

26 February 2021

2200178

Mr Tony Reeves
Chief Executive Officer
Liverpool City Council
33 Moore Street,
Liverpool NSW 2170

Attention: Cameron Nixon (Architectus), Boris Santana (Liverpool City Council)

Dear Cameron and Boris,

**DA-836/2020 – Phase A Detailed DA
Response to request for additional information
Liverpool Civic Place, 52 Scott Street and 306-310 Macquarie Street, Liverpool**

This letter has been prepared for Liverpool City Council (Council) and Architectus as the assessment authority on behalf of Built Development Group (Built). It is prepared in response to Architectus' request for additional information (RFI) dated 23 December 2020 which raised various matters for consideration as part of the assessment of DA/836/2020, being a Detailed (Stage 2) DA for Phase A of the Liverpool Civic Place at 52 Scott Street and 306-310 Macquarie Street, Liverpool.

Architectus' letter was accompanied by submissions from key assessment stakeholders including the Design Excellence Panel and Transport for NSW. A detailed and itemised response to each RFI comment has been prepared by Ethos Urban with input from the design and technical consultant team (refer to **Attachment A**). This letter and the detailed response at **Attachment A** should be read in conjunction with the exhibited DA (DA-836/2020) and the following supporting documentation:

- Noise and Vibration Response Cover Letter prepared by Stantec (**Attachment B**);
- Supplementary Design Report prepared by FJMT (**Attachment C**);
- Traffic Impact Cover letter prepared by PtC (**Attachment D**)
- Local Area Traffic Management Plan prepared by PtC (**Attachment E**); and
- Liverpool City Council Letter to TfNSW (**Attachment F**).

Post lodgement consultation and submission of final drawings

Following the lodgement of DA-836/2020 on 14 October 2020, there have been a number of meetings held with Council officers and design review panels to discuss the detailed design development as well as seek technical clarifications to inform the RFI response. Specifically, post lodgement consultation has occurred on the following occasions:

- 1 December 2020 – Design Excellence Panel meeting
- 1 December 2020 – Public domain design excellence workshop 1
- 3 February 2021 – Council's landscape and public domain officers
- 12 February 2021 – Council's traffic officers

This post lodgement consultation has enabled Built to amend the design of the proposal to address comments raised in the RFI letter (a full written response explaining the proposed design changes is included in at **Attachment A**).

It is noted that no amended architectural drawings (i.e. 'for approval' drawings) are included with this RFI response package. It is intended that these will be issued to Architectus and Council following the next public domain design excellence workshop, scheduled for 9 March 2021. This approach is to ensure the final design complies with:

- Condition 4 of the approved Concept DA (DA-585/2019), which (in summary) requires that:
 - At least two public domain design excellence workshops are held informing the preparation of a public domain and landscape plan; and
 - the public domain and landscape plan is endorsed by the chair of the public domain design panel;
- Condition 6 of the approved Concept DA, which requires that any future detailed DA is consistent with the endorsed public domain and landscape plan.

However, the written response (**Attachment A**) and supplementary design report (**Attachment B**) submitted with this pack address all matters raised in the RFI. Further, the supplementary design report includes updated plan extracts and diagrams illustrating how FJMT intends to amend the final plans in response to this feedback.

We trust the contents of this letter and its attachments address the items raised by Architectus. We also trust it will assist Architectus and Council to coordinate this response with the relevant officers and agencies, whilst the holistic Liverpool Civic Place public domain and landscape design is being finalised in preparation for the next public domain design excellence workshop, scheduled for 9 March 2021. Should you have any additional queries or require any further information, please do not hesitate to contact me on 0413 307 898 or lfeltis@ethosurban.com should you have any further queries.

Yours sincerely,



Luke Feltis
Senior Planner
0413 307 898
lfeltis@ethosurban.com



Chris Ferreira
Associate Director
0423 976 803
cferreira@ethosurban.com

Attachment A – Detailed response to Architectus’ request for additional information DA/836/2020 Liverpool Civic Place

Item Raised		Proponent’s Response
Architectus 23/12/2020		
Referral comments and requests		
1A	<p>Internal referrals <i>Flooding</i></p> <p><i>The proponent is yet to submit a formal Stormwater Management Plan for the Development Application.</i></p> <p><i>The applicant is requested to submit a Stormwater Management Plan for the proposal.</i></p>	<p>A Stormwater Management Plan (SMP) has been prepared and was submitted with the DA. Correspondence from Council dated 11 January 2021, confirms this has been received and Council Engineers raise no objections with the SMP.</p>
1B(i)	<p>Internal referrals <i>Environmental Health</i></p> <p><i>The Acoustic and Vibration Assessment submitted for the Development Application does not adequately address the impacts likely to be generated during construction by the proposed childcare centre and any events which may be held in the public domain.</i></p> <p><i>With regards to further information the applicant is requested to submit an amended Noise and Vibration Assessment which addresses the following points which are raised:</i></p> <ul style="list-style-type: none"> <i>Amended assessment is required to assess the impacts these two uses will have on nearby residential receivers.</i> <i>Construction noise and vibration was assessed for the Early Works DA. The applicant relies on the noise and vibration assessment (and management plan) in the Early Works DA for the purposes of the Stage 1 Detailed DA. General acoustic recommendations have been provided within this report, however this is insufficient. Given the location of the site is within the CBD and in very close proximity to residential receivers, a Construction Noise, Vibration Assessment and Management Plan is to be prepared specific to the scope of works under the Stage 1 DA by a suitably qualified acoustic consultant.</i> 	<p>On 19 January 2021, Ethos Urban requested that the preparation of a Detailed Construction Noise, Vibration Assessment and Management Plan (CNVMP) be deferred to be submitted prior to the relevant Construction Certificate via an appropriately worded condition of consent. It is maintained that this is the most appropriate stage to undertake this assessment. At this stage, Built’s construction team and Stantec (acoustic engineer) will have a more advanced understanding of the detailed construction methodology to accurately inform the CNVMP. Further, as detailed in Attachment A, “high noise emitting” equipment is primarily associated with the early works DA scope (i.e. rock breaking equipment), therefore the ‘worst case’ scenario has been assessed within the submitted Noise and Vibration Impact Assessment (Appendix R of the submitted Statement of Environmental Effects [SEE]). Mitigation measures have been developed for this worst-case scenario.</p> <p>We note this post DA approval approach has been recently supported by the Sydney Western City Planning Panel (SWCPP), through the issue of Development Consent DA/868/2018 for the Westmead Innovation Quarter. It is noted that this consent was granted for the site within the Western Sydney University Westmead Precinct, which also includes two neighbouring sites (Lot 4 and Lot 5) accommodating a total of 900 residential apartments. As such the SWCPP were satisfied that this approach was acceptable, notwithstanding the surrounding residential sensitivities.</p> <p>The relevant extract from Development Consent DA/868/2018 issued by the SWCPP is set out below. Built would be supportive of this condition being embellished to include a final review and endorsement by Council’s Environmental Health Officer, prior to Certifier (PCA) sign off.</p>

Item Raised	Proponent's Response
<ul style="list-style-type: none"> The plan shall be consistent with the 'Interim Construction Noise Guideline' published by the Department of Environment and Climate Change NSW (DECC 2009/265) dated July 2009 and include, but not necessarily be limited to the following information: <ul style="list-style-type: none"> Identification of nearby residences and other noise sensitive land uses; Assessment of expected noise impacts; Detailed examination of feasible and reasonable work practices that will be implemented to minimise noise impacts; Strategies to promptly deal with and address noise complaints; Details of performance evaluating procedures (for example, noise monitoring or checking work practices and equipment); Methods for receiving and responding to complaints about construction noise; Procedures for notifying nearby residents of forthcoming works that are likely to produce noise impacts; and Reference to relevant license and consent conditions. 	<p>The plan shall be consistent with the 'Interim Construction Noise Guideline' published by the Department of Environment and Climate Change NSW (DECC 2009/265) dated July 2009 and include, but not necessarily be limited to the following information:</p> <ul style="list-style-type: none"> Identification of nearby residences and other noise sensitive land uses; Assessment of expected noise impacts; Detailed examination of feasible and reasonable work practices that will be implemented to minimise noise impacts; Strategies to promptly deal with and address noise complaints; Details of performance evaluating procedures (for example, noise monitoring or checking work practices and equipment); Methods for receiving and responding to complaints about construction noise; Procedures for notifying nearby residents of forthcoming works that are likely to produce noise impacts; and Reference to relevant license and consent conditions.
<p>1B(ii)</p> <ul style="list-style-type: none"> The acoustic consultant does not assess the noise impacts the childcare centre may have on internal sensitive receivers such as the office spaces. Given the children will be located indoors with simulated outdoor spaces, noise attenuation recommendations to reduce the reverberation of sound from the children within the centre should be provided. 	<p>As set out in the Noise and Vibration Response Cover Letter (Attachment B), the design of the floor finishes within the childcare centre will be prepared such that the noise emission requirements specified in Section 4.2.3 of the Noise and Vibration Impact Assessment (Appendix R of the SEE) are met. Detailed selections of materials and finishes will be developed during detailed design. The finishes within the spaces in the childcare centre will be selected to meet the recommended reverberation time ranges established in AS 2107:2016. We note the fit out and operation of the childcare centre is subject to a separate development consent.</p>
<p>1B(iii)</p> <ul style="list-style-type: none"> The acoustic consultant fails to assess the noise impact that would result from various events to be held at the site, such as festivals and markets. The applicant has provided documentation to suggest that market stalls may extend within close proximity to the residential complex at 300 Macquarie Street. Comments should be provided on how events such as night cinemas adjacent the proposed library will comply. 	<p>The proposed development does not seek consent for public events. Noise for any such events will be subject to a separate DA and development consent where a detailed plan of management and acoustic impact assessment will be required to be submitted.</p>

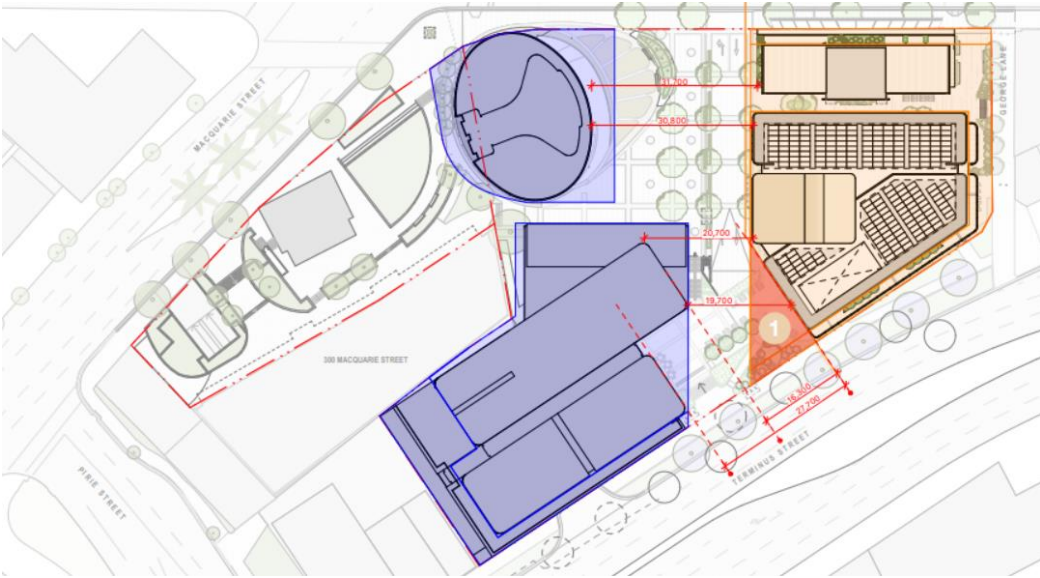
Item Raised	Proponent's Response
<p>1C(i) Internal referrals <i>City Design and Public Domain</i></p> <p><i>The proposal has been reviewed by the City Design and Public Domain Unit which has requested the following amendments be undertaken:</i></p> <ul style="list-style-type: none"> <i>Incorporate black granite paving from the back of the kerb to the property boundary along Terminus Street;</i> 	<p>The Applicant is supportive of this design amendment. Black granite paving will be incorporated from the back of the kerb to the property boundary along Terminus Street, in the final Architectural Plans to be submitted following the Public Domain Design Excellence Workshop 2 (refer to the RFI Cover Letter).</p>
<p>1C(ii)</p> <ul style="list-style-type: none"> <i>Provide additional information for ground floor entry and exit points and public domain spaces that will be incorporated as part of the Stage 2/3 phases of the proposal;</i> 	<p>The Supplementary Design Report prepared by FJMT provided at Attachment C illustrates the pedestrian access strategy for the full Liverpool Civic Place site. In addition, the ground floor entry and exit points and public domain spaces as part of the Phase B/C development can be seen in the Architectural Plans and Urban Design Report relating to DA-1080/2020 currently under assessment.</p>
<p>1C(iii)</p> <ul style="list-style-type: none"> <i>Within the revised design, incorporate a more open, visually connected and inclusive space that links Civic Plaza to Terminus Street Pocket Park; and</i> 	<p>The proposed design of the buildings and public domain has been the subject of rigorous analysis, both internally within FJMT design workshops as well as the numerous sessions with the Design Excellence Panel (DEP). In this regard, the general parameters of the Phase A public domain design have been retained in this location, with only detailed design changes being made to reflect the DEP's feedback as well as feedback provided to the applicant during the first Public Domain Design Excellence Workshop (Workshop 1).</p> <p>Notwithstanding this, it is important to note that the staging seam of the overall Liverpool Civic Place development (Phase A and Phase B/C) dissects the civic link connecting Scott Street to Terminus Street. In this regard, there is a recognised opportunity to enhance the design within the Phase B/C site to address this comment. To this end, FJMT is investigating the following design options:</p> <ul style="list-style-type: none"> The Phase B/C stair to be shifted and rotated from Terminus Street so that it is positioned on the axis with the Macquarie Street intersection; Incorporating a material inlay in the form of timber decking to accentuate the alignment between the Civic Plaza and the Terminus Street pocket park; and The northern edge of the Terminus Street pocket park on this alignment will be a dynamic viewing platform which will not only provide an exciting vantage point from the pocket park across the Civic Plaza, but also create an environmental queue and striking point of interest to the pocket park when viewed from the Civic Plaza. <p>Whilst these design changes are being explored, they sit within the Phase B/C site, and as such are not subject to this DA. As detailed within the RFI Cover Letter, the culmination of these public domain design investigations will be presented to the Public Domain Design Excellence Panel at the upcoming Workshop 2 scheduled for 9 March 2021. Should these design changes be supported, they will be incorporated into the detailed documentation associated with the relevant DA (Phase A DA or Phase B/C DA).</p>

Item Raised	Proponent's Response
<p>1C(iv)</p> <ul style="list-style-type: none"> <i>Within the revised proposal provide a greater number of street trees within the public domain.</i> <p><i>The applicant is requested to provide additional justification for the existing design solution or provide an amended design solution addressing these concerns.</i></p>	<p>On 3 February 2021, FJMT met with Council public domain and landscape officers to discuss the relevant RFI comments. At this meeting, it was discussed and generally agreed that an additional tree would be planted at the Scott Street frontage and where possible, additional trees would be planted within the landscaped verge along Terminus Street.</p> <p>As detailed above, the culmination of these public domain design investigations will be presented to the Public Domain Design Excellence Panel at the upcoming Workshop 2 scheduled for 9 March 2021. Should these design changes be supported, they will be incorporated into the final detailed plans associated with the Phase A and Phase B/C Stage 2 DA's.</p>
<p>1D(i)</p> <p>Internal referrals <i>City Design Traffic</i></p> <p><i>The applicant is required to submit the following information with regards to traffic to allow further assessment to be undertaken:</i></p> <ul style="list-style-type: none"> <i>A Local Area Traffic Management Plan (LATMP) as required under Condition 7 of the Concept Plan. This LATMP will be assessed by Council's Traffic and Transport Section and sent to the Liverpool Pedestrian Active Transport and Traffic Committee for endorsement, prior to the determination this DA.</i> 	<p>PtC met with Council's Traffic Officers on Friday 12 February 2021. This discussion has informed the LATMP prepared by PtC, provided in Attachment D.</p>
<p>1D(ii)</p> <ul style="list-style-type: none"> <i>Updated SIDRA analysis (consistent with Condition 23 of the Concept Plan approval), using traffic generation rates in the TfNSW Guide.</i> 	<p>PtC met with Council's Traffic Officers on Friday 12 February 2021 to inform the detailed response prepared by PtC at Attachment D. PtC has clarified that:</p> <ul style="list-style-type: none"> <i>The trip generation associated with the development were established through surveys of similar land-uses specifically as the TfNSW Guide does not present trip rates for the proposed uses. The use of the Warren Serviceway car park as a reference was agreed with Council's traffic engineering team during the preparation of the Stage 1 DA and therefore is relevant to the Stage 2 application.</i> <p><i>The Guide does not contain relevant trip rates and the collection of data at similar land-uses (particularly being within the same CBD) is the highest level of traffic generation prediction possible. In this regard the trips rates adopted in the traffic assessment are robust and does not require the SIDRA modelling to be updated.</i></p>

