character through consistent building alignments	The proposal retains the existing street layout and has been sited so that it is consistent with the street setback controls contained in the LDCP 2008.	YES
(b) to allow sunlight to reach buildings and areas of high pedestrian activity,	As demonstrated in section 5.4.1 the proposal does not overshadow areas of high pedestrian activity.	YES
(d) to improve the quality of public spaces in the city centre	The development provides an active ground floor presence and proposes various upgrades to the public domain. The Landscape Plan incorporates upgraded paving and the provision of street trees.	YES

For the reasons stated above, the development proposal addresses and satisfies all of the relevant city centre objectives.

4.2.5 CAR PARKING

Clause 7.3 of the LLEP specifies the minimum number of car spaces for non-residential uses. The minimum car parking requirements contained in the LLEP 2008 are summarised **Table 7**. This demonstrates compliance with the minimum car parking requirement. The residential car parking requirement is contained in the LDCP 2008.

As outlined in both section 5.5 and **Appendix L** the proposed car parking provision is considered appropriate and will not have an adverse impact on the local and surrounding road network.

TABLE 7 – MINIMUM LLEP 2008 CAR PARKING REQUIREMENT

COMPONENT	REQUIREMENT	GFA	REQUIRED	PROPOSED
Ground Floor	1 per 200sqm GFA	1,068	6	8

4.2.6 BUILDING SEPERATION

Clause 7.4 of the LLEP 2008 requires a building separation of at least 12m for parts of buildings above 25m and 45m above ground level (finished) on land in the B4 Mixed Use zone. This increases to at least 28m from adjoining buildings at a height above 45m.

The proposed building separation by level is summarised in **Table 8**. The building separation distances have been calculated taking into consideration the width of the surrounding streets and assumes that the surrounding sites are redeveloped with the minimum setback distances prescribed in Table 2, Part 4 of the LDCP 2008. The non-compliances are identified in **bold** text.

The street widths have been calculated as follows:

- Norfolk Serviceway (north) = 10m
- Castlereagh Street (east) = 15m
- Macquarie Street (south) = >40m

TABLE 8 –BUILDING SEPERATION

HEIGHT	LEVELS	REQUIRED	PROPOSED				COMPLIES
			North	East	South	West	
25m – 45m	7 - 12	12m	>20m	>26m	>42.5m	>12m	YES
>45m	13 - 28	28m	>22m	>26m	>45m	>28m	PARTIAL

Between a height of 25m and 45m (levels 7–12) the proposal complies with the building separation standard. Above a height of 45m (levels 13 -28), the proposal complies with the building separation standard to the south and west. A minor variation is proposed to the north and east.

This represents a non-compliance with the development standard. Justification to support the proposed variation to the building separation standard is provided in accordance with the requirements of clause 4.6 at **Appendix J**.

The proposed variation to the standard is considered appropriate for the site as:

- The scope of the variation is minor and is limited to Levels 13 to Level 22. The reduced building separation is to Norfolk Serviceway and Castlereagh Street frontages and is physically offset by the location of these roads.
- The proposal satisfies the design criteria contained in the ADG that relate to visual privacy and building separation.
- The proposal satisfies the objectives of clause 7.4, providing an architecturally designed, slender building that relates well to its context, being surrounded by three street frontages.
- The proposal achieves the separation distances contained in the LLEP 2008 to the west (side) boundary.
- Privacy and outlook to the occupants of the apartments will be continued to be protected, given the site is bound by road reserves.
- The development does not result in adverse solar impacts beyond what could reasonably be expected in a dense urban environment.

4.3 LIVERPOOL DEVELOPMENT CONTROL PLAN 2008

The relevant controls of LDCP 2008 are addressed in the Table of Compliance included at **Appendix M**. Departures from the relevant controls are identified and discussed below.

4.3.1 BUILDING STREET ALIGNMENTS

The setback required at the ground level, as provided by Part 4 Control 2.1(1) of the LDCP 2008 are summarised in **Table 9**.

TABLE 9 – STREET SETBACKS

STREET	SETBACK REQUIREMENT	PROPOSED	COMPLIANCE
Norfolk Serviceway	Nil	3.15m – 3.615m	Variation
Castlereagh Street	Nil	2.151m – 2.978m	Variation
Macquarie Street	2m - 2.5m	2m – 4.54m	Variation

The setbacks to the street frontages proposed are considered appropriate, having regard to the site's context for the reasons outlined below.

