



Liverpool Development Control Plan 2008

Control	Provision	Compliance
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Part 1 - General Controls for all Development

Objectives of the Liverpool Development Control Plan 2008 (1.2)	<p>The objectives of this DCP are:</p> <ul style="list-style-type: none"> a) To provide more detailed provisions for regulating the carrying out of development. b) To protect and improve the natural environment in the City of Liverpool. c) To protect and improve the amenity of the City of Liverpool. d) To protect personal safety and to minimise the risk of damage to areas subject to environmental hazards, particularly flooding. e) To promote a high standard of urban and environmental design. f) To conserve, protect and enhance the environmental heritage of the City of Liverpool. g) To encourage a diversity of housing to meet the needs of the residents of the City of Liverpool. h) To facilitate development that is environmentally sustainable. 	Complies. The proposed development is consistent with the objectives of the DCP
Tree Preservation (2)	<ul style="list-style-type: none"> — Any approvals to remove or prune trees issued with a development consent shall lapse when the development consent lapses or becomes invalid or void. — Applications for trees that have Aboriginal markings and/or constitute an item of Aboriginal significance shall be referred to the NSW Department of Environment and Climate Change (DECC). Intensive management options such, as fencing or buffer provisions will be considered to ensure adequate preservation. — Any pruning shall be undertaken in accordance with AS 4373/2007 – Pruning of amenity Trees. 	<p>Complies. No indigenous or significant trees identified as having habitat value identified on site.</p> <p>Proposed tree removal will be replaced with generous planting of suitable species.</p>

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	<ul style="list-style-type: none"> — All existing indigenous trees shall be retained or replaced. Where approval is given to remove trees, appropriate replacement planting will be required. — Significant trees that are identified as having habitat value shall not be relocated or removed. 	
Retention of existing on site trees (3.1)	<ol style="list-style-type: none"> Existing trees and native vegetation are to be retained, protected and incorporated into the development proposal. This is particularly important for vegetation which forms part of a ridgeline tree canopy and in foreshore and riparian areas (with the exception of weed species). 	<p>Complies. The Flora and Fauna Report prepped by ACS Environmental does not identify any native or significant vegetation on the site, noting that the site largely contains exotic shrubland with isolated woody small tree-form weeds and grassland with exotic herbaceous weeds.</p> <p>There is considered to be limited opportunity for tree retention on site.</p>
Retention of existing street trees (3.2)	<ol style="list-style-type: none"> Prior to the commencement of the design of a development existing street trees should be identified. The design of a development should consider options to retain existing street trees. The design and location of access driveways should wherever possible be located to avoid removal of any existing street trees. 	N/A – No existing street trees.
Landscape Specifications (3.4)	<ol style="list-style-type: none"> Landscape planting should be principally comprised of native species to provide an integrated streetscape appearance. Species selected in environmentally sensitive areas should be indigenous to the locality. However, Council will consider the use of deciduous trees in small private open space areas such as courtyards for control of local microclimate and to improve solar access. Environmental and noxious weeds in Liverpool shall not be used in the landscape design The landscaping shall contain an appropriate mix of canopy trees, shrubs and groundcovers. Avoid medium height shrubs (0.6 – 1.8m) especially along paths and close to windows and doors. <p>(Cont'd)...</p>	<p>Complies. Site Image have prepared a landscaping plan to support the proposal. The landscaping design incorporates a mix of primarily native vegetation, including grasses, groundcovers, shrubs and trees.</p> <p>Landscaping will be provided to ground floor communal areas, private residential gardens, the portion of the site within the riparian zone, and the rooftop areas. The landscaping proposal does not obstruct visibility to the driveway entrance off Shepherd Street.</p>