Item Raised	Proponent's Response
<p>1E(i) Internal referrals Public Arts <i>The proposal has been reviewed by the Public Art Unit which has requested the following clarification and amendments be undertaken prior to further assessment:</i></p> <ul style="list-style-type: none"> <i>The Public Art Strategy should provide clear commitments and methodologies. There is conflict between proposed sites and number of artworks to be delivered. Artists/creatives should be involved from the earliest stages so that the public art is part of a cohesive site as opposed to being isolated and dislocated from the surroundings.</i> 	<p>The public art strategy submitted with the DA was preliminary and high level only. To ensure the strategy is developed to Council's satisfaction without delaying the Phase A DA assessment, it is proposed that a detailed public art strategy is deferred to be submitted prior to the relevant Construction Certificate via an appropriately worded condition of consent. Notwithstanding this, FJMT has prepared the following responses to provide further context to this request:</p> <ul style="list-style-type: none"> <i>The detailed public art strategy will provide clear commitments and methodologies once a budget is set and there is committed funding by Council, as the owner and operator of the proposed assets. This will include cost of artwork procurement and curation, artists' fees, consultant costs, stakeholder management, changes to the base building to accommodate works, the fabrication of the work, installation and commissioning.</i> <i>The preliminary strategy designates locations for artworks but the scale and quantum of work is dependent upon the budget as well as artist / curator's response to the site and input by community.</i> <i>Having delivered a range of highly integrated public art works which are benchmarked as exemplars of collaboration between architect and artist, FJMT fully support this requirement, however further collaboration can be done concurrent with the detailed design phase. Committing to a budget for the public art and source of funding needs to be an imperative for Liverpool City Council before the strategy can be advanced.</i>
<p>1E(ii)</p> <ul style="list-style-type: none"> <i>Council's Public Art Policy has not been addressed. The Policy identifies directions as outlined in the Community Strategic Plan that should be addressed in design, development and delivery. Opportunities should be examined for public art to elicit shared narratives, diverse voices, engage curiosity, be of high aesthetic standard and offer opportunities for community, artists/ creatives and local business.</i> 	<ul style="list-style-type: none"> <i>Through detailed pre-lodgement consultation with Council, this Public Art Policy was not referenced for consideration in the development of the preliminary public art strategy. Notwithstanding this, FJMT fully support its intent. FJMT is committed to working with Council to advance the detailed public art strategy, which will be informed by Council's Public Art Policy.</i> <i>The opportunities within the site are highlighted in terms of typology and location. We highlight that the works will be a process of engagement either participating in the making of the art or identification of themes, we also highlight the potential for local makers and businesses to be involved with additional areas of the site such as the library (furniture and interiors) - this could be extended to external works.</i> <i>FJMT has significant experience in these strategies which involve supporting local creatives and makers including with Inner-West Council, Auckland Art Gallery and Parliament Square (using local Tasmanian furniture makers and craftsmen). Further, we extend into the architecture when we can such as carving into columns and stone wall (Auckland Art gallery).</i>
<p>1E(iii)</p> <ul style="list-style-type: none"> <i>Relevant existing public artists/ creatives and artworks have not been addressed in relation to site, narratives and community engagement. The themes, concepts and images throughout the document and section 5 reference artists who have works within the LGA (including the current main library). These should be addressed as part of the community's heritage. This would provide a cohesive public art strategy that identifies relevant context.</i> <p><i>The applicant is requested to provide additional justification for the existing design solution or provide an amended design solution addressing these concerns.</i></p>	<ul style="list-style-type: none"> <i>The preliminary public art strategy proposed an artist selection process which would involve a range of committee members with excellent local knowledge including Casula Powerhouse curators and council officers. We highlight that our selection of Emily McDaniel as a potential independent First Nations curator would bring her knowledge of international best practice [MCA, Venice Biennale] as well a local knowledge having lived in the Liverpool Region for twenty years. She is also involved with Gandangara.</i> <i>In relation to themes / narratives, the document clearly states that themes will emerge out of consultation. This will occur prior to the development of the artists' briefs. Our suggestion at a broad level is the revealing of country at the site of Liverpool and Liverpool Civic Place which lies at the confluence of the Cumberland Planes and Georges River - a documented place of gathering and confluence itself.</i>

Item Raised	Proponent's Response
	<ul style="list-style-type: none"> <i>In relation to existing artwork both in the library and within Council's collection, a curation strategy is required to consider which works will be integrated / brought over to the new site. This can be of significant scope. This can be undertaken by fjmt (as performed for Willoughby Council at The Concourse) but is beyond the scope of public art and could also be undertaken by council's art officers.</i> <p><i>This preliminary response requires commitment by council to a budget and a greater understanding of Liverpool Civic Place's significance in relation to the council's draft Public Art Strategy and policy. FJMT is capable of delivering works to a very wide spectrum of budgets and scope. We are also deeply committed to engagement at many levels and authentic interpretation of place / country. This can only occur once these issues are clarified. FJMT would be pleased to engage with Council further to develop the detailed public art strategy, as required by an appropriate condition of consent.</i></p>
<p>1F(i) <i>External referrals</i></p> <p>Transport for NSW</p> <p><i>Transport for NSW requests the following amendments are to be undertaken before further assessment:</i></p> <ul style="list-style-type: none"> <i>The proposed changes at the intersection of Terminus and Scott streets are not supported due to the turning paths of buses and access to the Golden Fleece Hotel. TfNSW has advised Council these proposed changes are not supported.</i> 	<p>PtC has reviewed TfNSW's feedback and has prepared a cover letter response provided at Attachment D. The detailed responses are set out below:</p> <ul style="list-style-type: none"> <i>The proposed changes to the intersection are not the subject of this development application and are being advanced by Council as a separate and unrelated project. A submission dated 18th January 2021 (refer to Attachment E) has been prepared by Council to clarify the status of these discussions.</i> <i>The works referenced in the Traffic Impact Assessment are relevant only in the sense that the road capacity will alter if the works are completed at or around the time of the completion of the proposed building. This has been allowed for within the future SIDRA modelling scenarios, but the development is not reliant on the improvements and should not be considered within the scope of this application.</i> <i>Pursuant to Council's letter at Attachment E, we understand that Council is working with TfNSW to establish agreement on the proposed intersection works, however, these will have little or no impact/bearing on the subject DA, as such it is not reasonable to withhold support for this DA on the basis of works outside the scope of the proposal.</i>
<p>1F(ii)</p> <ul style="list-style-type: none"> <i>The widening of Terminus Street is a long term proposal, therefore the traffic impact and SIDRA modelling should be undertaken with the existing configuration of Terminus Street. This proposal is likely to be built well before the upgrade to Terminus Street.</i> 	<ul style="list-style-type: none"> <i>The traffic modelling associated with the Stage 2 DA has been undertaken based on the current road layout. This revision was made following the Stage 1 DA when it was confirmed that the Terminus Street project would not take place prior to the completion of the subject project. Similarly, the driveway has been designed to suit both the current and widened road geometry. The concept central median island has also been designed within the existing width of Terminus Street.</i>
<p>1F(iii)</p> <ul style="list-style-type: none"> <i>The access to the childcare should be off Scott Street and not Terminus Street.</i> 	<ul style="list-style-type: none"> <i>The access to the childcare centre drop-off area is proposed from Terminus Street in order to reduce the usage of the Scott Street entry and shared zone, which was a critical assessment issue for the preceding Concept/Stage 1 DA. There is no planning or statutory control preventing access to a childcare centre from Terminus Street.</i> <p>Refer to Attachment D for further detailed discussion.</p>

Item Raised		Proponent's Response
1F(iv)	<ul style="list-style-type: none"> All turning paths from Terminus Street should be provided to ensure they are consistent with concept submission. Bus turn paths are required for the left turning movement into Scott Street via Terminus Street and the left turning movement from Scott Street into Newbridge Road. 	<ul style="list-style-type: none"> This comment relates to the intersection upgrade project and is therefore not presented within this DA. The request for these paths has been noted by Council in relation to the intersection project.
1F(v)	<ul style="list-style-type: none"> The Traffic Impact Assessment (TIA) suggests a shared zone on Scott Street. Further details are required as all shared zones must meet TDT 2016/001. The TIA projects vehicular movements of greater than 100vph within the proposed shared zone which is not supported as one of the requirements for a shared zone is that vehicle movements are to be less than 100vph. 	<ul style="list-style-type: none"> The 2016 version of the Technical Direction does not refer to a maximum traffic activity within a shared zone, but rather makes the comment "where there are very low numbers of slow moving vehicles". While the proposed development will involve a morning and evening peak hour associated with the Council staff car park (not the public car park) and the parking for the Phase B/C development (subject to a separate Stage 2 DA), the traffic volumes will be low throughout the day due to the nature of office developments, noting that the fleet vehicle movements will be via the Terminus Street access throughout the day. The shared zone proposed has been adopted as a means of prioritising pedestrian movement across the plaza in line with the objectives of the Technical Direction. Other examples that have been referenced in the design of the shared zone include, St Marys Cathedral car park, The Crescent, Mosman, St Margarets in Surry Hills, Mount Street in North Sydney and Circular Quay (east). The shared zone will be supported by the required signage, and safety provisions such as the high contrast edge-lines designed into the plaza landscaping design, the trees and seating to prevent errant vehicles accessing the plaza etc. This will be subject to detailed design during the CC stage of the project.
1G	<p>External referrals Endeavour Energy</p> <p>Endeavour Energy has reviewed the application and has requested the Utility Services Report prepared by WSP be submitted for review. It is noted this Utility Services Report was indicated as Appendix S of the Statement of Environmental Effects submitted by Ethos Urban however was not included in the DA Package.</p>	The Utility and Services Report was submitted in Appendix S of the SEE.
1H	<p>External referrals Natural Resources Access Regulator (NRAR)</p> <p>NRAR has reviewed the application and issued General Terms of Approval. A copy of the General Terms of Approval are provided as Attachment C of this letter.</p>	In accordance with Council correspondence dated 29 January 2021, NRAR GTA's were received in relation to the early works modification application (DA-906/2019/A), as such they are not relevant to the scope of this DA assessment.
1I	<p>External referrals Sydney Water</p> <p>Sydney Water has raised no objection to the proposal. A copy of the referral submitted by Sydney Water is attached as provided as Attachment D of this letter.</p>	Noted.

Item Raised	Proponent's Response
<p>1J External referrals Bankstown Airport</p> <p><i>Bankstown Airport raises no objection to the application. A copy of the referral submitted by Bankstown Airport is at Attachment E to this letter.</i></p>	<p>Noted.</p>
<p>1K External referrals NSW Police</p> <p><i>A referral response is yet to be received from NSW Police but will be forwarded to the applicant upon receipt.</i></p>	<p>Noted.</p>
<p>1L(i) External referrals Sydney Western City Planning Panel (SWCPP)</p> <p><i>The SWCPP has requested more design based justification for the non-compliances with building separation setbacks, and specifically to address, "In addition to visual appearance and privacy considerations, the interface between the individual buildings and the public realm, including the activation of ground for uses and the quality of public open spaces."</i></p>	<p>Notwithstanding the numeric building separation variation, the proposed separation is the optimal design solution for the site as:</p> <ul style="list-style-type: none"> The approved Concept DA building envelopes provided a 12m separation between the Phase A public administration envelope and the Phase B/C commercial building envelope. Through careful design development, this physical separation has now been increased by a minimum of 7.7m (resulting in a building separation ranging from 19.7m to 27.7m, as illustrated in the extract below). This is a significant reduction in mass and scale, enabling greater sky view and amenity to the central public domain. The increased separation and detailed design of the buildings has been worked through ensuring the relationship of buildings to the public domain, and the activation of ground uses front of mind. 

Item Raised	Proponent's Response
	<ul style="list-style-type: none"> • This increased tower separation improves the relationship between a public administration/commercial building use and another commercial building use. By virtue of the proposed land uses, the privacy impacts are negligible. • The proposed design has been subject to rigorous analysis, both internally within FJMT design workshops as well as the numerous sessions with the Design Excellence Panel (DEP) from the inception of the Concept DA to the submission of this Detailed DA. Specifically in the latest DEP minutes, dated 1 December 2020 the Panel made the following supporting comments: <ul style="list-style-type: none"> ○ <i>The Panel acknowledges that the development is within the proposed building envelopes and appreciates the relationship of the public domain at ground level with the overall built form.</i> ○ <i>The Panel notes that the proposed façade will be very dynamic and has the potential to become a delightful experience for Liverpool. The Panel notes that the applicant's response to impart a high level of amenity within the façade is appreciated.</i> • Accordingly, and as supported by the DEP, the detailed design has evolved, with considerable attention to improving the relationship between the Phase A and Phase B/C built form. This has extended from the built form relationship, to the relationship at the ground plane, which contains an expanse of landscaped and activated public domain. • Further discussion is provided within the Supplementary Design Report at Attachment C.
<p>1L(II) <i>The Panel also requests the applicant provide detail on how the broader public domain will be treated during the staged implementation of development under the concept plan.</i></p>	<p>The Liverpool Civic Place approval strategy has been developed to enable flexibility for the development to be delivered in two stages, being Phase A and Phase B/C. Whilst this is currently the case, the staged construction is to a large extent dependent on securing an anchor tenant for the Phase B/C commercial building. As such, there are two main scenarios which could occur, including:</p> <ul style="list-style-type: none"> • Built commence construction of Phase B/C by the practical completion (PC) date of Phase A in which case there will be no need for a temporary public domain (TPD) within the Phase B/C site. • Built do not commence construction of Phase B/C by the Phase A PC date, in which case there will be a need to provide a TPD within the Phase B/C site. In this instance, Built are contracted to provide a TPD with a budget of \$250,000AUD. <p>Given the uncertainty of the construction staging at this point in time it is reasonable to defer the consideration of a TPD to the assessment and determination of the Phase B/C DA, where an appropriately worded condition of consent could be developed, if necessary.</p>

Item Raised		Proponent's Response
Design Excellence Panel 1/12/2020		
2A(i)	Context <i>The Panel acknowledges that the applicant has responded to the recommendations previously made by the panel and appreciates the efforts of the design team in achieving design excellence for this project.</i>	Noted.
2A(ii)	<i>The Panel questions the proposed vehicular movement/volume of traffic for the site and requires the applicant to identify/articulate the different vehicular entries proposed for the site.</i>	The vehicle access strategy has been developed through extensive consultation with TfNSW and Council's traffic engineers. As the DEP is aware, through the Concept DA assessment, Built and Council were able to reach an agreement with TfNSW to enable 202 vehicles to access the Phase A basement car park via a Terminus Street entry. This has a significant public benefit, as it will reduce traffic volumes to the central shared laneway accessed via Scott Street. Given our experience in negotiating this outcome with TfNSW, we understand that this is the best available vehicle access option for the site, as such no further vehicle access strategy has been explored for this RFI stage.
2A(iii)	<i>The panel supports the design of the entry ramp into the library and notes that the form of the ramp demonstrates a journey into the library and promotes equitable access.</i>	Noted.
2A(iv)	<i>The Panel questions the ownership of the space and recommends the applicant to identify the public/private domains within the development. The Panel recommends the applicant to incorporate wayfinding strategies within the design to ensure that there is adequate legibility and coherence within the design.</i>	Council will own, manage and maintain all public domain areas of the development. Built as the Applicant are supportive of the incorporation of wayfinding strategies and the inclusion of this within the development consent subject to an appropriate condition of consent.
2A(v)	<i>The Panel appreciates that the response to context has evolved over time and notes that the design acknowledges/fits in to the context appropriately establishing the required connection to the surrounding.</i>	Noted.
2A(vi)	<i>The Panel supports the chamfering the built form of commercial tower, incorporation of pocket park and upper level plaza.</i>	Noted.
2A(vii)	<i>The Panel notes that the applicant needs to finalise and embed the governance structure for the proposed development to avoid any later issues in regard to management, maintenance and control of public domain.</i>	Council will own, manage and maintain all public domain areas of the development.
2B	Built Form and Scale <i>The Panel acknowledges that the development is within the proposed building envelopes and appreciates the relationship of the public domain at ground level with the overall built form.</i>	Noted.