Norfolk Serviceway

- Currently, Norfolk Serviceway does not have a footpath within the road reserve. Pedestrians must therefore use the road. The provision of a 3.6m setback allows for the provision of a publically accessible footpath adjacent this frontage.
- The setback proposed provides an opportunity for landscaping to be provided at ground level. Norfolk Serviceway is currently devoid of landscaping, with the site presenting a harsh urban edge to this frontage. Accordingly, the provision of the setback is considered to have a beneficial streetscape outcome.

Castlereagh Street

- As indicated on the Site Plan, the alignment of Castlereagh Street is not parallel with the proposal. This contributes to the varying setback.
- As above, the provision of a setback provides for the opportunity for landscaping at the frontage, which contributes to the environmental amenity of the streetscape.

Macquarie Street

- The proposal complies with the 2m setback requirement where it abuts the western (side) boundary. This ensures that the setback will be consistent with the future redevelopment of the neighbouring site.
- As indicated on the Site Plan, the alignment of Macquarie Street is not parallel with the proposal. The variation proposed will not be readily noticeable and does will compromise the envisaged streetscape character.

4.3.2 BOUNDARY SETBACKS AND BUILDING DEPTH AND BULK

The minimum side and front setbacks required in Part 4 Control 2.1 are summarised in **Table 10**. The setback to the street (front) boundary is only required above the SFH, which in this instance is from Level 6 upwards. The LDCP 2008 permits the first six storeys to be built up to the western (side) boundary.

TABLE 10 – REQUIRED FRONT AND SIDE SETBACKS

BUILDING HEIGHT AND USE	FRONT	SIDE SETBACK	
		Habitable	Non-Habitable
Up to 12m	6m*	Nil	Nil
12m – 25m	6m*	9m#	4.5m#
25m – 45m	6m*	12m#	6m#
Above 45m	6m*	16m	12m

* The setback to the street (front) boundary only occurs above the SFH

Notwithstanding the setback controls, where development must be built to the street alignment (as identified in Figure 3), it must also be built to the side boundaries (0m setback) where fronting the street. The minimum height of development built to the side boundary is to comply with the minimum street frontage height requirement.

An overview of compliance against the minimum side and front setback controls is provided in **Table 11**. The non-compliances are identified in bold.

The proposal complies with the minimum setback requirements to the western (side) boundary and is generally consistent with the minimum setback requirements to the Norfolk Serviceway, Castlereagh Street and Macquarie Street. It is noted that the setback to the boundaries generally increase at the upper levels. The objectives of the control state:

- (a) To ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy.
- (b) To achieve usable and pleasant streets and public domain areas in terms of wind mitigation and daylight access.

The proposal is considered consistent with the underlying objectives of the control for the following reasons:

- The proposal will offer a high level of amenity to the future occupants, satisfying the solar access, natural ventilation and visual privacy design criteria contained in the ADG.
- The facades are modulated and the setback varies, which provides for visual interest and assist in dissipating downdrafts.
- The proposal will not result in unreasonable solar impacts on the public domain, the height complies with the development standard in the LLEP 2008 and the building depth and SFH is consistent with the controls in the LDCP 2008.
- The proposal incorporates a six storey podium and provides a 'webbed' structure, which will assist in mitigating downdrafts and provide for a human scale visual relationship.
- The minor variations to the setback controls are not likely to result in adverse view impacts.