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Landscape Specifications (3.4)	<ol style="list-style-type: none"> 1. Use low water/low maintenance plant selection by selecting drought tolerant species. 2. Applicants need to demonstrate that plant selection is suitable for the particular soil type of the site and comply with any site constraints such as Bushfire Prone Land. 3. Where possible, all landscaping designs should incorporate permeable paving options. Permeable paving includes the use of porous paving units, ornamental gravel and paving on a compacted sand bed. Permeable paving ensures that air and water is made available to tree roots while providing a safe and stable pedestrian surface and around trees. Benefits include: 4. Ensuring that air and water are available to tree roots to ensure healthy and secure growth. (Cont'd) 	<p>Capable of compliance. The landscape plan prepared by Site Image outlines the design and landscaping choices for the proposal.</p> <p>Species and landscaping treatments have been selected with consideration of the surrounding area and recommendations in the Flora and Fauna Surveys, Biodiversity Impact Assessment and Riparian Zone Assessment prepared by ACS Environmental, for the Vegetated Riparian Zone remediation. The landscaping proposal significantly improves riparian zones and manages stormwater runoff through the implementation of WSUD measures, and a Stormwater Quality Improvement Devices (SQUID) to reduce the flow of pollutants from the site. Refer to Stormwater Management Plan and Civil Works Package prepared by Enscape Studio in support of the DA.</p>
Stormwater Runoff Quality (6.4)	<ol style="list-style-type: none"> 1. The post development water quality shall be reduced to the following targets when compared to pre development water quality: <ol style="list-style-type: none"> a) 45% reduction in the mean annual load of total nitrogen. b) 45% reduction in the mean annual load of total phosphorus. c) 80% reduction in the mean annual load of total suspended solids. <p>In the case of areas where council has adopted a master plan or in Part 2 specifying water quality targets.</p> <p>The requirements of those documents shall be utilised in preference to the targets listed above.</p>	<p>Complies. A Stormwater Management Plan and MUSIC model has been prepared by Enscape Studio in support of the development. This demonstrates that there will be water quality improvements in line with Council requirements in the DCP.</p>
Environmental Flows (6.5)	<ol style="list-style-type: none"> 1. The peak runoff for the 1-year ARI post development does not exceed that of an undeveloped catchment. 	<p>Capable of compliance. Stormwater management plans and drawings have been prepared to support the proposal in response to the DCP controls</p>

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	2. The peak runoff for the 1-year ARI post development is not less than 50% from that of an undeveloped catchment.	
Development near a Watercourse (7)	1. If any works are proposed near a water course, the Water Management Act 2000 may apply, and you may be required to seek controlled activity approval from the NSW Office of Water. Please consult with the NSW Office of Water regarding your proposal. Section 4 Bushland and Fauna Habitat Preservation of this DCP should also be addressed when pertinent.	Complies. A controlled activity approval will be sought from the NSW Office of Water.
Erosion and Sediment Control (8)	1. The development application shall be accompanied by either a Soil and Water Management Plan (SWMP) or an Erosion and Sediment Control Plan (ESCP) as shown in Table 1. 2. These plans shall be prepared in accordance with Managing Urban Stormwater Soils and Construction, also known as the Blue Book (current edition) produced by the NSW Department of Housing. The plans should form part of the engineering design drawings and be documented in the construction plans.	Complies. An Erosion and Sediment Control Plan is located within the Stormwater Management Plan prepared by Enscape Studio
Flooding Risk (9)	Objectives: a) To minimise the potential impact of development and other activity upon the aesthetic, recreational and ecological value of the waterway corridors. b) To ensure essential services and land uses are planned in recognition of all potential floods. c) To reduce the risk to human life and damage to property caused by flooding through controlling development on land affected by potential floods. d) To ensure that the economic and social costs which may arise from damage to property due to flooding is minimised and is not greater than that which can be reasonably managed by the property owner and general community. e) To limit developments with high sensitivity to flood risk (e.g. critical public utilities) to land with minimal risk from flooding. f) To prevent intensification of inappropriate use of land within high flood risk areas or floodways. g) To permit development with a lower sensitivity to the flood hazard to be located within the floodplain, subject to appropriate design and siting controls. h) To ensure that development should not detrimentally increase the potential flood affectation on other development or properties either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain.	Capable of compliance. A small portion of the site is identified as a flood prone site under LLEP 2008. A flood impact assessment has been undertaken by Enscape Studio as part of the Stormwater Management Plan & Civil Works package. Enscape Studio note that due to the development being primarily situated in areas that are not flood impacted, the development will not impact the existing flood behavior. Further, Enscape Studio note that as the habitable areas of the site are outside of the flood extent, the development allows for safe occupation during floods.