Item Raised		Proponent's Response
2C	<p>Density</p> <p><i>The Panel notes that the density is consistent with the concept approval.</i></p>	Noted.
2D(i)	<p>Landscape</p> <p><i>The Panel supports the additional space being added to the upper level plaza and recommends the applicant to further enhance the quality of the design as there is ample opportunity to achieve a better design outcome including investigating opportunities for viewing from the upper to lower plaza. The Panel supports the location of the café near the upper level Plaza.</i></p>	The public domain is subject to a design excellence review process pursuant to the Concept DA approval (DA-585/2019). This involves a requirement for at least two workshops with Council's Public Domain Design Excellence Panel to be conducted, whereby recommendations are made and have to be incorporated into the Public Domain and Landscape Plan, which then requires endorsement by the Chair of the Panel prior to the determination of any detailed DA. As such, it is intended for the issues surrounding the public domain to be addressed following the forthcoming workshop currently scheduled for 9 March 2021.
2D(ii)	<p><i>The Panel supports the design of the pocket park; however, the Panel questions the development of the pocket park in stages.</i></p>	<p>FJMT has prepared a detailed response to this comment and this is provided within Attachment C. The proposed staging seam dissects the Terminus Street pocket park, and must be retained as:</p> <ul style="list-style-type: none"> • <i>The proposed Phase A design aligns the eastern edge of the pocket park with the western edge of the shared zone. This alignment is determined by maximising structural capacity while resolving vehicular constraints pertaining to the shared zone and vehicle entry ways below.</i> • <i>Any alternate alignment seeking more park area would require moving the pocket park's eastern edge all the way to the eastern seam/ boundary to Phase B/C to resolve structural and vehicular constraints. This creates an insufficient zone to accommodate future Phase B/C design changes including address locations, materials, structure and importantly, level interfaces. This encapsulates considerable future cost and design constraints on both Phase B/C and the pocket park itself.</i> • <i>As Terminus street falls in level to the east, the level difference of the plaza to the footpath increases. Extending the pocket park in phase A will severe view access from Terminus street to the civic plaza, the eastern half of the pocket park would have no activation, compromised access, and be exposed to wind and sun with shade cover by umbrella or shade structure only.</i>
2D(iii)	<p><i>The Panel question the layering of the proposed vegetation within the development and its reference to the natural vegetation of the Cumberland plain. The Panel recommends the applicant to consider cultural planting as part of the palette (i.e. introducing planting species that are more appropriate for the area).</i></p>	<p>FJMT has prepared a detailed response to this comment and this is provided within Attachment C. This response is set out below:</p> <ul style="list-style-type: none"> • <i>The Cumberland plain metaphor related to select zones and planters within the greater public domain, as identified in the plan diagram adjacent. This concept will be embellished and clarified further in PDP Workshop 2 along with species nomination.</i> • <i>With regards to cultural planting elsewhere around the site, a 'heritage planting palette', in line with the LCC PDMP, has been added for both Augusta Cullen plaza and the rainforest setting of the libraries sunken garden.</i> • <i>With regards to species appropriateness, Fjmt Landscape have conducted consultation with Liverpool City Design and Public Domain Unit on 5 occasions (2 Public Domain Unit meetings, the Stage 2 Phase A pre-DA, the subsequent DEP, and Public Domain Plan Workshop 1) and council indicated general agreement for planting species and strategies nominated, all of which respond to the area, consider drought tolerance, resiliency to heat and wind, and reduce urban heat island. Fjmt have experience using all proposed species on podium structures and public domain projects.</i>

Item Raised		Proponent's Response
2D(iv)	<i>The Panel recommends the applicant to select tree species that are appropriate for the region/micro-climate to ensure that they would thrive in the climate of Liverpool and provide a sustainable outcome.</i>	The proposal incorporates suitable trees species that are appropriate for the climate of Liverpool and provide a sustainable outcome, as detailed within the Supplementary Design Report at Attachment C .
2D(v)	<i>The Panel recommends the applicant to consider vegetation that would complement the built form; and to ensure that the proposed vegetation highlights the design quality and complements the proposed architectural finishes/texture.</i>	All proposed vegetation incorporated into the design complements the built form, with details of this provided in the corresponding section of the Supplementary Design Report at Attachment C .
2D(vi)	<i>The Panel notes that the design should ensure adequate soil volume for the proposed trees within the development.</i>	Refer to the Supplementary Design Report at Attachment C . The detailed design will accommodate appropriate soil volumes to support the proposed landscaping.
2E	<p>Amenity</p> <p><i>The Panel notes that the key buildings within the development are distinguishable and quite legible which adds to several cues for wayfinding. However, the panel recommends the applicant to undertake a wayfinding strategy which would be beneficial for the design and will add to the legibility of the area.</i></p>	Noted. This is supported subject to the inclusion of an appropriate condition of consent.
2F	<p>Safety</p> <p><i>The Panel notes that there will be potential conflicts with pedestrians and cars entering the shared way. The Panel recommends the applicant to consider appropriate measures to ensure that future conflicts are reduced. The Panel recommends Council to review the traffic arrangements thoroughly at the approval stage to ensure there are no conflicts; and a traffic management plan is implemented.</i></p> <p><i>The Panel notes that CPTED principles are being considered however recommends the applicant to consider appropriate tree specifications to ensure ground level visibility.</i></p>	<p>Pedestrian safety and experience have been a key consideration in the development of the public domain design. The proposed design of the shared way, including interfaces with the public domain, has been developed in close consultation with PtC (traffic). Both FJMT and PtC have reviewed this comment and note the following:</p> <ul style="list-style-type: none"> <i>The shared zone proposed has been adopted as a means of prioritising pedestrian movement across the plaza in line with the objectives of the Technical Direction. Other examples that have been referenced in the design of the shared zone include, St Marys Cathedral car park, The Crescent, Mosman, St Margarets in Surry Hills, Mount Street in North Sydney and Circular Quay (east).</i> <i>The shared zone will be supported by the required signage, and safety provisions such as the high contrast edge-lines designed into the plaza landscaping design, the trees and seating to prevent errant vehicles accessing the plaza etc. This will be subject to detailed design during the CC stage of the project.</i> <i>Public domain plan includes physical items that prevent a vehicle travelling from the shared zone to the plaza (maximum gap of 1800mm to prevent vehicles pass between the physical objects).</i>

Item Raised	Proponent's Response
<p>2G</p> <p>Aesthetics</p> <p><i>The Panel notes that the proposed façade will be very dynamic and has the potential to become a delightful experience for Liverpool. The Panel notes that the applicant's response to impart a high level of amenity within the façade is appreciated.</i></p> <p><i>The Panel questions the mock-up for the proposed façade systems and related studies in regard to its function/operation. The Panel recommends the applicant showcase the prototype of the façade system and prepare 1:1 scale VMU (visual mock ups) for presentation to the panel once developed.</i></p> <p><i>The Panel notes that the project demonstrates integrity of ideas and has demonstrated design excellence in its detailing and response to users.</i></p>	<p>The Applicant has appreciated the extensive involvement of the DEP as a key stakeholder in the design process. Façade prototypes will be subject to design development, including the post approval process in close consultation with the building contractor. FJMT has significant experience in developing innovative façade technologies and finishes and are committed to ensuring the facade system is of a high design quality exhibiting design excellence prior to installation. In light of this, further consultation with the DEP through the design development of the façade technology is not considered necessary.</p>

10 Feb 2021

Enquiries: Brandon Notaras
Project No: 43144-2

Built
7/343 George St
SYDNEY NSW 2000

Attention: Emma Bernardi

Dear Emma

**RE: Liverpool Civic Place – Phase A
Response to Council RFI – Acoustic & Vibration**

Liverpool City Council have requested further information to be submitted for assessment of DA/836/2020 with regards to acoustics and vibration which addresses the following points:

- 1) Amended assessment is required to assess the impacts these two uses will have on nearby residential receivers.
- 2) Construction noise and vibration was assessed for the Early Works DA. The applicant relies on the noise and vibration assessment (and management plan) in the Early Works DA for the purposes of the Stage 1 Detailed DA. General acoustic recommendations have been provided within this report, however this is insufficient. Given the location of the site is within the CBD and in very close proximity to residential receivers, a Construction Noise, Vibration Assessment and Management Plan is to be prepared specific to the scope of works under the Stage 1 DA by a suitably qualified acoustic consultant. The plan shall be consistent with the 'Interim Construction Noise Guideline' published by the Department of Environment and Climate Change NSW (DECC 2009/265) dated July 2009 and include, but not necessarily be limited to the following information:
 - Identification of nearby residences and other noise sensitive land uses;
 - Assessment of expected noise impacts;
 - Detailed examination of feasible and reasonable work practices that will be implemented to minimise noise impacts;
 - Strategies to promptly deal with and address noise complaints;
 - Details of performance evaluating procedures (for example, noise monitoring or checking work practices and equipment);
 - Methods for receiving and responding to complaints about construction noise;
 - Procedures for notifying nearby residents of forthcoming works that are likely to produce noise impacts; and
 - Reference to relevant license and consent conditions.
- 3) The acoustic consultant does not assess the noise impacts the childcare centre may have on internal sensitive receivers such as the office spaces. Given the children will be located indoors with simulated outdoor spaces, noise attenuation recommendations to reduce the reverberation of sound from the children within the centre should be provided.

- 4) The acoustic consultant fails to assess the noise impact that would result from various events to be held at the site, such as festivals and markets. The applicant has provided documentation to suggest that market stalls may extend within close proximity to the residential complex at 300 Macquarie Street. Comments should be provided on how events such as night cinemas adjacent the proposed library will comply.

Stantec have responded to each item detailing the request for further information below.

Item 1 – Amended Assessment to Address Surrounding Residential Receivers

The following types of noise and vibration that may be generated by the proposed development and associated impacts on surrounding residential receivers have been considered within the Noise and Vibration Impact Assessment prepared:

- Operational plant and equipment serving the proposed development (Section 5.1 of the report)
- Generation of additional traffic noise on local roads shared with residential receivers (Section 5.2 of the report)
- Emissions of noise from the child care centre (Section 5.4 of the report)

The assessments have demonstrated compliance with the applicable regulations, standards and guidelines (refer to Section 4 of the report).

Item 2 – Construction Noise & Vibration Assessment

A construction noise and vibration assessment has been prepared for the proposed development within the Noise and Vibration Impact Assessment which has provided:

- Identification of nearby residences and other noise sensitive land uses (Section 2.2 of the report)
- Detailed examination of feasible and reasonable work practices that will be implemented to minimise noise impacts (Section 6.2 and 6.3 of the report)
- Strategies to promptly deal with and address noise complaints (Section 6.4 of the report)
- Details of performance evaluating procedures (for example, noise monitoring or checking work practices and equipment) (Section 6.5 of the report)
- Methods for receiving and responding to complaints about construction noise (Section 6.4 of the report)
- Procedures for notifying nearby residents of forthcoming works that are likely to produce noise impacts (Section 6.4 of the report)
- Reference to the applicable construction noise guideline established by the NSW EPA (Interim Construction Noise Guideline)

An in-detail calculation and modelling of the construction noise expected to occur has been conducted in the early works for what would be considered the “high noise emitting” equipment associated with construction. Further detailed calculations and modelling of the “lower noise works” such as pouring of concrete and installation of façade should be considered prior to obtaining a Construction Certificate, once all plant and equipment has been selected and determined to give an accurate determination of the impacts.

Item 3 – Child Care Noise Impacts to Internal Receivers

The design of the floor finishes within the child care centre will be prepared such that the noise emissions requirements specified in Section 4.2.3 of the report are met. Detailed selections of materials and finishes will be developed during detailed design.

The finishes within the spaces in the child care centre will be selected to meet the recommended reverberation time ranges established in AS 2107:2016.

Item 4 – Assessment of Public Events

The primary reason the Noise and Vibration Impact Assessment has not assessed the noise impact from various events held at the site is that these events do not form part of this development application. A separate development application will be prepared for these events, whatever they may be.

In addition to this, the assessment of noise emissions from outdoor events held in within the precinct should form part of an assessment conducted when preparing a separate development application, because:

- Types of events are unknown
- Number of patrons is unknown
- Specific location of events and orientation of events (for example cinemas) is unknown
- Any mitigation measures provided at this stage will restrict the use of the space, the number of patrons, and the types of events allowed

Please do not hesitate to contact the undersigned if you have any queries.

Yours sincerely

Stantec Australia Pty Ltd

A handwritten signature in black ink, appearing to read 'Brandon', with a stylized, flowing script.

Brandon Notaras
Acoustic Project Engineer, Associate

10 February 2021



Barry Teeling
Built
Level 7
343 George Street
Sydney
NSW 2000

Dear Barry

Proposed Mixed-Use Development Known as Liverpool Civic Place – 52 Scott Street, Liverpool

TfNSW Reference: SYD19/00516/11

Council Reference: DA-836/2020

This letter has been prepared to address the matters raised in the letter from TfNSW dated 4th December 2020 and Council's internal assessment in relation to the subject development application. We have maintained the comment numbering for ease of reference, noting that some of the points raised relate to road improvements proposed by Council outside the scope of the subject DA.

1.1 TfNSW

1. The proposed changes at the intersection of Terminus and Scott streets are not supported due to the turning paths of buses and access to the Golden Fleece Hotel. TfNSW has advised Council these proposed changes are not supported.

The proposed changes to the intersection are not the subject of this development application and are being advanced by Council as a separate and unrelated project.

A submission dated 18th January has been prepared by Council to address these comments.

The works referenced in the Traffic Impact Assessment are relevant only in the sense that the road capacity will alter if the works are completed at or around the time of the completion of the proposed building. This has been allowed for within the future SIDRA modelling scenarios, but the development is not reliant on the improvements and should not be considered within the scope of this application.

We are advised that Council is working with TfNSW to establish agreement on the proposed intersection works, however, these will have little or no impact/bearing on the subject DA, as such it is not reasonable to withhold support for this DA on the basis of works outside the scope of the proposal.

2. The widening of Terminus Street is a long-term proposal; therefore the traffic impact and SIDRA modelling should be undertaken with the existing configuration of Terminus Street. This proposal is likely to be built well before the upgrade to Terminus Street.

The traffic modelling associated with the Stage 2 DA has been undertaken based on the current road layout. This revision was made following the Stage 1 DA when it was confirmed that the Terminus Street project would not take place prior to the completion of the subject project. Similarly, the driveway has been designed to suit both the current and widened road geometry. The concept central median island has also been designed within the existing width of Terminus Street.

3. The access to the Childcare should be off Scott Street and not Terminus Street.

The access to the Child Care Centre drop-off area is proposed from Terminus Street in order to reduce the usage of the Scott Street entry and shared zone, which was a critical assessment issue for the preceding Concept/Stage 1 DA. There is no planning or statutory control preventing access to a child-care centre from Terminus Street.

The use of the Terminus Street driveway was contingent on the parking provision being 202 parking spaces or less and a combination of the 156 public parking spaces and the 46 fleet parking spaces totals 202 spaces. The provision of 3 child care drop-off spaces, is allocated within the 156 public parking spaces.

It is assumed that request made in Point 3 is based on the traffic activity that the drop-off activity will generate being more than typical parking spaces, and this is understood. However, we assessed the total traffic generation on the basis that the 46 fleet vehicles would generate the same trip generation as the Council staff parking spaces. This was based on the data collected at the Warren Serviceway car park where the fleet parking area shares the same access/egress with the Council staff parking area. For this reason, the two data sets could not be separated.

The application of the Council staff trip generation rate (0.56AM / 0.48PM trips per space) to the fleet vehicles results in a conservative assessment in order to robustly test the performance of the Terminus Street driveway and surrounding intersections. The fleet vehicles are generally provided for use by staff to undertake meetings, site inspections etc. throughout the LGA. In this regard there is a reasonable expectation that they are generally parked over-night and are used during the typical office hours. This means that the flow profile is not the same as the staff parking flow profile and represents a much lower level of activity.

Within the TIA, the total trip generation for the Terminus Street access are 120 movements during the morning peak and 73 movements during the evening peak. Within these rates, 26 morning trips were associated with the fleet car park and 22 evening trips. It is likely that the three child care drop-off spaces would generate a similar turn over during the road network peaks, while the fleet parking turnover would occur in the following hour (i.e. once staff have arrived at work and then left the office using a fleet vehicle).

In summary, the fleet parking spaces will generate peak trip generation following the morning peak and prior to the evening peak, leaving an allowance of the total trip generation for use by the child care drop off spaces with no perceptible change in the total traffic activity presented in the TIA.

It should also be noted that the location and capacity of the childcare centre will ensure it predominantly services employees within the development. In this regard, unlike a stand-alone centre, the drop-off trips would likely be dual use (i.e. parking within the basement or parents will be arriving within the CBD for work anyway, therefore not generating additional trips to the child care centre). The three drop-off spaces are proposed for convenience and for those not using the car park, however the trip generation will be far lower than a typical centre.

4. All turning paths from Terminus Street should be provided to ensure they are consistent with concept submission. Bus turn paths are required for the left turning movement into Scott Street via Terminus Street and the left turning movement from Scott Street into Newbridge Road.

This comment relates to the intersection upgrade project and is therefore not presented within this DA. The request for these paths has been noted by Council in relation to the intersection project.

5. The Traffic Impact Assessment (TIA) suggests a shared zone on Scott Street. Further details are required as all shared zones must meet TDT 2016/001. The TIA projects vehicular movements of greater than 100vph within the proposed shared zone which is not supported as one of the requirements for a shared zone is that vehicle movements are to be less than 100vph.

The 2016 version of the Technical Direction does not refer to a maximum traffic activity within a shared zone, but rather makes the comment "where there are very low numbers of slow moving vehicles". While the proposed development will involve a morning and evening peak hour associated with the Council staff car park (not the public car park) and the parking for the Phase B/C development (subject to a separate

Stage 2 DA), the traffic volumes will be low throughout the day due to the nature of office developments, noting that the fleet vehicle movements will be via the Terminus Street access throughout the day.

The shared zone proposed has been adopted as a means of prioritising pedestrian movement across the plaza in line with the objectives of the Technical Direction. Other examples that have been referenced in the design of the shared zone include, St Marys Cathedral car park, The Crescent, Mosman, St Margarets in Surry Hills, Mount Street in North Sydney and Circular Quay (east).

The shared zone will be supported by the required signage, and safety provisions such as the high contrast edge-lines designed into the plaza landscaping design, the trees and seating to prevent errant vehicles accessing the plaza etc. This will be subject to detailed design during the CC stage of the project.

1.2 Liverpool City Council

1D City Design Traffic

The applicant is required to submit the following information with regards to traffic to allow further assessment to be undertaken:

- *A Local Area Traffic Management Plan (LATMP) as required under Condition 7 of the Concept Plan. This LATMP will be assessed by Council's Traffic and Transport Section and sent to the Liverpool Pedestrian Active Transport and Traffic Committee for endorsement, prior to the determination this DA.*
- *Updated SIDRA analysis (consistent with Condition 23 of the Concept Plan approval), using traffic generation rates in the TfNSW Guide.*

We have contacted Council to seek agreement on the details of LATMP requirements as the project traffic generation and modelling did not identify any traffic related impacts that would need to be addressed through a LATPM or any other physical works.

Discussions with Council Traffic Unit have commenced and an LATMP will be prepared to describe the agreed works within the road network (e.g. removal of on-street parking along the site frontage etc.)

The trip generation associated with the development was established through surveys of similar land-uses specifically as the TfNSW Guide does not present trip rates for the proposed uses. The use of the Warren Serviceway car park as a reference was agreed with Council's traffic engineering team during the preparation of the Stage 1 DA and therefore is relevant to the Stage 2 application. The Guide does not contain relevant trip rates and the collection of data at similar land-uses (particularly being within the same CBD) is the highest level of traffic generation prediction possible.

Given the relationship of the application with the Phase B/C component of the project, the TIA presented traffic activity for all phases and in that regard, trip generation rates for the commercial and boarding / student accommodation areas were included in the analysis as a mixed-use commercial building. The rate calculations for all land uses within the development (all phases) are presented below, adopting the TfNSW rates:

- Library $= 5,000\text{m}^2 \times 1.6 \text{ per } 100\text{m}^2 = 80 \text{ trips}$
- Council Admin $= 16,668 \times 1.6 \text{ per } 100\text{m}^2 = 267 \text{ trips}$
- Mixed-use commercial Building* $= 27,944\text{m}^2 \times 1.6 \text{ per } 100\text{m}^2 = 447 \text{ trips}$

It is evident that the rates, when applied to the floor areas, result in a much greater trip generation than the number of parking spaces. It is not possible for the development to generate these volumes of traffic activity.