TABLE 11 – SETBACK COMPLIANCE ASSESSMENT

	LEVEL	SETBACKS (M)				COMPLIES
		NORFOLK SERVICEWAY	CASTLEREAGH STREET	MACQUARIE STREET	WEST (SIDE) BOUNDARY	
12m – 25m	Ground	3.6m – 3.985	4.5m – 5.185m	2.661m – 5.151m	Nil – 0.545m	Yes
	Levels 1 - 2	3.015m – 3.615m	2.151m – 2.978m	2m – 4.54m	Nil	Yes
	Level 3	3.615m	2.151 - 2.978m	2m - 4.54m	Nil	Yes
25m – 45m	Level 4	3.615m	2.151 - 2.978m	2m - 4.54m	Nil – 6.052m	Yes
	Level 5	3.615m	2.151 - 2.978m	2m - 4.54m	6.052m - 6.081m	Yes
	Level 6	3.765m – 6.015m	4.232m – 4.957m	2.661m – 7.179m	6.052m – 23.11m	Partial
	Level 7 - 10	3.765m – 6.015m	4.957m – 6.529m	2.661m – 9.274m	6.052m – 23.11m	Partial
	Level 11	6m	4.957m – 5.582	4.963m - 9.274m	23.11m	Partial
	Level 12-13	6m	4.957m – 5.582	6.07m - 9.274m	25.51m	Partial
Above 45m	Level 14 - 22	6m	4.957m – 5.582	6.07m - 9.274m	25.51m	Partial
	Roof	8.265m	6.479m – 7.095m	9.209m	25.51m	Yes

4.3.3 SITE COVER AND DEEP SOIL ZONES

Part 4 Control 2.3(1) requires maximum site coverage of 75% in the B4 Mixed Use zone. Similarly Control 2.3(2) requires a deep soil zone of no less than 15% of the total site area. The objectives state:

- To provide an area on sites that enables soft landscaping and deep soil planting, permitting the retention and/or planting of trees that will grow to a large or medium size.*
- To limit building bulk on a site and improve the amenity of developments, allowing for good daylight access, ventilation, and improved visual privacy.*
- To provide passive and active recreational opportunities.*

The proposal occupies 96% of the total site area and does not provide deep soil zones, however, is considered consistent with the underlying objectives for the following reasons:

- The existing development includes a minimum area of deep soil and predominantly comprises impervious surfaces such as car parking. There are no trees located on the site. The development will enhance the landscape character of the site through the provision of landscaping adjacent all three street frontages, including the provision of nine street trees.
- The development complies with the design criteria contained in the ADG that relate to privacy, solar access and natural ventilation and does not compromise the ability for other sites to do the same.
- The site has three street frontages and only one side boundary. The requirement to address all frontages with a nil to 2.5m building alignment results in near total site coverage.

- Residents of the development will enjoy excellent access to communal open space, with passive and active recreational opportunities provided on the many levels. The development incorporates 53% of the site area as communal open space, well in excess of the 25% required by the ADG. As demonstrated in the Landscape Plans these areas comprise a mix of ground covers, shrubs and trees.
- The proposal provides a generous provision of landscaped area of 487.69sqm, being any part of the site used for growing plants, grasses and trees.
- The proposal includes various stormwater management measures, including pollutant reduction systems.

The ADG recognises that it may not be possible to provide deep soil zones on some sites, including where:

“The location and building typology have limited or no space for deep soil at ground level (e.g. central business district, constrained sites, high density areas, or in centres).

There is 100% site coverage or non-residential uses at ground floor level “

The site is located within the Liverpool city centre and is surrounded by three public streets. The planning controls encourage activation of the streetscape and a consistent building alignment. Accordingly, the majority of the ground floor is occupied by non-residential uses. For this reason, in this instance it is not appropriate to provide a deep soil zone on the site.

4.3.4 AWNINGS

Part 4 Control 3.5 (1) requires a continuous awning to Castlereagh and Macquarie Streets, in addition to weather protection over the entrances to Norfolk Serviceway. Weather protection is provided over all entrances, however, a continuous awning is not provided over the Castlereagh and Macquarie Street footpaths. This is considered appropriate for the following reasons:

- The ground floor is setback from the building alignment above, which allows for weather protection to the entrances and adjacent the glazing.
- The proposed configuration allows for the provision of street trees.

4.3.5 MOTORCYCLE AND BICYCLE PARKING PROVISION

The combined motorcycle parking and bicycle parking requirement is summarised in **Table 12**.

TABLE 12 – MOTORCYCLE AND BICYCLE PARKING REQUIREMENT

COMPONENT	REQUIREMENT		MINIMUM REQUIRED	PROVIDED
Motorcycle Parking	1 space per 20 car spaces	198 car parking spaces required by LDCP 2008 (inclusive of the 8 commercial car spaces required).	9.9	9
Bicycle Parking	1 space per 200sqm of GFA (15% is to be accessible to visitors)	14,215sqm GFA	71.1	15

As above, there is a minor one space shortfall for the number of motorcycle car spaces, which is negligible in the context of the overall development.