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	i) To ensure that development does not prejudice the economic viability of any Voluntary Acquisition Scheme.	
Contaminated Land Risk (10)	<p>Objectives</p> <ul style="list-style-type: none"> a) To identify the presence of contamination at an early stage of the development process and to manage the issues of land contamination to ensure protection of the environment and that of human health is maintained. b) Ensure that proposed developments or changes of land use will not increase the risk to human health or the environment; c) Avoid inappropriate restrictions on land use; Ensure that all stakeholders are aware of their responsibilities for the ongoing management of contaminated land. 	Complies. Contamination investigations has been undertaken by EI Australia as part of a Detailed Site Investigation (DSI). The DSI concludes that the presence of gross, or widespread contamination was a low risk at the site and that the land could be made suitable for the proposed residential development through the implementation of recommendations. Accordingly, it is considered that the site is consistent with the requirements of Resilience and Hazards SEPP and can be made suitable for the proposed land use.
Acid Sulfate Soils Risk (12)	<ul style="list-style-type: none"> 1. If acid sulfate soils are present and not likely to be disturbed, best practice measures employed to manage the quality of water leaving the site shall be detailed in the SEE or equivalent. 2. If acid sulfate soils are present and likely to be disturbed a soil and water analysis and an assessment of the potential risk from disturbance of the acid sulfate soils shall be undertaken. The analysis and assessment shall be approved by Council prior to the issuing of development consent. 3. If acid sulfate soils are present and likely to be disturbed an acid sulfate soils management plan shall be prepared in accordance with the guidelines. The acid sulfate soils management plan shall be approved by Council prior to the issuing of development consent. 4. Any acid sulfate soils analysis, assessments and management plans shall be undertaken or prepared by an appropriately qualified professional with experience in acid sulfate soils analysis and assessments as well as the preparation of acid sulphate soils management plans. 5. Council may require monitoring reports on the implementation of an acid sulfate soils management plan to be submitted. 	Complies. An Asset Soils Assessment has been prepared by AssetGeoEnviro. The assessment notes that preliminary acid sulphate soil tests have been undertaken which actual acid sulfate soils (AASS) not present and potential acid sulfate soils (PASS) unlikely to be present. AssetGeoEnviro note that based on fieldwork and laboratory test, no further testing is required for acid sulfate soils assessment.
Demolition of Existing Developments	<ul style="list-style-type: none"> 1. All demolition work must comply with the Australian Standard AS2601 - 1991, The Demolition of Structures. 	Capable of compliance.