The data source for the average trip generation rates is presented in Technical Direction 13/04a which presents information including the peak hour trip rate for 10 commercial buildings throughout the Sydney metropolitan area. Building 7 is located in Liverpool, however it has a small floor area ($2,817\text{m}^2$), which results in a high trip rate of 2.49 trips per 100m^2 . Building 6 is located within Parramatta and has a similar

area (27,000m²) and generated 0.69 trips per 100m² although it is noted that the parking provision is greater at 400 spaces. Application of this rate to the phase B/C component results in a peak hour traffic activity of 193 trips, which again is greater than the parking provision. This is likely a result of the larger parking provision within the Parramatta building and the effects of induced demand.

In this regard the trips rates adopted in the traffic assessment are robust and does not require the SIDRA modelling to be updated.

1F External referrals Transport for NSW

Point 1F quotes the items raised by TfNSW dealt with above.

3F Safety

The Panel notes that there will be potential conflicts with pedestrians and cars entering the shared way. The Panel recommends the applicant to consider appropriate measures to ensure that future conflicts are reduced. The Panel recommends Council to review the traffic arrangements thoroughly at the approval stage to ensure there are no conflicts; and a traffic management plan is implemented.

The Panel notes that CPTED principles are being considered however recommends the applicant to consider appropriate tree specifications to ensure ground level visibility.

The shared zone proposed has been adopted as a means of prioritising pedestrian movement across the plaza in line with the objectives of the Technical Direction. Other examples that have been referenced in the design of the shared zone include, St Marys Cathedral car park, The Crescent, Mosman, St Margarets in Surry Hills, Mount Street in North Sydney and Circular Quay (east).

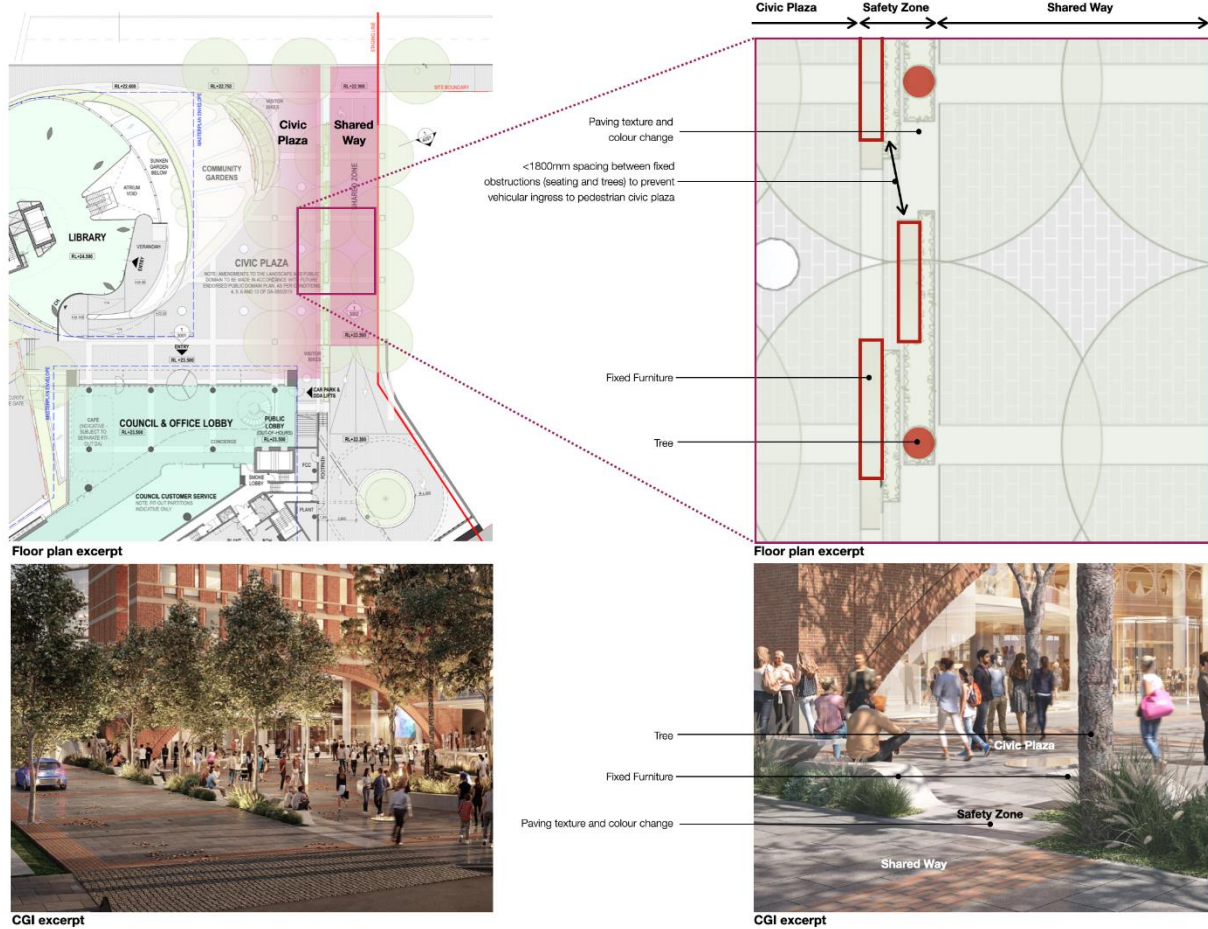


St Marys Cathedral car park



St Margarets, Surry Hills

The shared zone will be supported by the required signage, and safety provisions such as the high contrast edge-lines designed into the plaza landscaping design, the trees and seating to prevent errant vehicles accessing the plaza etc. This will be subject to detailed design during the CC stage of the project.



Public domain plan includes physical items that prevent a vehicle travelling from the shared zone to the plaza (maximum gap of 1800mm to prevent vehicles pass between the physical objects).

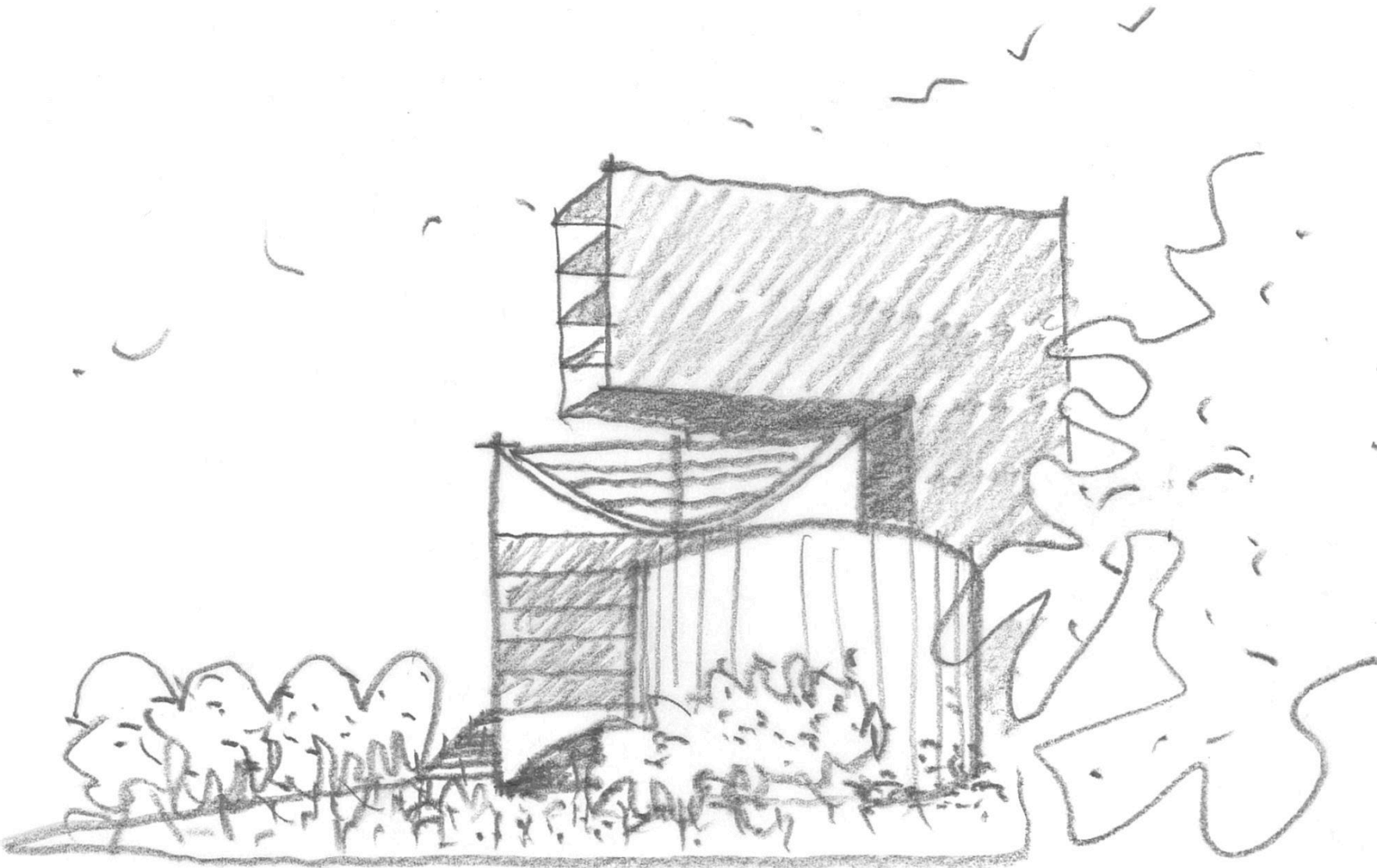
I trust that this information will assist in the assessment of the development, however, should any clarification be required, please do not hesitate to contact me.

Your Faithfully

Andrew Morse

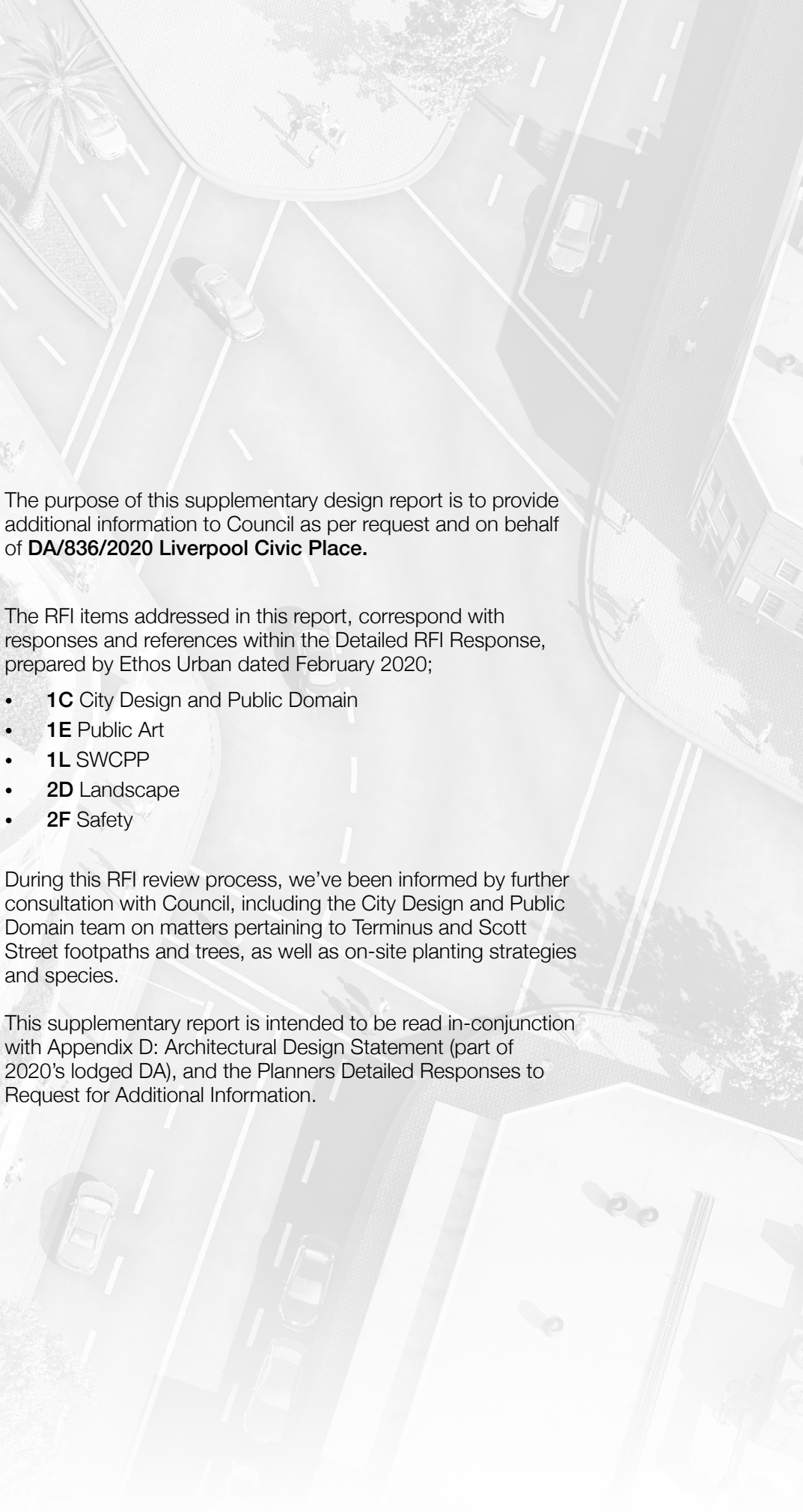
Director

Document Control: Prepared by AM on 18 February 2021. Reviewed by AM on 18 February 2021.



We would like to acknowledge the original inhabitants of the Liverpool area, the Darug and Tharawal people. As traditional custodians of this land, we recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.





The purpose of this supplementary design report is to provide additional information to Council as per request and on behalf of **DA/836/2020 Liverpool Civic Place**.

The RFI items addressed in this report, correspond with responses and references within the Detailed RFI Response, prepared by Ethos Urban dated February 2020;

- **1C** City Design and Public Domain
- **1E** Public Art
- **1L** SWCPP
- **2D** Landscape
- **2F** Safety

During this RFI review process, we've been informed by further consultation with Council, including the City Design and Public Domain team on matters pertaining to Terminus and Scott Street footpaths and trees, as well as on-site planting strategies and species.

This supplementary report is intended to be read in-conjunction with Appendix D: Architectural Design Statement (part of 2020's lodged DA), and the Planners Detailed Responses to Request for Additional Information.

Project Name		Liverpool Civic Place Phase A	
Project Code		BLCP	
Document Name		RFI Supplementary Design Report	
Document ID		TBC	
Revision	Date	Comment	Approved
0	11.02.21	RFI Response DRAFT	CB
1	22.02.21	RFI Response	CB

1C City Design and Public Domain

1C Internal referrals

City Design and Public Domain

The proposal has been reviewed by the City Design and Public Domain Unit which has requested the following amendments be undertaken:

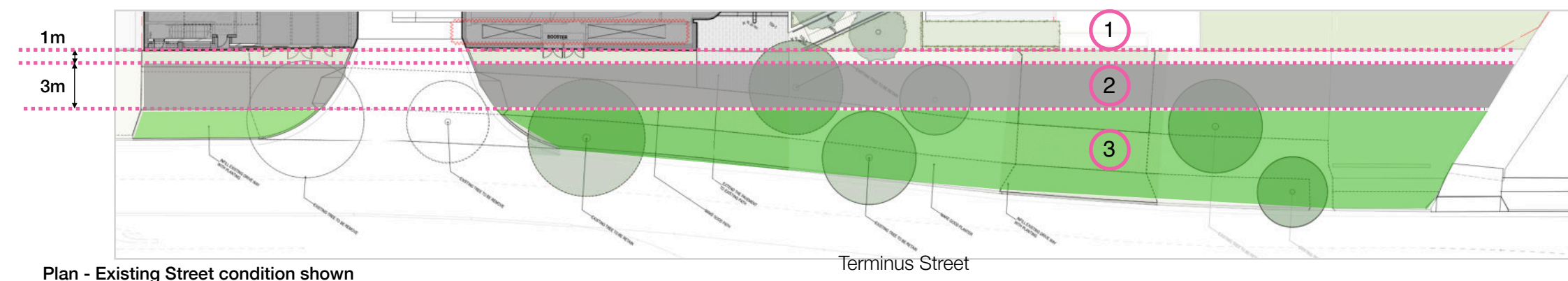
- Incorporate black granite paving from the back of the kerb to the property boundary along Terminus Street; **(Refer 1C(i))**
- Provide additional information for ground floor entry and exit points and public domain spaces that will be incorporated as part of the Stage 2/3 phases of the proposal; **(Refer 1C(ii))**
- Within the revised design, incorporate a more open, visually connected and inclusive space that links Civic Plaza to Terminus Street Pocket Park; and **(Refer 1C(iii))**
- Within the revised proposal provide a greater number of street trees within the public domain. **(Refer 1C(iv))**

The applicant is requested to provide additional justification for the existing design solution or provide an amended design solution addressing these concerns.

1C (i) Black Granite to Terminus Street

Fjmt Landscape conducted consultation with the Liverpool City Design and Public Domain Unit (03/02) and council indicated the following interface from the kerb to boundary is desirable:

1. Soft landscaped buffer at boundary (nom 1m)
2. Black Granite paved footpath (3m wide)
3. Soft landscaping between pathway and back of kerb of Terminus street (with stretto the grouped as per above right diagram)



1C(iv) Street Trees

Fjmt Landscape have consulted with Liverpool City Design and Public Domain Unit during the RFI period (03/02). It was discussed and generally agreed that an additional tree to Scott street be included, where practical additional trees within the planted verge along Terminus Street, and the species nominated could differ from council's Plan.