A total of 15 secure bicycle spaces are provided within the basement. MPA have advised that there is potential to provide an additional 50 bicycle spaces within the basement levels (one in each storeroom) and an additional 10 for visitors on the ground floor, located within the walkway adjacent Norfolk Serviceway. Subject to these amendments, there is potential to provide 75 bicycle spaces on the site, which complies with the control.

MPA – Compliance with this Control Should be shown on the Plans

4.3.6 HOUSING CHOICE AND MIX

Part 4 Control 6.1(1) states:

(1) To achieve a mix of living styles, sizes and layouts within each residential development, comply with the following mix and size:

- studio and one bedroom units must not be less than 10% of the total mix of units within each development,*
- three or more bedroom units must not to be less than 10% of the total mix of units within each development,*

The development the following unit mix:

- One bedroom: 26% (43)
- Two bedroom: 68% (115)
- Three Bedroom: 6% (10)

The proposed unit mix has been formulated in response to the local demand and is considered an appropriate mix, having regard to the locational context. The proposal provides a generous provision of one bedroom units, in excess of the minimum 10% required by the LDCP 2008. In the interest of housing affordability and increased housing supply, the provision of 10 three bedroom apartments is considered a beneficial outcome.

5 Key Planning Considerations

The proposal has been assessed having particular regard to the wide range of social, environmental and economic considerations as required under section 79C of the *Environmental Planning and Assessment Act 1979* (the Act). The key planning considerations are outlined in **Table 13** below and discussed in the sections following.

TABLE 13 - PLANNING ISSUES

PLANNING ISSUES	ASSESSMENT	
	SEE	TECHNICAL STUDY
Site Suitability	Section 5.1	
Built Form and Design	Section 5.1.2	
Streetscape and Public Domain	Section 5.2	Appendix C
Residential Amenity	Section 5.3	Appendix K
Overshadowing	Section 5.4.1	Appendix B
Views and Visual Impact	Section 5.4.2	
Acoustic and Privacy Impacts	Section 5.4.3	
Wind Impacts	Section 5.4.4	
Reflectivity	Section 5.4.5	
Crime Prevention Through Environmental Design	Section 5.4.6	
Traffic and Car Parking	Section 5.5	Appendix L
Geotechnical	Section 5.6	
Stormwater Management	Section 5.7	Appendix E
Sustainable Development	Section 5.8	Appendix F
Building Code of Australia	Section 5.9	Appendix N
NCC and DDA Compliance	Section 5.10	Appendix O
Waste Management	Section 5.11	Appendix P
Public Interest	Section 5.12	

5.1 SITE SUITABILITY

The site is suitable for the proposed development for the following reasons:

- The site is zoned B4 Mixed Use under the LLEP 2008, which permits *commercial premises* and *shop top housing*. The proposal supports the zone objectives through the establishment of ground level active uses and residential apartments on the upper levels.
- The LLEP 2008 and LDCP 2008 provide detailed controls for the redevelopment of the site. As demonstrated in section 4, the proposal is consistent with the controls established for the Liverpool city centre and responds to Council's Vision to establish high quality mixed use developments that increase the residential population and contribute to job creation.

- The site is located within the Liverpool city centre and is within an 800m walkable catchment of Liverpool city centre. A Plan for Growing Sydney identifies Liverpool as a 'Regional City Centre' within the area identified as 'Global Sydney'.

Furthermore, the site is already serviced by the necessary utility infrastructure and existing services can be extended, augmented or amplified (if required) to accommodate increased demand from the development.

5.1.1 BUILDING HEIGHT AND FLOOR SPACE RATIO

The proposal is of comparable height and scale to development envisaged in the LLEP 2008 and the LDCP 2008. Whilst the proposal represents a technical non-compliance with the FSR standard, it complies with the height standard for the site. Furthermore, the proposal complies with the street frontage height control in the LDCP 2008. The development will contribute to the creation of an active and vibrant Liverpool city centre, through the establishment of new businesses and an increase in the residential population.