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	<ol style="list-style-type: none"> 2. Security fencing such as hoardings must be provided around the perimeter of the demolition site prior to work commencing to prevent access by unauthorised persons at all times during the demolition period. Approval of the fencing by Council must be received prior to erection. 3. Demolition must not be conducted in high winds to ensure dust does not spread beyond the site boundaries. <p>(Cont'd)</p>	
Aboriginal Archaeology (16)	<ol style="list-style-type: none"> 1. If any of the features apply, then an Aboriginal Heritage Impact Assessment (AHIA) must be prepared in accordance with the NSW Department of Environment and Climate Change Draft Guidelines for Aboriginal Heritage Impact Assessment and submitted with the initial investigation report. 2. An AHIA will also be required if the relevant local Aboriginal community provides sufficient information to the Council that leads it to conclude that the site may have Aboriginal heritage significance. 3. Once the AHIA is submitted, the Council will send copies to representatives of the relevant local Aboriginal communities and the 	<p>Capable of compliance. It is noted that an Aboriginal Cultural Heritage Due Diligence Assessment was prepared for the adjoining site at 32 Shepherd Street which found no evidence of Aboriginal Cultural Heritage identified across that site and no further investigation being required.</p> <p>Given the proximity of the site to 32 Shepherd Street and the significantly altered topography and landscape, it is considered unlikely that any Aboriginal Cultural Heritage would be identified across the site and such a study would deliver the same conclusions as the Aboriginal Cultural Heritage Due Diligence Assessment prepared for 32 Shepherd Street.</p>
Heritage and Archaeological Sites (17)	<ol style="list-style-type: none"> 1. Development in the vicinity of a heritage item shall be designed to respect and complement the heritage item in terms of: <ol style="list-style-type: none"> a. Scale; b. Materials, colours and finishes; c. Building and street alignment; d. Landscaping and fencing. 2. Development in the vicinity of heritage items is to minimise the impact on the setting of the heritage item by: <ol style="list-style-type: none"> a. Retaining and respecting significant views to and from the heritage item; 	<p>N/A – No heritage item within vicinity of the site that would impact on the proposed development.</p>

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	<ul style="list-style-type: none"> b. Retaining original or significant landscaping (especially plantings associated with the heritage item); c. Providing an adequate area around the place to allow interpretation of the heritage item. 	
Transport Impact (20.7)	<p>For major developments a Transport Management Plan shall be submitted with the development application.</p> <p>The Transport Management Plan shall address the following:</p> <ul style="list-style-type: none"> — The existing traffic environment. — Traffic generation anticipated from the proposed development. — The cumulative impact of traffic in the locality. — The need for traffic improvements in the locality. — The need for public transport works on site and in the locality. — Proposed traffic egress/ingress to Classified/Sub Arterial Roads. — Sight distance and other safety issues. 	<p>Complies. Transport and Traffic Planning Associates Australia have prepared a Traffic and Parking Impact Assessment, which accompanies the DA.</p> <p>The assessment confirms that impacts of the development on the local area infrastructure will be negligible and that the proposed vehicular access, servicing and parking areas are in accordance with the Australian Standard requirements.</p>
Strata subdivision (21.7)	Applications for strata subdivision of buildings, space or land will need to ensure that the strata plan is consistent with the development consent particularly the allocation of private and common property. In particular visitor or customer car parking identified in a development consent shall remain as common property.	N/A – No strata subdivision proposed.
Water Conservation (22)	New dwellings, including a residential component within a mixed-use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy – Building Sustainability Index (BASIX).	Complies. The proposal complies with the requirements of SEPP (BASIX) and BASIX Certificates have been submitted in support of the DA.
Energy Conservation (23)	Dwellings, including multi-unit development within a mixed use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy – Building Sustainability Index (BASIX). A complying BASIX report is to be submitted with all development applications containing residential activities.	Complies. The proposal complies with the requirements of SEPP (BASIX) with respect to Energy Conservation. A BASIX Report has been prepared by Efficient Living demonstrating compliance.