Scott Street

The Liverpool City Centre Public Domain Master Plan (LCC PDMP) proposed for the Scott Street frontage of Phase A three Liquid ambers of 20m tall x 6m canopy cover and spaced to complement the 2019 Concept Masterplan (folded ground plane) design. Liquidambar styraciflua are deciduous non-natives.

Our proposal includes a species change to a drought resistant native evergreen, spotted gum, to create shade and weather cover at the civic domain street edge (in lieu of awnings) and signify the Cumberland Plain woodland metaphor at the gateway to the site.

The street tree positioning provides clear line of sight from the Macquarie Street intersection into the plaza, views to the library along Scott Street, and a clear zone around the shared-way entry. We are proposing the same number of street trees as the LCCPDMP (3), with final location subject to the Public Domain Plan approval, and in-ground services location and co-ordination in future CC works.

Terminus Street

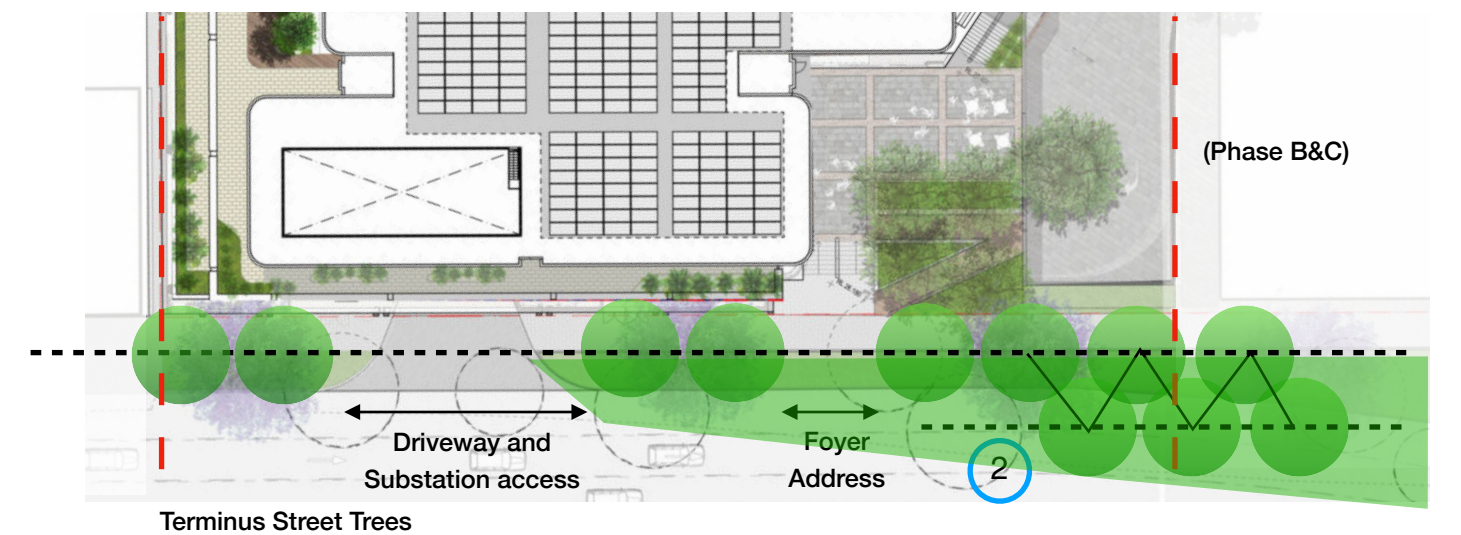
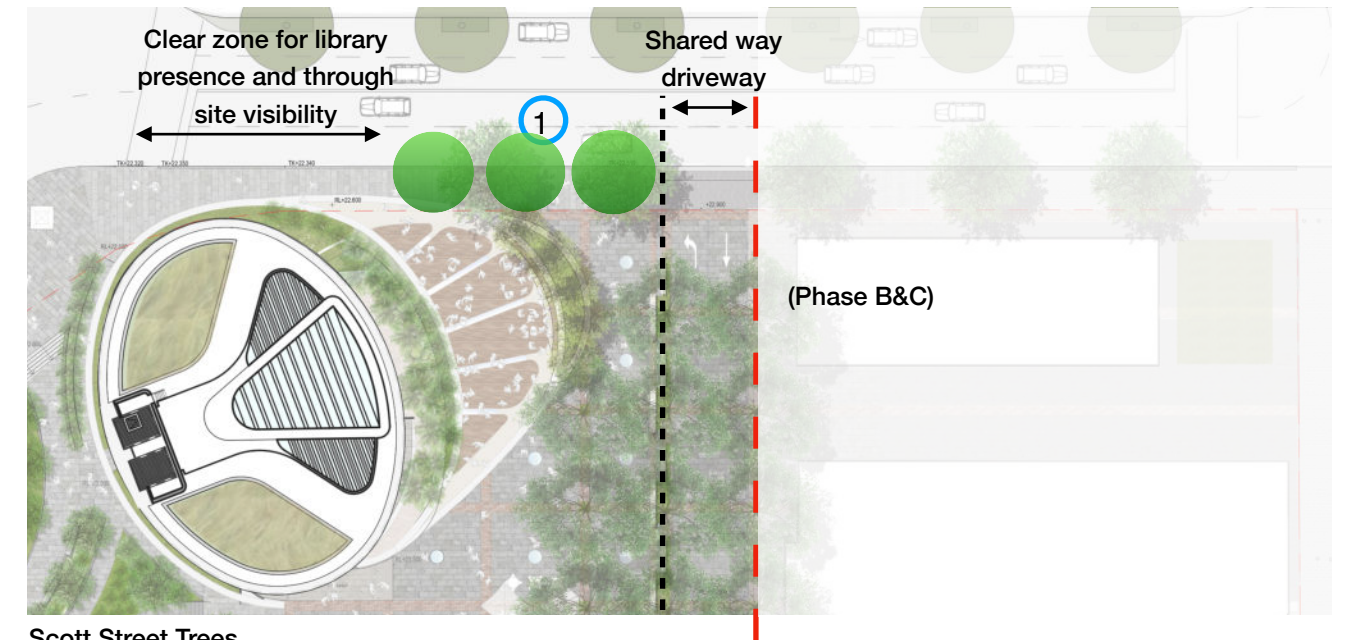
The LCC PDMP proposed Jacarandas, but, in consultation with LCC, the anticipated sun access after the sites development suggests a medium-sized *lophostemon confertus* will be well suited. This is a smaller tree to the jacaranda but is a robust drought and frost tolerant native evergreen.

This species' canopies are broad at 9m. They've been spaced on a 7m offset grid to ensure canopy interlock. This canopy density is intended to create a visual and environment buffer to the arterial road and provide wind protection to the pocket park and civic plaza. The layout of trees proposed accounts for the potential future road expansion, with the southern line of trees removable should it eventuate.

Further detail including the precise set out of these trees will be captured in Public Domain Plan workshop 2.

1. Add 1 x street tree to Scott Street Row
2. New double offset Row of trees (13 in total)

— Phase A Boundary
● New Street trees



Corymbia maculata spotted gum
Native Evergreen alternative to drought tolerant (LCC Masterplan currently nominates *Liquidambar styraciflua*)



Lophostemon Confertus drought tolerant evergreen native tree (LCC Masterplan currently nominates *Jacaranda mimosifolia*)

1C City Design and Public Domain

1C(ii) Phase B/C entry points

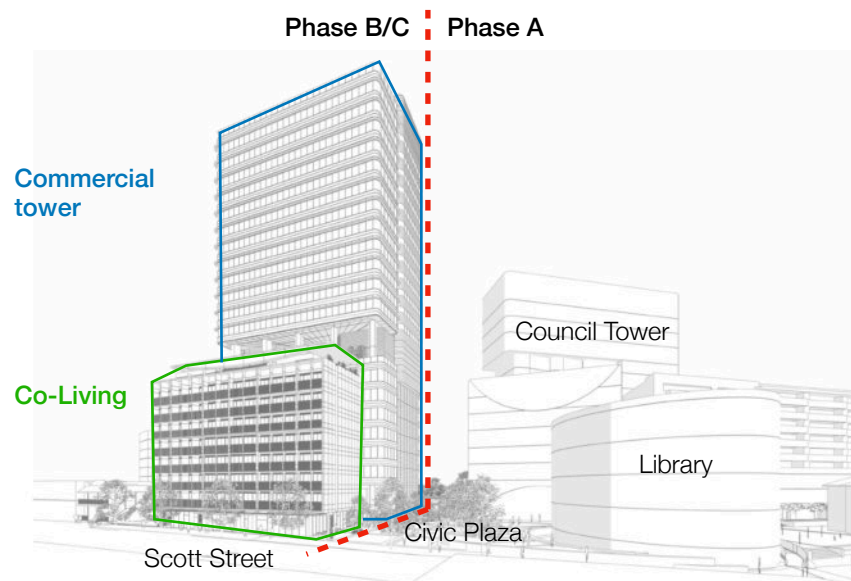
Subsequent to the lodgement of the Phase A Stage 2 DA, the Phase B/C Stage 2 DA was submitted to Council and represents the balance of the concept masterplan DA site. Phase B/C includes a co-living building to Scott Street, a commercial tower to Terminus Street, east/west pedestrian laneway, extension of the Terminus Street pocket park, and a pocket park atop George Street.

The retail and lobby locations of B/C have been positioned to reinforce the place making strategies established by Phase A. Edge activation opportunities to Scott Street, the eastern seam of Civic Plaza, the George street pocket park, terminus street and the new laneway have all been prioritised and maximised.

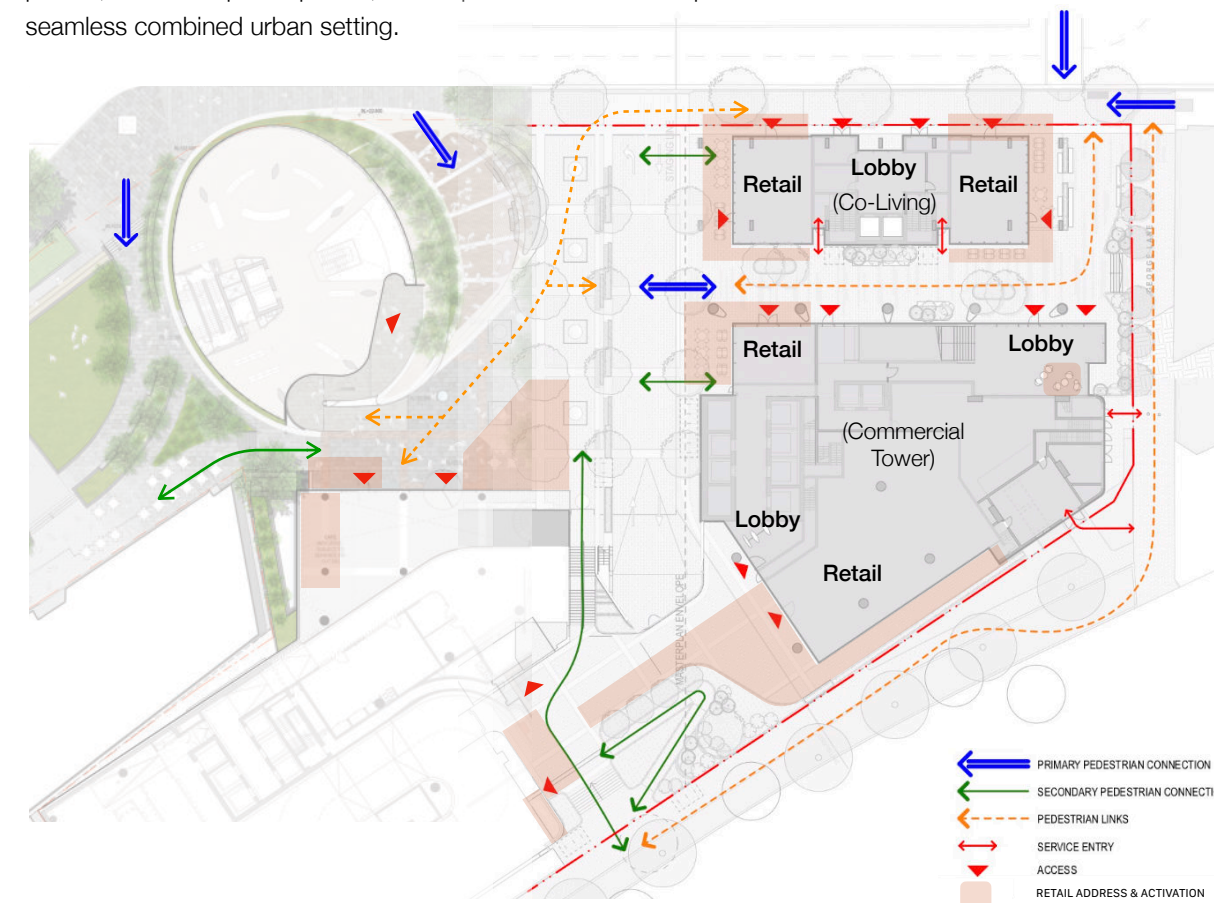
The co-Living lobby is positioned centrally off Scott Street, with flanking retail tenancies wrapping the east and west ends.

The generous commercial tower lobby runs the length of the thru-site laneway with a 'fold' up to the west to address the terminus street pocket park and reveal a ground level retail tenancy adjacent to the civic plaza. The lobby includes a small retail tenancy to the east addressing the arrival plaza, with a major retail tenancy addressing terminus street and the pocket park.

The public domain has been designed, including the selected material palette, detail and plant species, to compliment Phase A and present a seamless combined urban setting.



Scott street perspective of the combined sites, Phase A + Phase B/C



Phase B/C Ground Plane plan



Phase B/C Landscape Plan



CGI from B/C DA Design Statement illustrates the western edge activation of Phase B/C viewed from Phase A's crescent garden



CGI from B/C DA Design Statement east /west laneway between B/C's commercial tower lobby (left) and the co-living lobby and retail tenancies (right). The lane proposed will be vibrant, active and vegetated with good passive surveillance.

1C City Design and Public Domain

1C(iii) Civic Plaza to Terminus Street Pocket Park visual connectivity

The visual connectivity between the civic plaza and Terminus street pocket park has been a critical part of our public domain design response which has developed through extensive engagement with Council's Design Excellence Panel.

We note that both the size and amenity of the pocket park is considerably improved on the Concept Master Plan. Both Phase A and Phase B/C building forms, through stage 2 DA design developments, have been adjusted to significantly add open-to-the-sky pocket park area and increase visual connectivity. Pocket park planting, furniture and umbrellas will attract activity and further promote a visual and physical exchange.

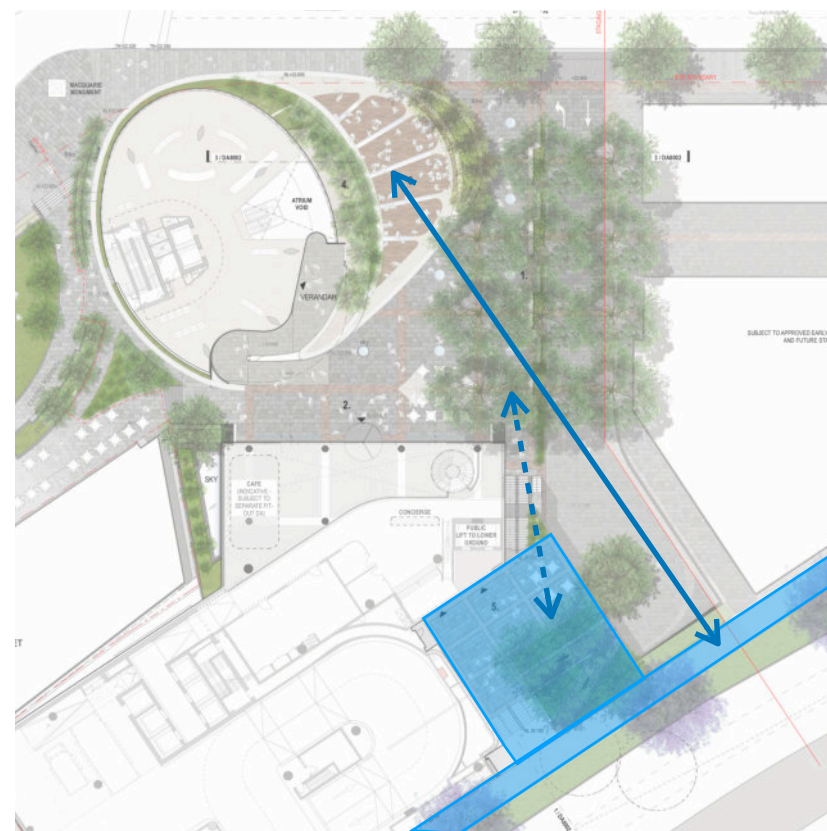
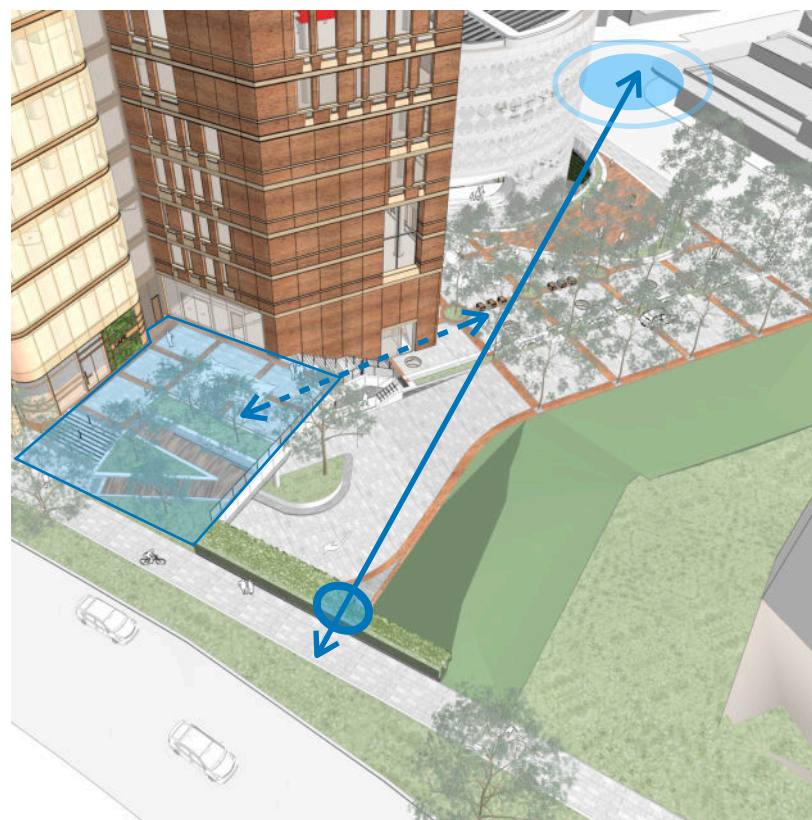
There is a construction phasing strategy to the pocket park which limits the extent constructed in the Phase A development (refer 2Di for phasing strategy details). The portion of the pocket park which can accommodate further visual connectivity / a viewing platform or similar, is part of the Phase B and C development.

