

Agency and Issue	Comment
Liverpool Council	
The current zoning makes provision for the purpose of Health Service Facilities and Educational Establishments. Given the nature of the proposed development and use, it renders the proposal an ancillary use to the existing master plan of the Liverpool Hospital Redevelopment and thus permissible within the current zoning.	Noted
SITE CONSTRAINTS	
<i>Building Height</i>	
In accordance with Liverpool's Local Environmental Plan 2008 (LEP 2008), and associated maps, the subject site is restricted to a maximum building height of 35m above ground level. It is calculated from the submitted elevation plans that the building height is approximately 21.7m from the natural ground.	Noted
It shall be noted that Council raise no objection with regards to the height of the building.	
<i>Floor Space Ratio</i>	
In accordance with Liverpool's Local Environmental Plan 2008 (LEP 2008), and associated maps, the subject site is restricted to a maximum floor space ratio of 2.5:1. Provisions of the plan also provide for circumstances under which a building in the Liverpool City Centre may exceed the maximum Floor Space Ratio shown for the land on the Floor Space Ratio map. In accordance with Clauses 4.4 (2B) of Liverpool's LEP 2008, the maximum floor space ratio on this site may be 2.88:1.	The proposed IHRI building is located on the same site as the existing Health Services Building (HSB) and car park. The area of this site is 4760m ² The GFA for the IHRI building, including the area identified as the shell fit out on the upper level is: 5250m ² and the GFA for the HSB is 4840 ² . The total GFA of both buildings is 10,090m ² . On that basis, the FSR on the site is 2.1:1, not 4: as identified by Council. The IHRI building should not be considered in isolation on the site as it is constructed to have

The proposal is calculated to have an approximate floor space ratio of 4:1, clearly exceeding that of which is permissible. Furthermore, the floor space ratio is not sufficiently addressed, nor justification of the non-compliance provided within the Environmental Assessment submitted with the application.	connectivity with the adjacent HSB as shown on the plans. We believe that the FSR is within the range identified in Councils Floor Space Ratio Plan and that the building scale is consistent with the Concept Plan for the Liverpool Hospital Redevelopment and with those in the surrounding area.
<i>Flooding</i>	
The subject site is not identified to be affected by flooding. This is confirmed within the Section 149 Certificate, append the Environmental Assessment.	Noted
<i>Bushfire</i>	
The subject site is not identified to be affected by bushfire. This is confirmed within the Section 149 Certificate, append the Environmental Assessment.	Noted
<i>Acid Sulphate Soils</i>	
A portion of the subject site is located within a Class 5 Acid Sulphate Soils precinct due to its proximity to the Georges River. A letter has been provided addendum to the Phase 1 and Phase 2 Environmental Site Assessment Report assessing the impacts of the soil on the proposed development. In accordance with the letter, Council raise no objection to the results of the assessment and recommend that the development be carried out in accordance with the recommendations of the Phase 1 and Phase 2 Environmental Site Assessment Report	The conclusion of the report is that no Acid Sulfate Soil Management Plan is required and on that basis no further action is considered necessary.

<i>Heritage and Archaeology</i>	
Liverpool's Local Environmental Plan 2008 does not identify the subject site to be heritage listed at Local or State Significance. Notwithstanding the above, the subject site abuts Heritage Item No. 89, identified within Schedule 5 of Liverpool's Local Environmental Plan 2008. Item No. 89 is of Local Significance which is the 'Plan of Town of Liverpool (early town centre street layout-Hoddle 1827). Given that alterations to the road network are not proposed, Council raises no objections in regards to the potential impacts on heritage items. Furthermore, the development shall be carried out in accordance with the recommendations of the Archival Recording prepared by Archaeological and Heritage Management Solutions Pty Ltd. In this regard, the proposed development shall reuse and incorporate the sandstone archway, keystone, front door, threshold and surround into the overall design of the building.	The recommendations and conclusions of the report will be adopted into the Construction Environmental Management Plan prior to construction as noted in Commitment P12
<i>Ecological Issues</i>	
The subject site is not identified to be affected by Environmentally Significant Land. This is confirmed within the Section 149 Certificate, append the Environmental Assessment.	Noted
<i>Contamination</i>	
A Phase 1 and Phase 2 Environmental Site Assessment Report has been undertaken on the subject site and append the Environmental Assessment. It shall be noted that Council have assessed the report and raise no objections subject to the development being taken place in accordance with the recommendations of the Phase 1 and Phase 2	Noted. The recommendations and conclusions of the report will be adopted into the Construction Environmental Management Plan prior to construction as noted in amended Commitment P4.