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Part 4 – Development in Liverpool City Centre											
Building Form (2.1)	<p>Building to Street Alignment and Street Setbacks</p> <ul style="list-style-type: none">— A 4-4.5m landscaped setback is required from Shepherd Street.— The external facades of buildings are to be aligned with the streets that they front.— Balconies may project up to 1.2m into front building setbacks in the High Density Residential zone and up to 600mm in all other zones, provided 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.	Buildings are proposed to have generous landscaped setbacks from Shepherd Street and Powerhouse Road boundaries. This is to respond to the specifics of the site, location of Shepherd Street and Powerhouse Road, as well as the alignment of the adjoining building at 32 Shepherd Street.									
	<p>Street Frontage Heights</p> <ul style="list-style-type: none">— A 15-20m (5-7 storeys) street frontage height is required along Atkinson Street and Shepherd Street.— Notwithstanding the above, the street front height of any new building is to be consistent with the controls in Section 2.6 Solar Access.— Notwithstanding the controls in Figure 5, the street frontage height controls of any new building adjacent to Heritage Items is to be appropriately scaled (refer to Section 7.1 Heritage Items and Special Heritage Areas).	Complies. The proposal in terms of podium/ street frontage heights follows the height and scale of the neighbouring buildings within the Shepherd Street Precinct to reinforce the existing urban edge and provide a consistent streetwall. Accordingly, the proposal will provide a podium/streetwall height of 5 storeys.									
	<p>Boundary Setbacks and Building Depth and Bulk</p> <ul style="list-style-type: none">— Setbacks are to be as follows: <table><tr><th>Zone</th><th>Building height & uses</th><th>Front (upper level) setback</th><th>Side setback</th><th>Rear setback</th></tr><tr><td></td><td></td><td></td><td></td><td></td></tr></table>	Zone	Building height & uses	Front (upper level) setback	Side setback	Rear setback					
Zone	Building height & uses	Front (upper level) setback	Side setback	Rear setback							

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	High Density	All uses up to 12m height:				<p>The proposal provides a range of side setbacks along the northern elevation of Building A adjoining the property at 32 Shepherd Street that results in part compliance and part non-compliance. The variations to the side setbacks will not impact upon the visual appearance of the building at this boundary, particularly when considering the overall precinct development of Shepherd Street and established side setbacks of 32 Shepherd Street at this boundary. In response, Building A has been designed with a high-quality architectural response to setback constraints of the site in this location.</p> <p>Furthermore, the building façade and apartments in this location have been designed to minimise overlooking and direct sightlines between windows and balconies to reduce visual or acoustic privacy impacts. Balconies and windows subject to reduced separation distances will incorporate a vertical metal screen system.</p> <p><u>Rear Setback:</u> N/A</p> <p><u>Depth & bulk:</u> Does not comply.</p> <p>Despite the non-compliance in building depth and bulk, building mass is broken down by vertical ‘slot’ elements through the façade, contributing to the towers appearing slender and providing forms</p>
	Residential	– non-habitable rooms	Street setback†	3 m	6m	
		– habitable rooms	Street setback†	6m	6m	
		All uses between 12 – 25m height:				
		– non-habitable rooms	n/a	4.5m	6m	
		– habitable rooms	n/a	9m	9m	
		All uses between 25 – 35m height:				
		– non-habitable rooms	see Figure 6	6m	6m	
		– habitable rooms	see Figure 6	12m	12m	
		All uses between 35 – 45m height:				
		– non-habitable rooms	see Figure 6	6m	9m	
		– habitable rooms	see Figure 6	14m	14m	
	– Maximum floorplate size as follows					
	Land use zone	Building use	Condition	Maximum GFA per floor	Maximum building depth (excludes balconies)	
	Residential & all other zones	All residential uses	Above 25m in height. The gross floor area permitted above this height is 20% of the total gross floor area of the development, up to the maximum permissible height shown on the Height of Buildings map in the Liverpool LEP 2008.	500sqm	18m	