The public domain for Liverpool Civic Place is subject to an extraordinary design excellence endorsement process including a Public Domain Panel and a series of Workshops. In this process the public domain is assessed holistically; Phase A in conjunction with Phase B&C.

As modifications sit within Phase B&C, and outside of the scope of the subject Phase A DA, we would seek to elaborate and detail the following proposal in the ensuing Public Domain Plan Workshop 2, and subsequent Phase B/C Stage 2 DA RFI.

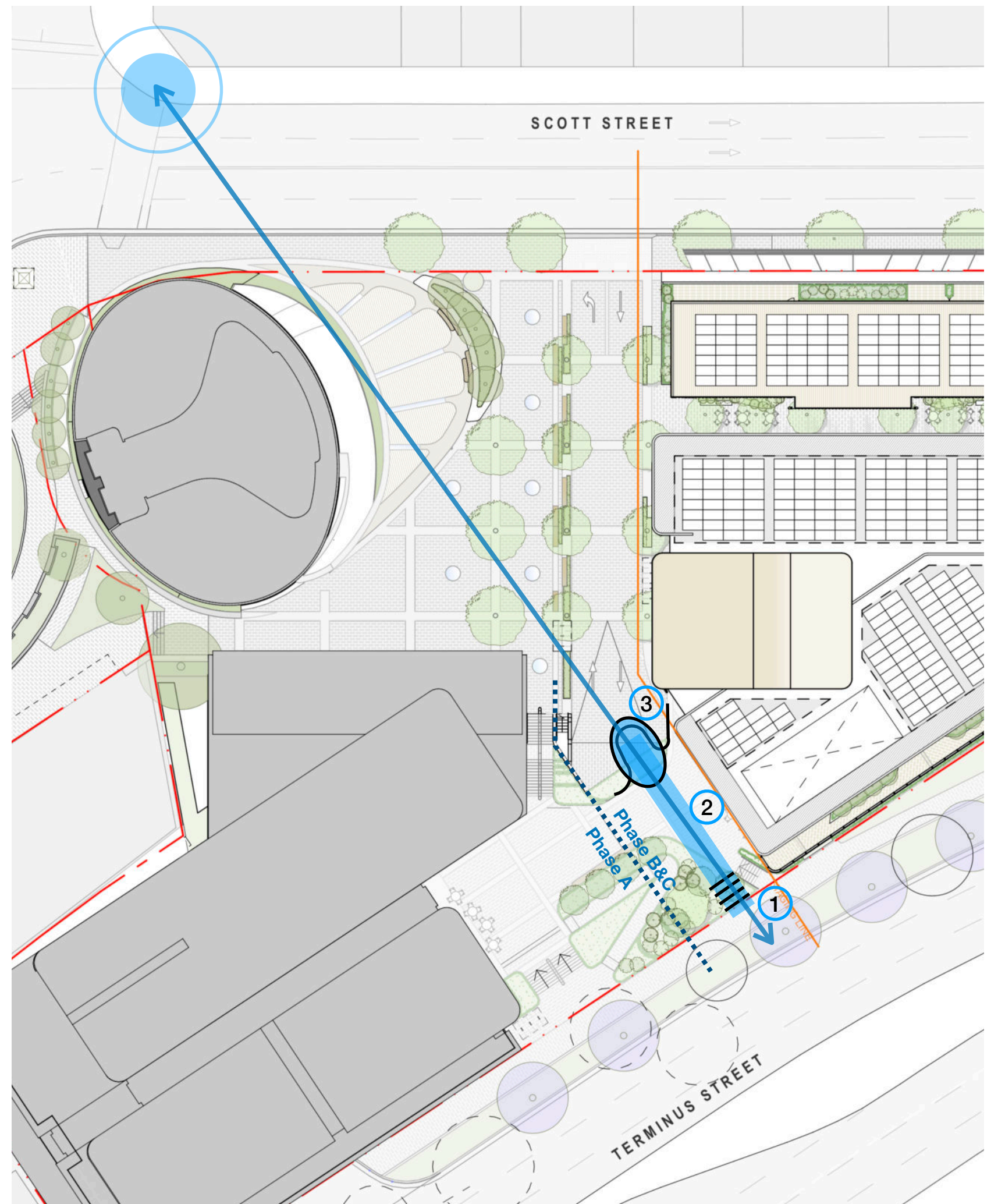
To enhance the visual connectivity between the two public spaces we will be exploring the following;

1. The Phase B/C stair from Terminus Street will shift and rotate to sit on axis with the Macquarie Street intersection.
2. A material inlay (eg timber decking) will subtly accentuate this alignment
3. The northern edge of the Terminus street pocket park on this alignment will be a dynamic viewing platform, which will not only provide an exciting vantage point from the pocket park across the Civic Plaza, but also create an environmental queue and striking point of interest to the pocket park when viewed from the Civic Plaza.



Phase A pocket park has a limited northern edge opportunity for overlooking the civic plaza. The plaza and Macquarie street intersection is visible, however, from Terminus Street footpath.

Phase A pocket park has a limited northern edge opportunity for overlooking the civic plaza. The plaza and Macquarie street intersection is visible, however, from Terminus Street footpath.

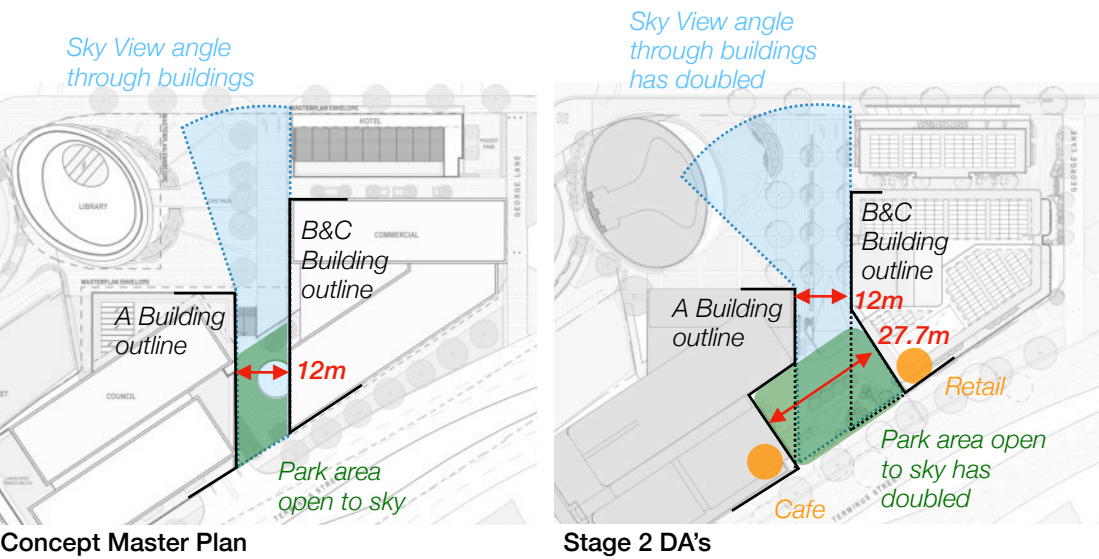


Phase A + B&C pocket park is extended to engage with upper ground floor lobby entry and retail

1L Sydney Western City Planning Panel (SWCPP)

1L(i) External Referrals: Sydney Western City Planning Panel

The SWCPP has requested more design based justification for the non-compliances with building separation setbacks, and specifically to address, "In addition to visual appearance and privacy considerations, the interface between the individual buildings and the public realm, including the activation of ground for uses and the quality of public open spaces.



1L(i) SWCPP

This response seeks to supplement the Planners written RFI response. Please refer to their report.

Terminus Street Pocket Park

Relative to the approved Concept Masterplan, both Phase A and Phase B&C have independently increased building separation through their respective Stage 2 DA's.

Phase A podium south east facade, previously abutting the 12m separation margin, has been cut back perpendicular to Terminus Street. Phase B&C has also cut a significant portion of the southwest tower corner.

Combined, there is now two times more Terminus Street pocket park public area open to the sky, significantly improving the pedestrian amenity and enabling better sun access for both newly proposed cafe seating areas and the proposed landscape planting. Views up to the pocket park from the Civic Plaza are also much improved with significantly more sky view.

Increased building separation also improves the internal building amenity, privacy, natural light and view access/ share. See summary diagrams to left.

Phase B&C

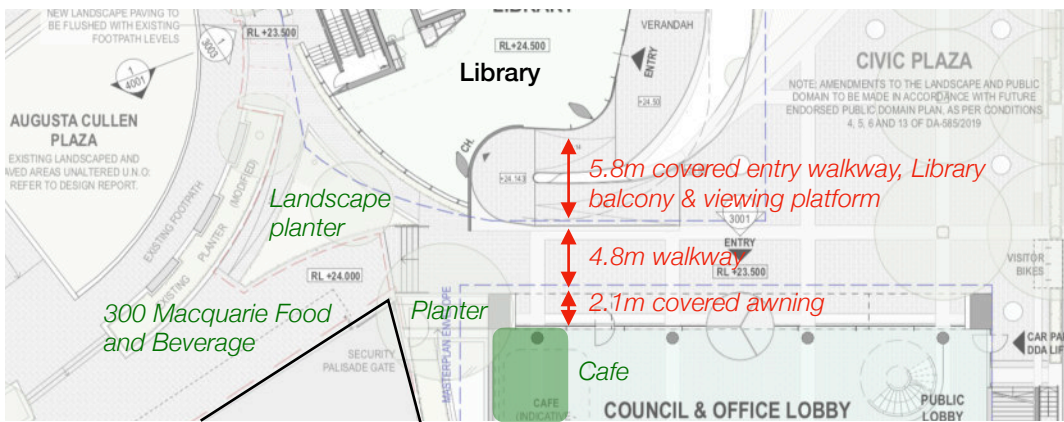
For detail pertaining to the interface between individual buildings and the public realm, and activation of the ground plane for Phase B&C, please refer to the 1C(ii) of this report, which includes extracts from the Phase B&C Stage 2 DA.

Library and Civic Tower

The area between the Civic Tower main lobby and the library building form has been carefully considered and developed through the Stage 2 DA design process and in consultation with the Design Excellence Panel.

The building separation on ground level is over 12m at it's tightest point and the apex of the library form. This space includes a 2.1m wide covered zone under the arch reveal to the main lobby and a 5.8m wide library covered entry walkway either side of a 4.8m clear open-to-sky zone. This zone is further activated by an internal cafe to the civic tower lobby behind a full height clear glass facade.

A generous through-fare with activation, passive surveillance, shade and weather cover. Beyond this link is the food and beverage seating area of 300 Macquarie Street.



Ground level interface between the library and council tower



Phase B&C Ground plane interface and activation, Refer 1C(ii) response



External covered areas at ground level either side of pedestrian link to 300 Macquarie Street.

2D Landscape

2D Landscape

The Panel supports the additional space being added to the upper level plaza and recommends the applicant to further enhance the quality of the design as there is ample opportunity to achieve a better design outcome including investigating opportunities for viewing from the upper to lower plaza. The Panel supports the location of the café near the upper level Plaza. **(Refer 2D(ii))**

The Panel supports the design of the pocket park; however, the Panel questions the development of the pocket park in stages. **(Refer 2D(iii))**

The Panel question the layering of the proposed vegetation within the development and its reference to the natural vegetation of the Cumberland plain. The Panel recommends the applicant to consider cultural planting as part of the palette (i.e. introducing planting species that are more appropriate for the area). **(Refer 2D(iii))**

The Panel recommends the applicant to select tree species that are appropriate for the region/ micro-climate to ensure that they would thrive in the climate of Liverpool and provide a sustainable outcome. **(Refer 2D(iv))**

The Panel recommends the applicant to consider vegetation that would complement the built form; and to ensure that the proposed vegetation highlights the design quality and complements the proposed architectural finishes/texture. **(Refer 2D(v))**

The Panel notes that the design should ensure adequate soil volume for the proposed trees within the development. **(Refer 2D(vi))**

2D(i) Enhanced Design

The Public Domain is subject to an extra-ordinary Design Excellence review process defined by the Concept MasterPlan conditions, including a Public Domain Plan (PDP), and a series of Workshops with a Public Domain Panel. We seek to address this query in the forthcoming workshop, in conjunction with similar RFI's from PDP Workshop 1 and the Phase B/C DA.

2D(ii) Staging of the Pocket Park

There are couple of scenarios which may affect the staging of the pocket park;

1. Built Development Group commence construction of Phase B & C before the PC date of Phase A, in which case there is no staging of the pocket park and it is fully realised.
2. Built Development Group do not commence construction of Phase B & C before the PC date of Phase A in which case the pocket park will be staged, as per the design lodged in the Phase A Stage 2 DA.

We understand this RFI to relate to Phase A's eastern extent of the pocket park under scenario 2 above.

The proposed Phase A design aligns the eastern edge of the pocket park with the western edge of the shared zone. This alignment is determined by maximising structural capacity while resolving vehicular constraints pertaining to the shared zone and vehicle entry ways below.

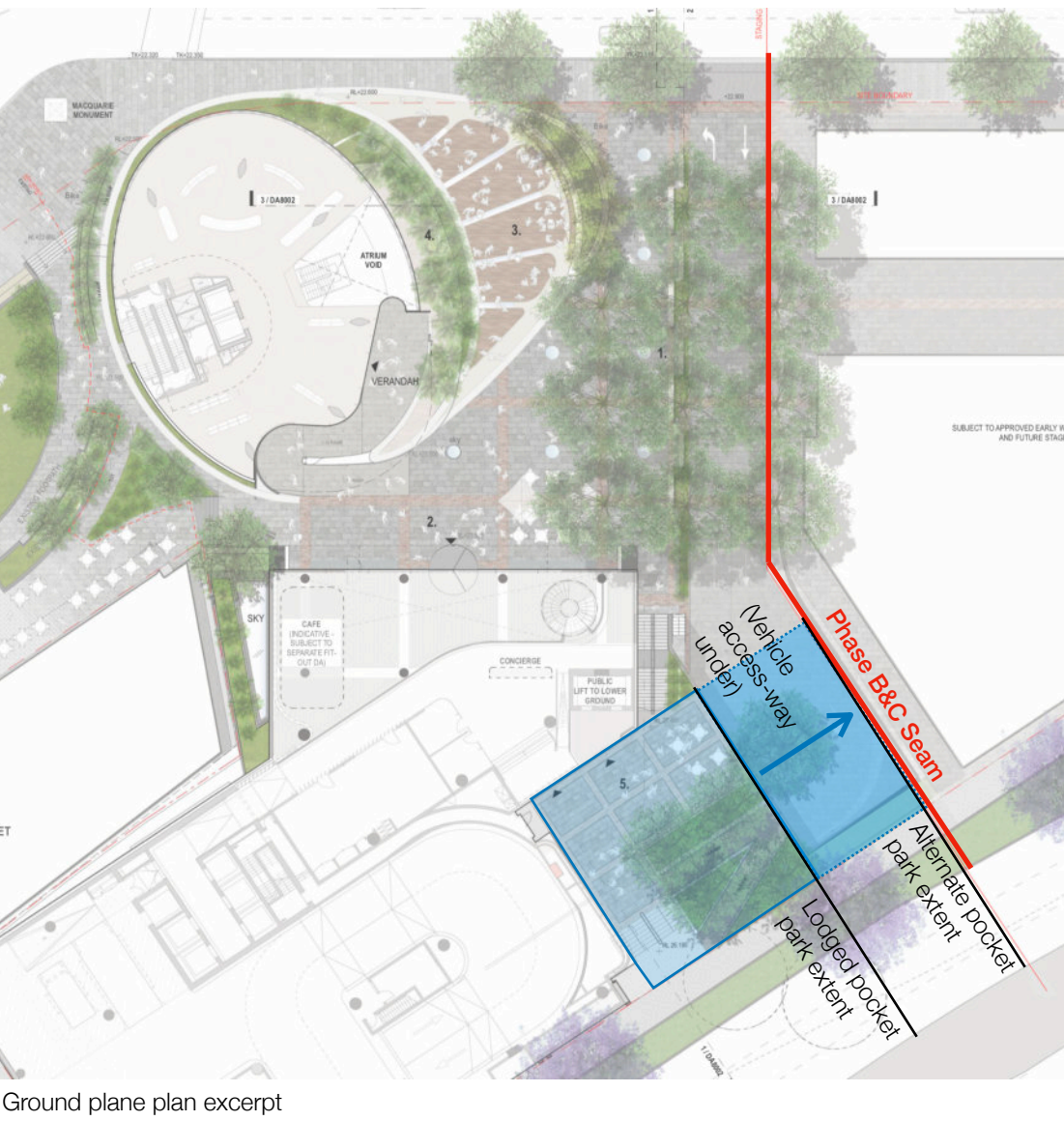
The resultant Phase A pocket park is a considerable public space at 330sqm, with good active-zoning including the cafe, seating areas. lobby entries and throughsite link, it receives good sun access, is well protected from Terminus street winds and traffic, and does not over-whelm the eastern edge of Phase A when viewed from the Civic Plaza.