Environmental Site Assessment Report	
<i>Salinity</i>	.
This site is mapped as having a moderate salinity potential on the DIPNR map (2003). The Geotechnical Report, along with the Phase 1 and Phase 2 Environmental Site Assessment Report concluded that groundwater was present during auguring, however the results were likely to be influenced by the introduction of the drill flush water. In this regard, Council raise no objections to the proposal with regards to potential salinity given that the development is carried out in accordance with the recommendations of the Geotechnical report.	Commitment P2 addresses the management issues as per the Geotechnical Report
OTHER ISSUES	
<i>Traffic and Roads</i>	
It is noted that the Liverpool Hospital Re-Development will generate an increased demand for car parking within the Liverpool CBD and an increased load on the local street network. This is canvassed within the Traffic, Transport and Parking Assessment Report append the environmental assessment demonstrating existing conditions and projecting future outcomes. It is to the satisfaction of Council that the traffic generated by IHRI, being a minor component in the overall re-development of the Liverpool Hospital site, is sufficiently controlled and accommodated by the future nearby parking station approved as part of the Liverpool Hospital Re-Development.	Noted

<i>Noise Reports</i>	
A Noise and Vibration Report has been submitted append the Environmental Assessment, whereby noise and vibrations can be limited and controlled to reduce the impacts on neighbouring properties through the implementation of particular construction standards. Council raises no objection to the proposed development with regards to the transmission of sounds and vibrations should the recommendations of the report be complied.	The recommendations of the report will be addressed in the Construction Environmental Management Plan that has been committed to in Draft Statement of Commitment 6.4 and will be prepared prior to commencement of works.
<i>Sustainable Development</i>	
It is noted within the Environmental Assessment that the proposed development provides an extensive array of water and energy conservation measures to provide an environmentally sustainable development. It is noted that the proposed development will utilise a photovoltaic solar cell array to produce renewable energy and a gas boosted solar hot water system to reduce the use of non-renewable energy. In addition, it is to the satisfaction of Council that the proposed development is designed to achieve natural lighting to at least 30% of the internal spaces, thus reducing the need for mechanical lighting. Given the above, Council raise no objection to the implementation of renewable energy and energy saving features into the proposed development.	Noted
<i>Potentially Hazardous Industry</i>	
The proposed development has been identified to be a "Potentially Hazardous Industry" as defined within State Environmental Planning Policy No. 33 – Hazardous and Offensive Industry. The SEPP 33 assessment prepared by Safety Engineering and Technical Services	Noted

Pty Ltd outline the extent of which the proposed development is classified as a <i>"Potentially Hazardous Industry"</i>. Council raises no concern to the proposal subject to the use of the development being carried out in accordance with the recommendations of the assessment.	
<i>Safer-by-Design</i>	
Safer-by-design principles have vaguely been covered within the environmental assessment. It is noted that the development proposes the following: CCTV for the ground level, entry/exit points, car parks, lifts and the exterior of the building; The use of garden trellis to screen the public and private domain, reducing opportunity for graffiti. Further to the above the following safer-by-design features shall be considered and incorporated into the design of the proposed development: ▪ 'Way finding' signage should be utilised at all major interchanges such as lifts and stair wells; ▪ Lighting is required to be designed in accordance with the Australian and New Zealand Lighting Standard AS 1158. A lighting maintenance policy should be established. Security lighting should be installed in and around the building, and such shall not impact on any adjoining premises. The lighting should be vandal resistant, especially external lighting; ▪ Glazed tiling, patterned, porous and non solid surfaces reduce the reward for graffiti offenders; ▪ Access to the building shall be controlled via a security controlled device.	The comments raised by Council in respect to signage security surfaces and lighting will be considered and where appropriate incorporated into the detailed design. This is now incorporated in a new Commitment P13.

NSW Transport	
The applicant should identify the quantum and location of bicycle parking facilities and amenities. Specific cycle parking should be provided for the proposed development located in an accessible, well lit and secure areas.	The architectural drawings show a secure bicycle parking area able to accommodate up to 20 bicycles. The rate of bicycle parking required based on the sustainable transport guideline is 1 space per 20 staff members. This would require 15 bicycle spaces. The proposal more that addresses this requirement.
The proponent address pedestrian and cycle access issues during construction. Truck movements during construction could conflict with pedestrian and cycle movement between the Hospital complex and Liverpool and Warwick Farm stations. Particularly at the truck entry and exist points on Goulburn and Forbes Streets.	This issue will be addressed prior to construction as part of the Construction Environmental Management Plan and the Traffic and Pedestrian Management Plan as per Commitments P4 and P7 respectively.