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		<p>related to the remainder of the Shepherd Street Precinct.</p> <p>Furthermore, proposed buildings provide generous landscaped setbacks from Shepherd Street and Powerhouse Road to afford greater increased opportunities for communal open space at ground level, and alignment with adjacent buildings along Shepherd Street to provide consistency in the legibility of setbacks and to reduce perceptions and of bulk and scale at a pedestrian scale. The proposal includes continuation of the proposed public riverwalk which is connected to by a proposed through-site link between Buildings A and B, which will also assist in breaking up building bulk across the site.</p>
Site Cover and Deep Soil Zones (2.3)	<ul style="list-style-type: none"> Maximum 50% site coverage permitted. Deep soil zone must be at least 15% of the total site area, with no dimension less than 6m. Deep soil zones must accommodate existing mature trees as well as allowing for the planting of trees that will grow to be mature plants. No structures, works or excavations that may restrict vegetation growth are permitted in this zone (including but not limited to car parking, hard paving, patios, decks and drying areas). No structures, works or excavations that may restrict vegetation growth are permitted in this zone (including but not limited to car parking, hard paving, patios, decks and drying areas). 	<p>Complies. Deep soil area is approximately 1,579sqm (20%). No structures are proposed in this area.</p> <p>Site coverage is approximately 2,878sqm which equates to 36.5%.</p>
Pedestrian Permeability (3.1)	<ul style="list-style-type: none"> Through site links are to be provided as shown in Figure 11. Through block connections are to: <ul style="list-style-type: none"> be a minimum width of 5m clear of all obstructions, have active street frontages and/or a street address along its length, -be clear and direct throughways for pedestrians, be open to the air and publicly accessible at all times, 	<p>Complies.</p> <p>The site is not identified as requiring a through site link. Nevertheless, A connection is provided between Building A and Building B through to the Georges River.</p>

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	<ul style="list-style-type: none"> — have signage at street entries indicating public accessibility and the street to which the through site link connects, and — o demonstrate the application of safer-by-design principles. 	
Active Street Frontages and Address (3.2)	<ul style="list-style-type: none"> — Active street fronts are required on ground level of all areas identified in Figure 11, including adjacent through block connections. — Residential developments are to provide a clear street address and direct pedestrian access off the primary street front, and allow for residents to overlook all surrounding streets. — Provide multiple entrances for large developments including an entrance on each street frontage. — Provide direct “front door” access to ground floor residential units. — Residential buildings are to provide not less than 65% of the lot width as street address. 	Complies. While no active frontage is required, the proposal will provide a clear street address and pedestrian access from both Shepherd Street and Powerhouse Road. The design and arrangement of both Building A and Building B will allow for residents to overlook all surrounding streets.
Vehicle Footpath Crossings (3.6)	<ul style="list-style-type: none"> — Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with high pedestrian priority routes identified in Figure 18 (marked yellow). — Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date. — Wherever practicable, vehicle access is to be a single lane crossing with a maximum width of 2.7m over the footpath, and perpendicular to the kerb alignment. In exceptional circumstances, a double lane crossing with a maximum width of 6m may be permitted for safety reasons (refer to Figure 18). — Vehicle access ramps parallel to the street frontage will not be permitted. — Ensure vehicle entry points are integrated into building design. — Doors to vehicle access points are to be roller shutters or tilting doors set back from the building facade. — Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street. 	Complies. The buildings will get access from Powerhouse Road.
Building Exteriors (3.8)	<ul style="list-style-type: none"> — Adjoining buildings are to be considered in the design of new buildings in terms of appropriate alignments and street frontage heights, setbacks above street frontage heights, appropriate materials and finishes, façade proportions and corner treatments. — Articulate facades so that they address the street and add visual interest. — Buildings are to be articulated to differentiate between the base, middle and top in design. 	Complies. The building alignment, proportions and materials are appropriate for the context.

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	<ul style="list-style-type: none"> Blank walls in general that address street frontages or public open space are discouraged. Where they are unavoidable, building elements or landscaping must be used to break up large expanses of walls. Finishes with high maintenance costs, those susceptible to degradation or result in unacceptable amenity impacts, are to be avoided. To assist in articulation and visual interest, expanses of any single material is to be avoided. Limit sections of opaque or blank walls greater than 4m in length along the ground floor to a maximum of 30% of building frontage. Highly reflective finishes and glazing are not permitted above ground floor level. 	
Pedestrian Access and Mobility (4.1)	<ul style="list-style-type: none"> Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity. The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428 Pt 1 and 2, or as amended) and the Disability Discrimination Act 1992 (as amended). Barrier free access is to be provided to not less than 20% of dwellings in each development and associated common areas. The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor. The development must provide accessible internal access, linking to public streets and building entry points. Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours. 	Capable of compliance.
Vehicular Driveways and Manoeuvring Areas (4.2)	<ul style="list-style-type: none"> Driveways should be: <ul style="list-style-type: none"> provided from lanes and secondary streets rather than the primary street, wherever practical, located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees, located a minimum of 10m from the perpendicular of any intersection of any two roads, and located to minimise noise and amenity impacts on adjacent residential development. Vehicle access is to be integrated into the building design so as to be visually recessive. 	Generally complies. Given the sites location at the end of Shepherd Street, upgrades to Powerhouse Road will provide street access. One vehicular access driveway is proposed for each Building strategically located on each side of the site to generally comply with the control.