Any alternate alignment seeking more park area would require moving the pocket park's eastern edge all the way to the eastern seam/ boundary to Phase B&C to resolve structural and vehicular constraints. This creates an insufficient zone to accommodate future Phase B&C design changes including address locations, materials, structure and importantly, level interfaces. This encapsulates considerable future cost and design constraints on both Phase B&C and the pocket park itself.

Further, as Terminus street falls in level to the east, the level difference of the plaza to the footpath increases. Extending the pocket park in phase A will severe view access from Terminus street to the civic plaza, the eastern half of the pocket park would have no activation, compromised access, and be exposed to wind and sun with shade cover by umbrella or shade structure only.

Further, the visual impact of a large covered service area and 11m wide garage door will drastically impact the amenity and character of the Civic Plaza.

Fjmt maintains the lodged design, and feel it is a well-scaled pocket park address to Terminus Street, generously complimenting and expanding the through-site link, and is in proportional balance with the proposed pocket park activation.



Lodged proposal round-a-bout is open to the sky, opportunity for planting. Soft eastern edge to civic plaza with discrete and out-of-sight vehicular entry and roller door, and landscaped berm up to Terminus Street.



Pocket park extended to Phase A / Phase B&C seam deep covered back of house area immediately adjacent to civic plaza. Large roller door to conceal back of house area and mitigate CPTED issue, becomes a major presence within public domain

2D Landscape

2D (iii)

The Panel question the layering of the proposed vegetation within the development and its reference to the natural vegetation of the Cumberland plain. The Panel recommends the applicant to consider cultural planting as part of the palette (i.e. introducing planting species that are more appropriate for the area).

The Cumberland plain metaphor related to select zones and planters within the greater public domain, as identified in the plan diagram adjacent. This concept will be embellished and clarified further in PDP Workshop 2 along with species nomination.

With regards to cultural planting elsewhere around the site, a 'heritage planting palette', in line with the LCC PDMP, has been added for both Augusta Cullen plaza and the rainforest setting of the libraries sunken garden.

With regards to species appropriateness, Fjmt Landscape have conducted consultation with Liverpool City Design and Public Domain Unit on 5 occasions (2 Public Domain Unit meetings, the Stage 2 Phase A pre-DA, the subsequent DEP, and Public Domain Plan Workshop 1) and council indicated general agreement for planting species and strategies nominated, all of which respond to the area, consider drought tolerance, resiliency to heat and wind, and reduce urban heat island. Fjmt have experience using all proposed species on podium structures and public domain projects.

- Proposed new species to be included in revised schedule


Already included

Cumberland plain genus species, subspecies and varieties have also been proposed

Heritage planting
- Native plant species

SOUTH WEST SYDNEY

sustainability blitz



Clematis aristata

(Traveller's Joy)


Type: Climber. Description: Attractive, abundant white flowers, from dark green, irregularly toothed leaves. Height: 2m to 3m. Flowers: July-Oct. Propagation: cuttings. Prune: after flowering.



Hardenbergia violacea

(Purple Twining Pea)


Type: Climber. Description: Hardy evergreen vine. Pro shape purple flowers. When planted against a fence, trellis or shed it will grow well and form a screen. Height: 1.5m. Flowers: July-Oct. Propagation: cuttings. Prune: after flowering.



Pandorea pandorana

Wonga Wonga Vine


Type: Climber. Description: Woody, tubular, white flowers, with red spots, in attractive loose clusters. Height: 2m to 3m. Flowers: July-Oct. Propagation: cuttings. Prune: after flowering.



Themeda australis

Kangaroo Grass

Type: Grass. Description: Tufted, bluish-green, purple-red when young, brownish when mature. Good for rock gardens or pots. Height: 1m. Flowers: Sept-March. Propagation: seed. Prune: after flowering.



Dianella longifolia

var longifolia Pale Flax Lily


Type: Groundcover. Description: Tufted, solitary, white to blue flowers exceeding foliage. Height: 30cm. Flowers: Oct-Jan. Propagation: by dividing clumps in Spring. Prune: after flowering.



Dichondra repens

Kidney Weed

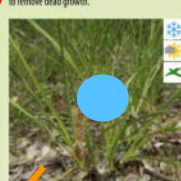
Type: Groundcover. Description: Creeping stems, kidney-shaped leaves, small yellowish-white flowers. Ideal for damp rocksides. Height: Low. Flowers: Sept-Dec. Propagation: spread easily. Prune: doesn't need pruning.



Eremophila debilis

Amulilla, Winter Apple

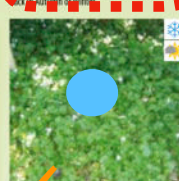
Type: Groundcover. Description: Flat spreading, hairy leaves and stems. Tubular branches. White-rose flowers. Height: Low. Flowers: Nov-Feb. Propagation: from a cutting. Prune: only top prune.



Lomandra longifolia

Spiny-headed Mat-rush


Type: Groundcover. Description: Tufted, tough, strap-like leaves. Large, spiny flower heads. Strongly perfumed. Height: 1m. Flowers: Sept-Dec. Propagation: by division. Prune: remove dead leaves. Prune: only top prune.



Viola hederacea

Ivy-leaved Violet


Type: Groundcover. Description: Kidney/oval shaped leaves. Violet flowers on stems longer than the leaves. Height: Low. Flowers: Sept-Dec. Propagation: by division or runners. Prune: doesn't need pruning.



Acacia implexa

Hickory

Type: Shrub. Description: Probs become very twisted/tangled. Leaves are thin, curved and taper to a point. Height: Large. Flowers: Jan-March. Propagation: after soaking seeds in warm water and when available. Take cuttings in Summer. Prune: after flowering.




Bursaria spinosa

var spinosa

Blackthorn, Boxthorn

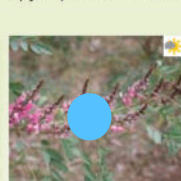
Type: Shrub. Description: Thorny, very branches. Leaf size and shape vary with age. Small, white fragrant flowers. Height: Medium. Flowers: Jan-April. Propagation: seed. Prune: after flowering, only to maintain shape.



Dodonaea viscosa ssp. Cuneata

Wedge-leaf Hop Bush

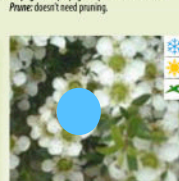
Type: Shrub. Description: Compact growth. Sticky leaves taper to sharp point. Green fruit turns red and purple. Height: 1m. Flowers: Spring. Propagation: from seed or take cutting in Spring and Summer. Prune: minimally.



Indigofera australis

Native Indigo

Type: Shrub. Description: Slender, erect. Pink to blue pea flowers. Numerous along stems. Height: 1m to 2m. Flowers: Spring. Propagation: from seed or take cutting in Spring and Summer. Prune: only top prune.



Leptospermum polygalifolium

Yellow Tea-tree

Type: Shrub. Description: Hardy, evergreen. Wiry, woody stems. Small, green, pointed leaves. Height: 2.5m. Flowers: Sept-Feb. Propagation: take cuttings in late Spring and Summer. Prune: minimally.



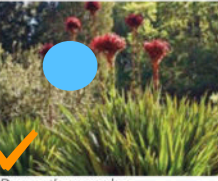
Melaleuca thymifolia

Thyme Honey-myrtle

Type: Shrub. Description: Spreading, prostrate. Small, green, pointed leaves. Height: 1m. Flowers: Jan-March. Propagation: take cuttings in late Summer and Autumn. Prune: minimally.

Source: Liverpool city Native Garden fact Sheet:
https://www.liverpool.nsw.gov.au/_data/assets/pdf_file/0013/112450/FACTSHEET-Sustainability-Blitz-Fact-Sheet-Native-Gardening.pdf


General Planting Palette



Doryanthes excelsa




Dianella caerulea




Echium fastuosum




Dichondra repens



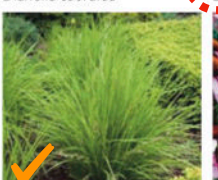
Murraya paniculata




Pandorea pandorana




Agapanthus



Lomandra 'Tanika'



Echinacea purpurea



Miscanthus sinensis 'zebrinus'



Asperula conferta




Trachelospermum jasminoides


Heritage Planting Palette




Coix lacryma-jobi




Armeria maritima




Chrysanthemum sp.



Liriodendron chinensis




Panicum virgatum




Andropogon gerardii 'Red October'


Sensory Planting Palette




Mentha x piperita



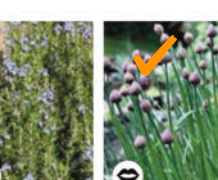
Stachys byzantina 'Silver Carpet'



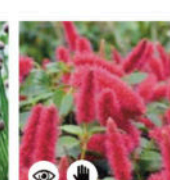
Trachelospermum jasminoides



Anethum graveolens




Lavandula angustifolia




Petroselinum crispum

WSUD Planting Palette




Dichelachne micrantha




Elymus scaber




Poa sieberiana



Imperata cylindrica



Vicia nodosa



Lepidosperma elatius

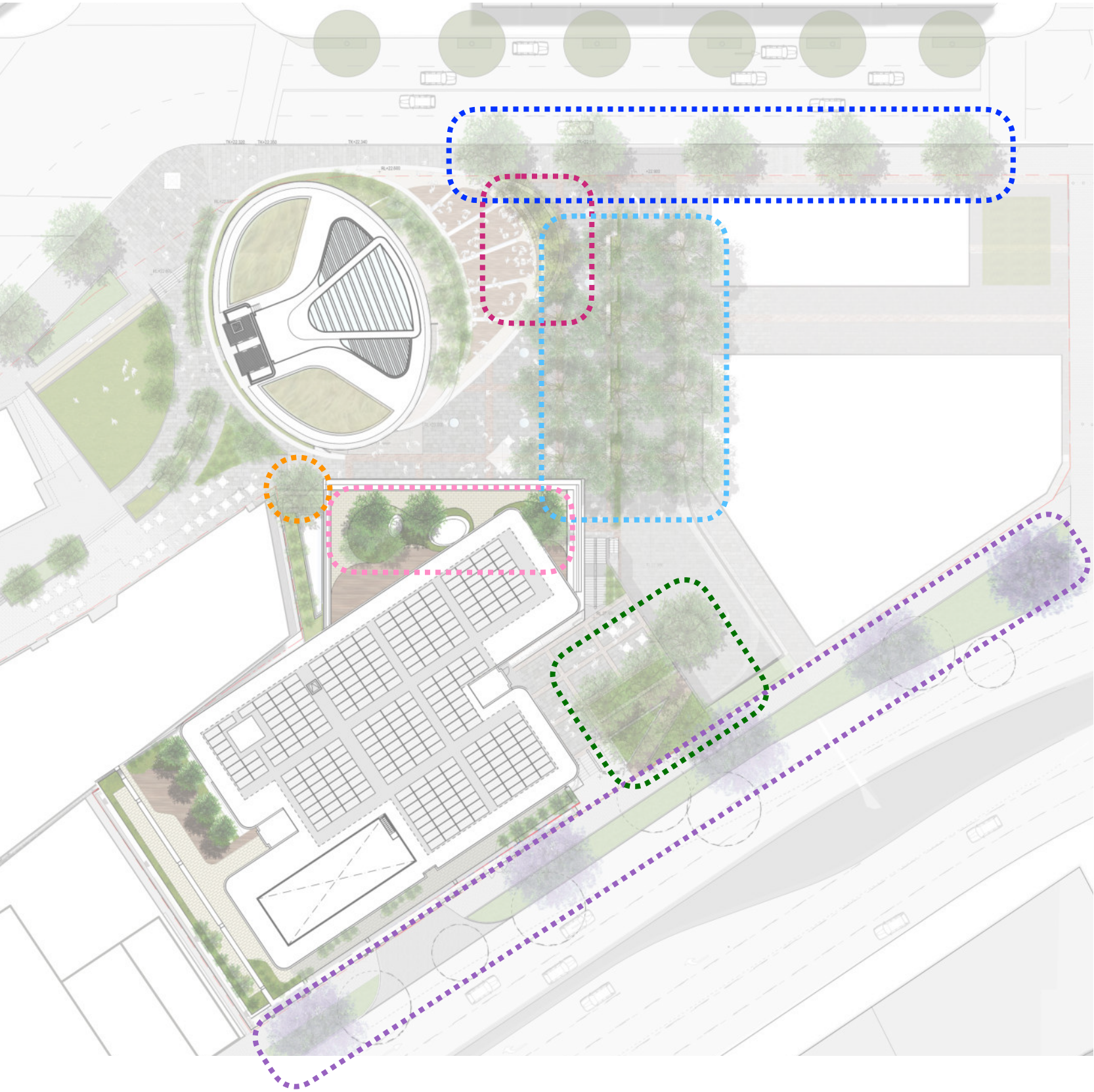
Source: Liverpool City Public Domain Masterplan:
<https://www.liverpool.nsw.gov.au/development/major-projects/public-domain-master-plan>

fjmt Liverpool Civic Place Supplementary Design Statement Revision 1 22nd of February, 2021

2D Landscape

2D (iv)

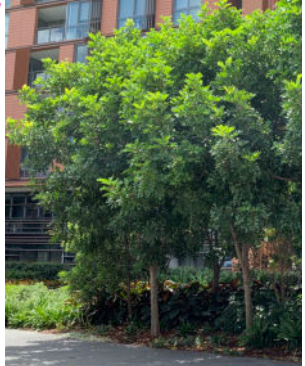
The Panel recommends the applicant to select tree species that are appropriate for the region/ micro-climate to ensure that they would thrive in the climate of Liverpool and provide a sustainable outcome



Corymbia maculata spotted gum

Scott Street Trees The alternate street tree nominated is Spotted gums, which are well-suited to purpose. They are a drought-tolerant evergreen Cumberland plain species, located at the front of the project to showcase the native species references. Clear trunks for through site visibility.

Native Evergreen alternative to LCC Masterplan (currently nominates Liquidambar styraciflua)



Cupaniopsis anacardioides

Rooftop terrace Small native evergreen tree with spreading form. Growing naturally in coastal areas and tolerant to salt-laden gusty winds, this tree will be well suited to the elevated terrace location and we have experience with its nomination in similar terrace environments in other projects.



Lagerstroemia indica "Natchez" - Deciduous exotic autumn colour and flowers (Fimt Mint Sydney Wondeland Central Park)

The Civic Grove proposes Natchez, a resilient deciduous medium sized flowering tree with broad interlocking canopy for summer shade cover and clear trunks for visibility. Will be well irrigated with pavement falls to collection pits. This species requires further discussions with council as is envisioned in PDP Workshop 2.

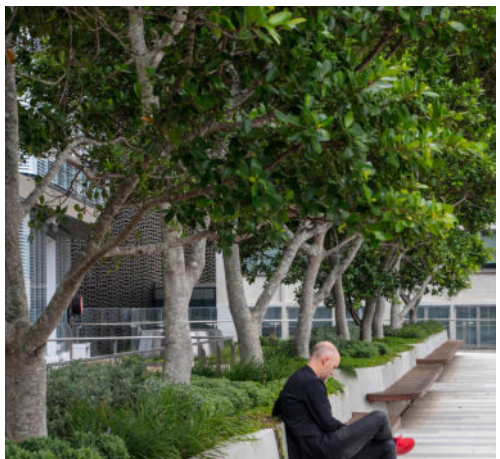


Cupaniopsis anacardioides



Harpulia pendula

Harpulia came recommended from Council to replace a water gum species. Both proposed above are dense small evergreens, well suited to shade and wind inherent in the Terminus Strteet pocket park.



Dwarf Ficus

Australian evergreen species, good with wind and shade, but will grow to a larger size, important for the intended space at the seam between 300 Macquarie and Phase A.



Lophostemon Confertus

Drought tolerant native evergreen, better suited to the building shadow/ shade than the LCC PDMP proposed jacaranda. Smaller dense canopy will make a better vegetated buffer to Terminus Street arterial.

Native Evergreen alternative to LCC Masterplan Jacaranda mimosifolia - (LCC masterplan)



Melaleuca ericifolia

Common Cumberland Plains medium sized evergreen tree; drought tolerant, good in sunny spots, flowering.

2D Landscape

2D(v) Complementing the Built form

The Panel recommends the applicant to consider vegetation that would complement the built form; and to ensure that the proposed vegetation highlights the design quality and complements the proposed architectural finishes/texture.

CIVIC GROVE	
Banksia spinulosa	Hairpin banksia
Dianella caerulea	Blue Flax Lilly
Dianella caerulea "Litte Jess"	Blue Flax-lily
Dichondra repens	Kidney Weed
Lomandra katrinus	Lomandra
Pennisetum alopecuroides 'nafray'	Fountain grass variety

Understory of the civic grove includes native Cumberland plain grasses. The height of the grasses assists pedestrian safety adjacent to the shared way, with elements like the banksia flower picked to complement the brick paving bands and predominant tower facade, and the fountain grass wispy flower heads complementing the library facade and white-toned paving inlays.



SUNKEN GARDEN	
Alpinea caerulea	Native Ginger
Asplenium australasicum	Birds nest
Blechnum "Silver Lady"	Hard Fern
Calochlaena dubia	Bracken Fern
Cordyline stricta	Cordyline
Cyathea australis	Rough Tree fern

The radial birds nest heads and the fractal characteristic of tree ferns will compliment the dynamic rotary blinds of the library facades seen immediately adjacent. These native species have been picked for their applicability to the anticipated sunken garden climate, and the interior design will look to compliment the vegetation.