5.1.2 ACHIEVING DESIGN EXCELLENCE

The design is considered to achieve design excellence and makes a net positive impact on urban design outcomes for the city centre by:

- Providing a landmark corner building at this key intersection, with the building mass stepped from the side boundary to the corner of Macquarie and Castlereagh Streets.
- Utilising a podium and 'webbed' feature exterior to emphasize the base of the building, which assists in providing a human scale to those at street level.
- The proposal will contribute to the architectural variety within the city.
- Incorporating a variety of high quality materials and features and utilising a combination of horizontal and vertical architectural elements to break up the façade.

The proposal is therefore considered to achieve design excellence and will make a positive contribution to the Liverpool city centre.

5.2 STREETSCAPE AND PUBLIC DOMAIN

The proposed redevelopment positively responds to the streetscape and public domain by:

- Improving the sites relationship to the public domain through the establishment of commercial tenancies fronting each street with associated areas that can accommodate alfresco dining.
- Establishing high quality landscaping and planting of new street trees.
- Upgrade to the paving treatments of the surrounding footpaths, as per Council's specifications.

For all these reasons, the proposal is considered to have a beneficial streetscape and public domain outcomes and will actively assist in revitalising this part of the Liverpool city centre.

5.3 RESIDENTIAL AMENITY

5.3.1 SEPP 65 ASSESSMENT

As discussed in section 4.1.3, an assessment of the nine 'Design Principles' of SEPP 65 (as amended) and the objectives and design criteria contained in ADG has been prepared by MPA Architects and is submitted at **Appendix K**. This assessment concludes that the proposal will offer an excellent standard of internal and external amenity.

5.4 ENVIRONMENTAL IMPACTS

5.4.1 OVERSHADOWING

A shadow analysis of the proposal at 21 June and 21 December has been undertaken by MPA and is included within the architectural drawings package at **Appendix B**.

As a result of scale of development permitted on the site, it is reasonable to expect that additional overshadowing of surrounding sites will occur, however, the shadow impact is limited due to the sites proximity to Macquarie Street. The overshadowing impacts are considered reasonable for the following reasons:

- The overshadowing does not compromise surrounding sites from receiving a minimum two hours solar access between 9am and 3pm on June 21, as required by the ADG.
- Whilst additional overshadowing of the sites to the west will occur between 9am and 12pm, solar access will continue to be available from midday onwards.
- The proposal complies with the height of building standard. As is demonstrated in the shadow diagrams, the slender design and orientation of the building limits the overshadowing impacts on existing residential properties.

In addition to the above, the proposal includes a generous provision of communal rooftop landscaped area for the residents. These areas will receive excellent solar access and include shade structures to improve their amenity.

5.4.2 VIEWS AND VISUAL IMPACT

As the proposal is for a 23 storey mixed use tower, it will be visible from the wider locality. The proposal is consistent with Council's long term vision for the Liverpool city centre. In addition, its contemporary built form will contribute to the variety of architectural styles and the quality of the built form within the city centre.

The tower component has been designed so that it is slender and set away from the side boundary. This ensures that sufficient building separation will be achieved when the neighbouring site is redeveloped.

5.4.3 ACOUSTIC AND VISUAL PRIVACY IMPACTS

The proposal is designed to comply with the acoustic requirements of the EPA noise limits, BCA Part F5 and relevant Australian Standards. Bedrooms and living rooms are co-located to reduce the potential for noise transmission between active and non-active spaces.

In terms of visual privacy, all windows and balconies are orientated towards the streets. No windows or balconies are provided on the western elevation, ensuring that there will be no adverse privacy impacts on the neighbouring site into the future. Similarly, privacy to residents within the same development is maintained through applying these principles.

5.4.4 WIND IMPACT

The LDCP 2008 requires a Wind Report for building with a height greater than 35m. As shown in the elevations, when measured from the ground existing ground level the façade of the proposal extends above the 35m in height. A Wind Report was not identified as being required during the pre-lodgement process and has not been prepared on the grounds that:

- Buildings in the immediate area have a height of three storeys or less, reducing the likelihood of cumulative impacts and permitting breezes to penetrate the street level.
- The roof garden has been designed to protect users by incorporating sheltering devices, including the use physical screening.
- As demonstrated in the section drawings the façade incorporates breaks to dissipate downdrafts.