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	<ul style="list-style-type: none">— All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three-point turn.— Design of driveway crossings must be in accordance with Council’s standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 Roads Act approval.— Driveway widths must comply with the relevant Australian Standards.— Car space dimensions must comply with Australian Standard 2890.1.— Driveway grades, vehicular ramp width/ grades and passing bays must be in accordance with the relevant Australian Standard, (AS 2890.1).— Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms.								
On-site Parking (4.3)	<ul style="list-style-type: none">— Parking rates are provided below: <table><tr><th>Table 3 Car parking</th></tr><tr><th>Car Parking For Residential Development</th></tr><tr><td>- 1 Space per two studio apartments</td></tr><tr><td>- 1 space per one bedroom or two bedroom apartments</td></tr><tr><td>- 1.5 spaces per three of more bedroom units</td></tr><tr><td>- 1 space per 10 units or part thereof, for visitors</td></tr><tr><td>- 1 space per 40 units for service vehicle (including removalist vans (and car washing bays, up to a maximum of 4 spaces per building.</td></tr></table>— Car parking above the required rates is calculated towards gross floor area.— Car parking above ground level is to have a minimum floor to ceiling height of 2.8m so it can be adapted to another use in the future.— Provision is to be made for motorcycle parking at the rate of 1 motorcycle space per 20 car spaces— A minimum of 2% of the required parking spaces is an appropriately designated disabled parking space.— Bicycle parking is to be in secure and accessible locations with weather protection.— Onsite parking for residential flat buildings is to be wholly in basement parking unless Council is satisfied that unique site conditions prevent achieving all parking in basements.	Table 3 Car parking	Car Parking For Residential Development	- 1 Space per two studio apartments	- 1 space per one bedroom or two bedroom apartments	- 1.5 spaces per three of more bedroom units	- 1 space per 10 units or part thereof, for visitors	- 1 space per 40 units for service vehicle (including removalist vans (and car washing bays, up to a maximum of 4 spaces per building.	<p>Capable of compliance. As detailed in the Traffic and parking Assessment, the proposal will generate the following;</p> <p><u>Building A</u> 1 x studio – 0.5 space 49 x one-bedroom – 49 spaces 69 x two-bedroom – 69 spaces 23 x three -bedroom – 34.5 spaces Total – 153 spaces Visitor (142 x 10%) – 14.2 (15) spaces Total – 168 spaces</p> <p><u>Building B</u> 38 x studio – 19 spaces 57 x one-bedroom – 57 spaces 100 x two-bedroom – 100 spaces 4 x three-bedroom – 6 spaces Total – 182 spaces Co-living (66 rooms) – 33 spaces Visitors (265 x 10%) – 26.5 (27) spaces</p>
Table 3 Car parking									
Car Parking For Residential Development									
- 1 Space per two studio apartments									
- 1 space per one bedroom or two bedroom apartments									
- 1.5 spaces per three of more bedroom units									
- 1 space per 10 units or part thereof, for visitors									
- 1 space per 40 units for service vehicle (including removalist vans (and car washing bays, up to a maximum of 4 spaces per building.									