5.4.5 REFLECTIVITY

All glazing used on the external façade of the development is to have a maximum normal specular reflectance of visible light of 20%. The façade of the proposal incorporates non-reflective materials including render, clear glazing and cladding. A condition of development can ensure that building materials used on the façade have a maximum reflectance of visible light of 20%.

5.4.6 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The proposal has been designed having regard to Crime Prevention through Environmental Design (CPTED) principles. These principles are discussed below.

Surveillance

- The proposal has been designed to ensure that the development adheres to the principles of maximising 'eyes on the street'.
 - Active tenancies and building entries face Macquarie Street, Castlereagh Street and Norfolk Serviceway.
 - Additional casual surveillance is provided from the many balconies and living areas provided at the residential levels.
- The proposal has been designed to reduce the creation of blind spots by the provision of a development that addresses the corners with glazing. Further, the ground floor plane will have appropriate levels of lighting to avoid poorly lit dark spaces.
- The proposal will have adequate lighting of the communal open space to ensure a safe environment for future tenants.
- The basement car parking levels will be adequately lit with directional signage to ensure safe access.

Access Control

- Temporary construction fencing will be erected to secure the site in accordance with workplace safety requirements. A Construction Management Plan detailing the access measures will be prepared prior to the commencement of building works.
- Access into the residential levels will be controlled by electronic pass security devices. An intercom system will be provided to allow residents to grant access to their visitors.
- Access to the communal open space will be restricted to occupants of the residential apartments and their guests.
- The entrance to the basement car parking levels will remain closed at all times to ensure security is maintained for both occupants and visitors. Residents and tenants will be able to access the basement via a swipe card system.
- Visitors arriving in motor vehicles will be able to contact the respective apartment via the intercom system adjacent the vehicle ramp. Residents will then be able to open the vehicle gate from within their apartment.

Territorial Reinforcement

- The landscaping proposed as part of the development will be managed by the strata body to ensure the landscape design maintains its integrity and vandalism is discouraged.

Space Management

- The proposed development will be managed by a strata body.
- The proposed development will include vandalism management to ensure the prompt removal of graffiti.

5.5 TRAFFIC, ACCESS AND PARKING

A Traffic and Parking Report has been completed by Colston Budd Hunt and Kafes Pty Ltd and is attached at **Appendix L**. The Report provides an assessment of the proposal against the relevant transport and parking policies and guidelines. The key considerations are summarised below.

5.5.1 SITE ACCESS

The proposal seeks to provide vehicle access via Norfolk Serviceway, which is identified as the preferable access point in the LDCP 2008. This allows for an uninterrupted frontage to Macquarie Street and Castlereagh Street.

5.5.2 TRAFFIC GENERATION

The Traffic and Parking Report provides an assessment of the impact of the anticipated traffic generation of the proposal on the existing and proposal local road network. The assessment finds that the proposed development would have a traffic generation of some 40 to 50 vehicles per hour during weekday morning and afternoon peak hours.

The report finds that existing site generates some 20 and 45 vehicles per hour two-way during the surveyed weekday morning and afternoon peak hours, which results in a net increase of between 5 and 20 vehicles per hour two-way at peak times. The report concludes:

“Such a low traffic generation would not have noticeable effects on the operation of the surrounding road network. Intersections would continue to operate at their existing good levels of service, with similar average delays per vehicle.”

5.5.3 PARKING

Car parking rates are determined by the LLEP 2008 and the LDCP 2008. As outlined in section 4.2.5, the proposed car parking satisfies the minimum car parking requirement of the LLEP 2008. The car parking provision against the controls is summarised in **Table 14**.

TABLE 14 – PARKING PROVISION AGAINST CONTROLS

	COMPONENT	PARKING RATE	REQUIRED	PROPOSED
LLEP 2008	Car Parking (Commercial)	Ground Floor: 1 per 200sqm GFA. Other Levels: 1 per 150sqm.	6 commercial	8 commercial
LDCP 2008	Car Parking (Residential)	1 space per two studio apartments. 1 space per one bedroom or two bedroom apartments. 1.5 spaces per three bedroom apartment. 1 space per 10 units (or part thereof) for visitors. 1 space per 40 units for service vehicles.	173 residential 17 visitor 4 service	177 residential 17 visitor 4 service
	Motorcycle	1 motorcycle space per 20 car spaces.	10	9
	Bicycle	1 per 200sqm GFA with 15% accessible by visitors.	71	15

Car Parking

Whilst 2 additional commercial car spaces above the minimum are proposed, the Traffic and Parking Report concludes that the proposed parking provision meets the minimum requirement and the traffic generation from the site would not have noticeable effects on the operation of the surrounding road network. Furthermore, the provision of eight commercial car spaces is consistent with the LDCP 2008, which requires 1 space 100sqm GFA. Given that six commercial tenancies are proposed, the provision of 8 spaces is also appropriate to meet the needs of the prospective tenants.

The provision of 177 residential car spaces satisfies the minimum requirement contained in the LDCP 2008 and allows the one and two bedroom units to be allocated one car space each. This arrangement also allows for the three bedroom units to be allocated two car spaces.

Bicycle/Motorcycle Parking

The provision of bicycle and motorcycle car parking has been justified in section 4.3.5 of this SEE.

5.6 GEOTECHNICAL ENGINEERING

A Geotechnical Report was not identified as being required by Council in the pre-lodgement application advice. Furthermore, the site and the surrounds are relatively flat and do not comprise any heritage items. The section drawings demonstrate that the excavation technique will comprise:

MPA to Provide further Detail on Cut/Fill and Retaining Walls/Methods Proposed

Further details will be provided at CC stage.

5.7 STORMWATER MANAGEMENT

The site is located within an existing urban area. A stormwater concept plan has been prepared by Abel & Brown Pty Ltd and is included at **Appendix E**. The Stormwater Management Report finds that the proposed drainage system will drain to the same discharge point as the existing development, via on-site retention and pollutant removal equipment.

A stormwater drainage system consistent of a network of pits and pipework strategically located to integrate into the council drainage system and drainage provided to service the development will cater for all flows up to the 100yr ARI storm event. The system has been modelled to meet the water quality objectives in the LDCP 2008 and will provide pollutant rates greater than:

- 80% TSS reduction,
- 45% TP reduction, and
- 45% TN reduction.

5.8 SUSTAINABLE DEVELOPMENT

BASIX

This application includes a BASIX Certificate which demonstrated that the proposed residential apartment comply with the water and energy savings targets for new developments within NSW. A copy of the BASIX Assessment Report and BASIX Certificate is attached at **Appendix F**.

NON-RESIDENTIAL

As demonstrated in **Appendix M**, the proposal has been assessed against the LDCP 2008 sustainability provisions and has been found to satisfy these. The proposal is able to comply with Section J of the Building Code of Australia and will incorporate the necessary measures to ensure compliance.

5.9 BUILDING CODE OF AUSTRALIA

A Building Code of Australia (BCA) Report has been prepared by VIC Lilli & Partners Consulting and included at **Appendix N**. This finds that the proposed building is capable of achieving compliance with the requirements of the BCA 2015 and relevant adopted standards without undue modification to the design or appearance of the building.

5.10 NCC AND DDA COMPLIANCE

A Disability Access Report has been prepared by Cheung Access and is included at **Appendix O**. This concludes:

“In summary, on the basis of our assessment, the proposed mixed used development at 387-403 Macquarie Street Liverpool, has the capacity to meet the requirements of the following:

1. *Part D3, E3.6 and F2.4 of the Building Code of Australia (BCA); &*
2. *Liverpool Council’s LDCP 2008 Part 4, Development in Liverpool city centre- 10% of all dwellings to be capable of adaptation”*

The report recommends that a further assessment at CC stage is required to ensure compliance with AS1428.1 (2009) and Class C Essential features of AS4299.

5.11 WASTE MANAGEMENT

A Site Waste Minimisation and Management Plan has been prepared in accordance with Council's template and is submitted at **Appendix P**.