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	<ul style="list-style-type: none"> — The impact of any on grade car parking must be minimized by locating parking at the side or rear of the lot away from the street frontage, providing of fencing or landscaping, or incorporating car parking into landscape design of the site. — Natural ventilation should be provided to underground car parking areas where possible. 	<p>Total - 242</p> <p>It is proposed to provide a total of 168 spaces in Building A and 242 spaces in Building B including 15 accessible/adaptable spaces in Building A and 27 accessible spaces in Building B and 15 visitor spaces in Building A and 27 visitor spaces in Building B. The DCP criteria for the provision of motorcycles and bicycles is as follows:</p> <p>Motorcycles – 5% of the car parking spaces Bicycles Residents – the greater of 1 for every 4 bedrooms and 1 per 2 units Visitors – 1 per 10 units</p> <p>The provision for the residents' bicycles will be made in their storage cages in basement which will be capable of accommodating bicycles.</p> <p>It is proposed to provide that 9 motorcycle spaces in Building A and 13 in Building B and 18 visitor bicycle spaces in Building A and 32 visitor bicycle spaces in Building B.</p> <p>The parking is provided within the five levels of basement, parking is afforded to each unit in the basement.</p>
Waste (5.6)	Provision must be made for the following waste generation:	Capable of compliance.

Liverpool Development Control Plan 2008

Control	Provision	Compliance												
	<p>Table 4 Waste</p> <table> <tr> <th>Type of Waste</th><th>Residential Flats</th><th>Multi-dwelling Housing</th></tr> <tr> <td>General Waste</td><td>80 litres/week/dwelling</td><td>120 litres/week/dwelling</td></tr> <tr> <td>Recycling</td><td>80 litres/week/dwelling</td><td>120 litres/week/dwelling</td></tr> <tr> <td>Green Waste</td><td>A communal waste bin of sufficient capacity to accept waste from landscaped areas.</td><td>120 litres/fortnight/dwelling</td></tr> </table>	Type of Waste	Residential Flats	Multi-dwelling Housing	General Waste	80 litres/week/dwelling	120 litres/week/dwelling	Recycling	80 litres/week/dwelling	120 litres/week/dwelling	Green Waste	A communal waste bin of sufficient capacity to accept waste from landscaped areas.	120 litres/fortnight/dwelling	
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	<ul style="list-style-type: none"> The size and number of the waste bins shall be determined having regard to the need for either on-site access by collection vehicles or the requirement for bins to be wheeled to the street for collection by a contractor. If transferred to the street for collection, the body corporate or a caretaker must be responsible for the movement of bins to their collection point. 													
Housing Choice and Mix (6.1)	<p>In addition to the provisions for apartment mix as per Part 3 of the Residential Flat Design Code, the following additional controls apply.</p> <ul style="list-style-type: none"> To achieve a mix of living styles, sizes and layouts within each residential development, comply with the following mix and size: <ul style="list-style-type: none"> 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 be less than 10% of the total mix of units within each development, and For smaller developments (less than six dwellings) achieve a mix appropriate to the locality. For development built by (or on behalf of) the Department of Housing, an alternative mix of unit types may be approved, subject to housing needs being demonstrated by the Department For residential flat buildings and multi-unit housing, 10% of all dwellings (or at least one dwelling – whichever is greater) must be designed to be capable of adaptation for disabled or elderly residents. Dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995), which includes “pre-adaptation” design details to ensure visitability is achieved. Where possible, adaptable dwellings shall be located on the ground floor, for ease of access. Dwellings located above the ground level of a building may only be provided as adaptable dwellings where lift access is available within the building. The lift access must provide access from the basement to allow access for people with disabilities. <p>(Cont’d)</p>	<p>Minor non-compliance (only 7.9% of 3-bedroom apartments provided)</p> <p>The following apartment mix is provided across the development:</p> <p>39 x studio (11.4%) 106 x 1 bedroom (31%) 169 x 2 bedroom (49.5%) 27 x 3 bedroom (7.9%)</p> <p>A total of 42 apartments will be provided as adaptable, equating to (10%).</p> <p>Despite the minor non-compliance, the proposal will provide good housing choice and mix though does not strictly comply with the DCP controls.</p>												

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