The key features for the operation waste management include the following:

- A commercial garbage room is provided on the ground level. This is capable of accommodating 6 x 660L bins.
- A residential garbage room is provided on the ground level. This is capable of accommodating 36 x 660L bins and a compaction system.
- A total of 14 x 660L bins, collected twice weekly are required to accommodate the waste generated from the residential component.
- A garbage chute system is proposed to provide convenient access for transportation of general waste from the residential levels to the garbage room in the basement.
- A storage area provided for the storage of bulky waste is located on the ground level. This has a volume of 91.5m³.
- A caretaker/building manager will be responsible for the management of waste. On collection day bins will be collected from the loading dock located on the site.

5.12 PUBLIC INTEREST

The proposal will deliver a number of important economic, social and environmental outcomes and is in the public interest for the following reasons:

- The proposal will significantly enhance the built form and visual appearance of the site through the provision of a high quality mixed use development that actively addresses all three street frontages.
- The proposal will support job creation through the provision of ground floor commercial tenancies and increase the base residential population of the Liverpool city centre through the provision of 168 apartments on the upper levels.
- The development will serve as a catalyst for the redevelopment of the immediate area in accordance with Council's strategic vision.
- The proposal will offer a high standard of amenity for the occupants and does not adversely impact the amenity of surrounding properties.

6 Conclusion

The proposed development has been assessed against the relevant environmental planning instruments and policies which demonstrate that:

- **Consistency with State and local strategic planning documents** – The proposal positively contributes to state strategic planning requirements to accelerate housing, supply and choice in established urban centres. It is also consistent with Council's Vision for the Liverpool city centre, given the proposal is for a high quality architectural development that will support the creation of new spaces for business, promote an active ground floor plane and increase the residential population within the city.
- **The proposal satisfies the applicable local and State planning controls** – The proposal has been determined to achieve a high level of compliance with the applicable planning controls. The development complies with the height of building standard in the LLEP 2008 and complies with the street frontage heights contained in the LDCP 2008. Whilst the proposal does not comply with the numeric FSR development standard it satisfies the objectives of the standard and is of a scale and form envisaged in the strategic and statutory planning documents.
- **Presents a positive design which responds to the site context** - The design has been formulated having close regard to the sites corner 'gateway' location. The proposal provides for an active ground floor to all three street frontages and has been designed so that the tower element is sufficiently separated from neighbouring sites. The siting, scale and form of the proposal minimises adverse environmental impacts.
- **The proposal will offer a high standard of amenity** – The apartments and the development generally will offer residents a high standard of internal and external amenity. The proposal meets or exceeds the ADG design criteria in relation to solar access and natural cross ventilation and provides a generous provision of communal open space.
- **Is in the public interest.** The proposal will make a positive contribution to the Liverpool city centre and will serve as the catalyst for further redevelopment of surrounding sites. The proposal increases residential and employment opportunities within access to existing public transport, services and amenities.

Having considered all the relevant matters under Section 79C of the EP&A Act, it is concluded that the proposal represents a sound development outcome.

Disclaimer

This report is dated October 2015 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Preswand Unit Partnership (**Instructing Party**) for the purpose of Statement of Environmental Effects (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A

Site Survey

Appendix B

Architectural Drawings

Appendix C

Landscape Plan

Appendix D

Erosion and Sediment Control Plan

Appendix E

Stormwater Concept Plan and Stormwater Management Report

Appendix F

BASIX Certificate

Appendix G

QS Report

Appendix H

Clause 4.6 Justification – Floor Space Ratio

Appendix I

Archaeological Assessment

Appendix J

Clause 4.6 Justification – Building Separation

Appendix K

SEPP 65 Verification Statement and Apartment Design Guidelines Assessment

Appendix L

Traffic and Parking Report

Appendix M

Liverpool Development Control Plan 2008 Assessment

Appendix N

BCA Report

Appendix O

Access Report

Appendix P

Waste Management Plan (Council Template)



Sydney

Level 23, Darling Park Tower 2
201 Sussex Street
Sydney, NSW 2000
t 02 8233 9900
f 02 8233 9966

Melbourne

Level 12, 120 Collins Street
Melbourne, VIC 3000
t 03 8663 4888
f 03 8663 4999

Brisbane

Level 7, 123 Albert Street
Brisbane, QLD 4000
t 07 3007 3800
f 07 3007 3811

Perth

Level 1, 55 St Georges Terrace
Perth, WA 6000
t 08 9346 0500
f 08 9221 1779