2D(v) Complimenting the Built form

Continued

GATHERING GARDENS	
<i>Correa alba</i>	White Correa
<i>Dianella caerulea</i> "breeze"	Blue Flax-lily 'Breeze'
<i>Doryanthes excelsa</i>	Gymea lily
<i>Grevillea speciosa</i>	Spider Flower
<i>Leptospermum flavescens</i> 'Cardwell'	Tea tree
<i>Lomandra katrinus</i>	Lomandra
<i>Viola hederacea</i>	Native violet
<i>Westringia fruticosa</i> 'Zena'	Coast Rosemary

White flowers of the tea tree, correa and coast rosemary will relate to the white tones of the library facade. The White Correa will be hedged to be curvy bun-like forms, representative of the library geometry. These soft curvy plants are then punctuated by the Gymea lily and blue flax lily creating a border with native violet.



AUGUSTA CULLEN PLAZA INTERFACE GARDENS	
<i>Casuarina glauca</i> Cousin It	Dwarf sheoak
<i>Dianella caerulea</i> "Breeze"	Blue Flax-lily
<i>Dianella caerulea</i> "Silver streak"	Blue Flax-lily
<i>Lomandra katrinus</i>	Lomandra
<i>Russell equisetiformis</i>	Firecracker plant
<i>Chrysanthemum</i> sp	White flowering Chrysanthemum
<i>Acanthus Mollis</i>	Oyster Plant

The revised heritage garden palette of Augusta Cullen Plaza will have spill over planting to soften the existing planter walls, flowering colours to match both the new library and the school of arts brick, with planters surrounding the library proposing fine dull-green native grasses and flowering lily's to compliment the library facade.



2D(v) Complimenting the Built form

Continued

TERMINUS POCKET PARK	
<i>Syzigium cascade</i>	Drwarf Lilly pilly
<i>Dianella caerulea</i> "breeze"	Blue Flax-lily
<i>Philodendron</i> 'Xanadu'	Xanadu
<i>Philodebdron Rogo Congo</i>	Rogo Congo
<i>Viola hederacea</i>	Native violet
<i>Dichondro repens</i>	Dichonda
<i>Westringia fruticosa</i> 'Zena'	Coast Rosemary

The shade tolerant Rogo have a brown leaf underside which has been nominated to complement the bronze tones of the facade. Coast rosemary is synonymous with sandstone, which is also proposed for the terminus street facade elevation. With the omission of jacaranda street trees, the purple flowers of the native violets have been picked to maintain the purple theme of Terminus Street in the LCC PDMP.



Dense bun shaped white flowering midstory

Understory and edges

2D(vi) Soil Volume

Podium Tree requirements

The underlying requirements to achieve this strategy is soil specification including type, depth, volume and drainage. These factors are important for the success and longevity of the landscape. Trees can be described as having a root plate rather than root ball and this means that the tree can rely on soil spread over shallower soils depths than the natural environment, as is the case where landscape is built over structural slabs.

The specimen trees will be provided with adequate soil volume and takes into consideration the following:

- City of Liverpool requirements (copied below)
- ADG Soil volume guidelines 3E Deep soil.
- Cornell University assessment (calculation methodology based on ratio of a tree considering canopy width, calliper of trunk size and root plate.)
- Combined with the 'borrow' from the adjoining area under the Ross Clark assessment (The 'Balance Formula' found in Specifying Trees (Clark R 2003//NATSPEC Construction Information) uses a variation of the Field Size Index (FSI) [where the FSI = Height (m) x Diameter at Breast Height (mm)]. The formula provides a quick and easy method of estimating soil volume required.
- FJMT Benchmark projects (eg UTS Central, Wonderland Central Park)

Based on the above documented assessment, Fjmt are proposing:
LARGE TREE - (no large trees provided on structure)
MEDIUM SIZE TREE - typically 9m wide canopy tree = 36m3 soil Dimensions: 6m x 6m x 1.0 or 4.5 x 7.0 x 1.0
SMALL TREE - typically 6m wide canopy tree = 12m3 soil Dimensions: 4m x 4m x 0.8m

This is consistent with Liverpool Councils requirements as per their draft LCC masterplan:
— Medium trees (2 – 8m high), minimum soil depth 1m, minimum soil volume 35m3
— Small trees (up to 2m high), minimum soil depth 0.8m, minimum soil volume 9m3

This is also generally consistent with ADG 3E Deep soil zones:
— Medium trees (9-12) 35m3
— Small trees (6-8) 15m3

2F Safety

2F Safety

The Panel notes that there will be potential conflicts with pedestrians and cars entering the shared way. The Panel recommends the applicant to consider appropriate measures to ensure that future conflicts are reduced. The Panel recommends Council to review the traffic arrangements thoroughly at the approval stage to ensure there are no conflicts; and a traffic management plan is implemented. **(Refer 2F(i))**

The Panel notes that CPTED principles are being considered however recommends the applicant to consider appropriate tree specifications to ensure ground level visibility. **(Refer 2F(ii))**

2F(i) Shared Way conflicts

Floor plan excerpts adjacent seek to illustrate passive safety measures; with no space greater than 1800mm between obstructions and variations in surface material textures and colours.

Refer also to Traffic Consultant statement for detailed response including references to Standards and Codes.

2F(ii) Tree species and ground level visibility

There are two groups of trees planted within the civic plaza;

1) **The Civic Grove**

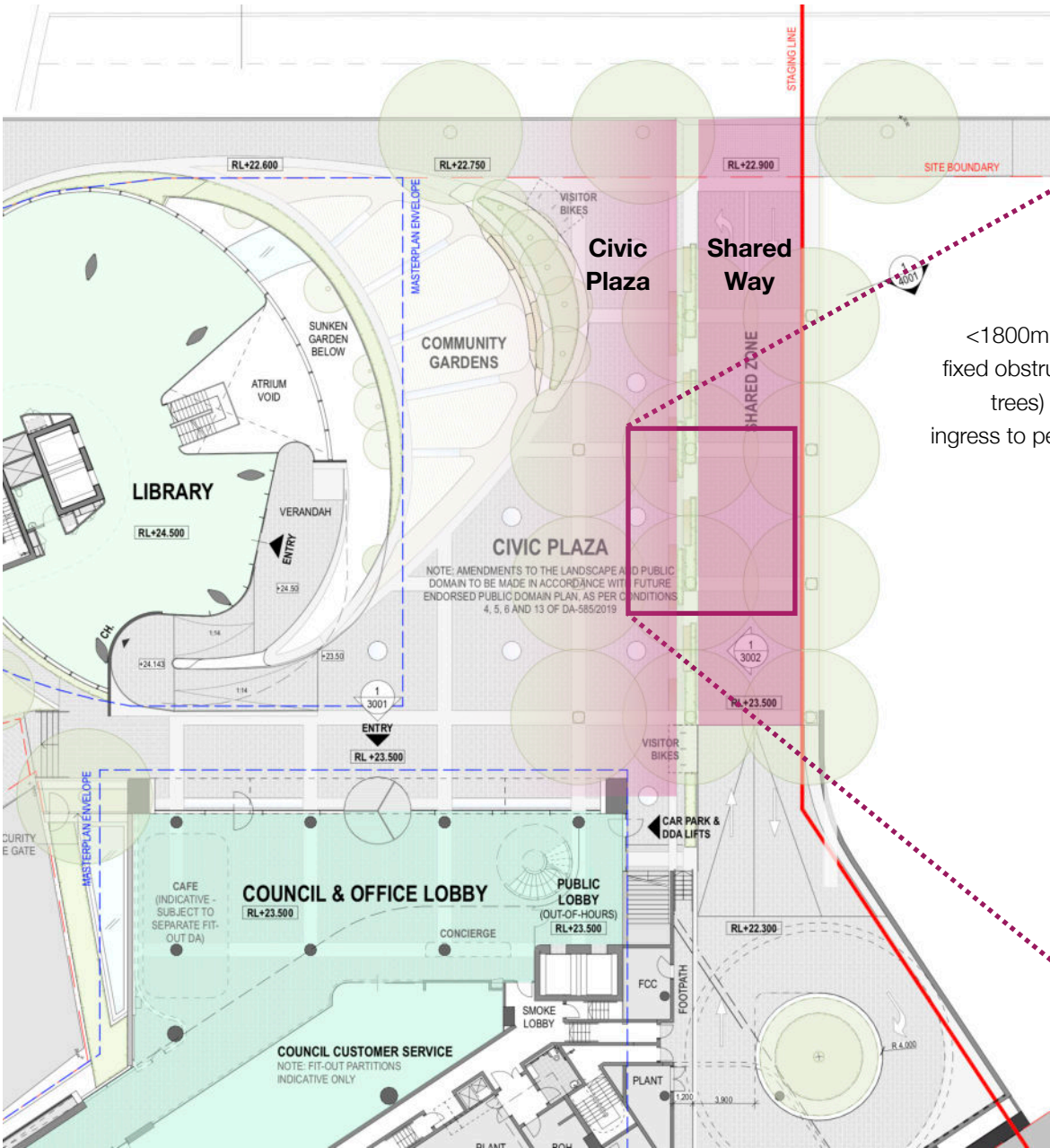
This is the grid of trees within the Civic Plaza and spanning across the shared zone. A consistent canopy height is sought to present an ordered copse, consistent with the ordered tree positioning informed by the gridded material inlay. Think Champs-Elysees, Paris. The defining parameter for canopy height will be the clearance required for service vehicles to enter and exit amongst the shared zone trees, or, 4m minimum. This parameter will ensure very clear site lines across the public domain.

2) **Crescent Garden**

Crescent planter bed at the junction from timber decking to stone paving, the planting strategy here is to provide shade cover for the seated edges of the planter. Ground level visibility will not be impeded by the proposed trees.



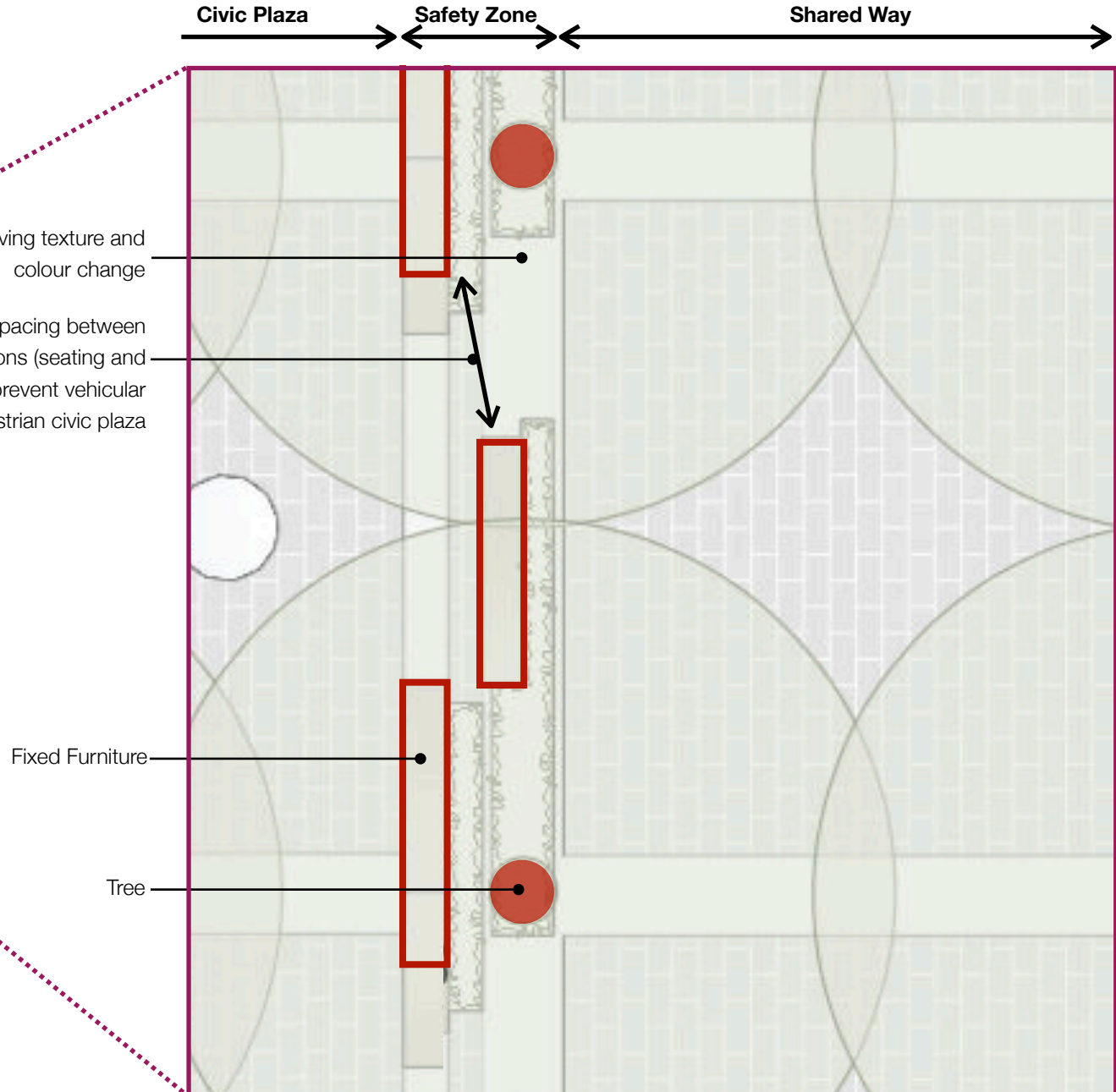
Tree-lined promenade, Paris. Though this is a very mature tree example, canopy height permits ground level visibility



Floor plan excerpt



CGI excerpt; view from Scott Street looking southwest toward the proposed primary lobby with shared zone in foreground



Floor plan excerpt



CGI excerpt; shared way in foreground, detail of safety zone features protecting the pedestrian civic plaza beyond

1E Public Art

Refer also to pages 86-89 of the Architectural Design Statement, Appendix D of 2020's Development Application

Public Art Strategy should provide clear commitments and methodologies

A public art strategy can provide clear commitments and methodologies once a budget is set and there is commitment to funding by council. This will include cost of artwork procurement and curation, artists' fees, consultant costs, stakeholder management, changes to the base building to accommodate works, the fabrication of the work, installation and commissioning

There is conflict between proposed sites and number of artworks to be delivered.

The report clearly designates locations for artworks but the scale and quantum of work is dependent upon the budget as well as artist / curator's response to the site and input by community

Artists/creatives should be involved from the earliest stages so that the public art is part of a cohesive site

Having delivered a range of highly integrated public art works which are benchmarked as exemplars of collaboration between architect and artist, we fully support this requirement and are aware of the current construction program risk with tight time frames. Committing to a budget for the public art and source of funding needs to be an imperative for Liverpool City Council.

Council's Public Art Policy has not been addressed. The Policy identifies directions as outlined in the Community Strategic Plan that should be addressed.

This recently completed policy was not brought to our attention during the DA process but we fully support its intent. We understand that LCC's Public Art Strategy is also being drafted. It is likely that this site will be a critical element of Council's strategy and and we are supportive of further engagement with Council to progress the final detailed public art strategy, in accordance with an appropriate condition of consent.

Opportunities should be examined for public art to elicit shared narratives, diverse voices, engage curiosity, be of high aesthetic standard and offer opportunities for community, artists/creatives and local business.

The opportunities within the site are highlighted in terms of typology and location. We highlight that the works will be a process of engagement either participating in the making of the art or identification of themes, we also highlight the potential for local makers and businesses to be involved with additional areas of the site such as the library (furniture and interiors) - this could be extended to external works. Fjmt has significant experience in these strategies which involve supporting local creatives and makers including with Inner-West Council, Auckland Art Gallery and Parliament Square (using local Tasmanian furniture makers and craftsmen).

Further, we extend into the architecture when we can such as carving into columns and stone wall(Auckland Art gallery).

Relevant existing public artists/ creatives and artworks have not been addressed in relation to site, narratives and community engagement. The themes, concepts and images throughout the document and section 5 reference artists who have works within the LGA (including the current main library)

The DA document proposed an artist selection process which would involve a range of committee members with excellent local knowledge including Casula Powerhouse curators and council officers. We highlight that our selection of Emily McDaniel as a potential independent First Nations curator would bring her knowledge of international best practice [MCA, Venice Biennale] as well a local knowledge having lived in the Liverpool Region for twenty years. She is also involved with Gandangara.

In relation to themes / narratives, the document clearly states that themes will emerge out of consultation. This will occur prior to the development of the artists' briefs. Our suggestion at a broad level is the revealing of country at the site of Liverpool and Liverpool Civic Place which lies at the confluence of the Cumberland Planes and Georges River - a documented place of gathering and confluence itself.

In relation to existing artwork both in the library and within council's collection, a curation strategy is required to consider which works will be integrated / brought over to the new site. This can be of significant scope. This can be undertaken by fjmt (as performed for Willoughby Council at The Concourse) but is beyond the scope of public art and could also be undertaken by council's art officers.

The applicant is requested to provide additional justification for the existing design solution or provide an amended design solution addressing these concerns.

This preliminary response requires commitment by council to a budget and a greater understanding of Liverpool Civic Place's significance in relation to the council's draft Public Art Strategy and policy. Fjmt is capable of delivering works to a very wide spectrum of budgets and scope. We are also deeply committed to engagement at many levels and authentic interpretation of place / country. This can only occur once these issues are clarified. fjmt are supportive of further engagement with Council to progress the final detailed public art strategy, in accordance with an appropriate condition of consent



200 George Street lobby mural



Auckland Art Gallery columns



Auckland Art Gallery Furniture by local makers



Parliament Square, Hobart Furniture by local makers



Surry Hills Library, mural soffit



King and Phillip Residences, Lobby artwork work (installation in progress)

fjmtstudio

Sydney

Level 5, 70 King Street,
Sydney NSW 2000 Australia
t+61 2 9251 7077

Melbourne

Level 2, 56 Hardware Lane,
Melbourne Vic 3000 Australia
t+61 3 9604 2500

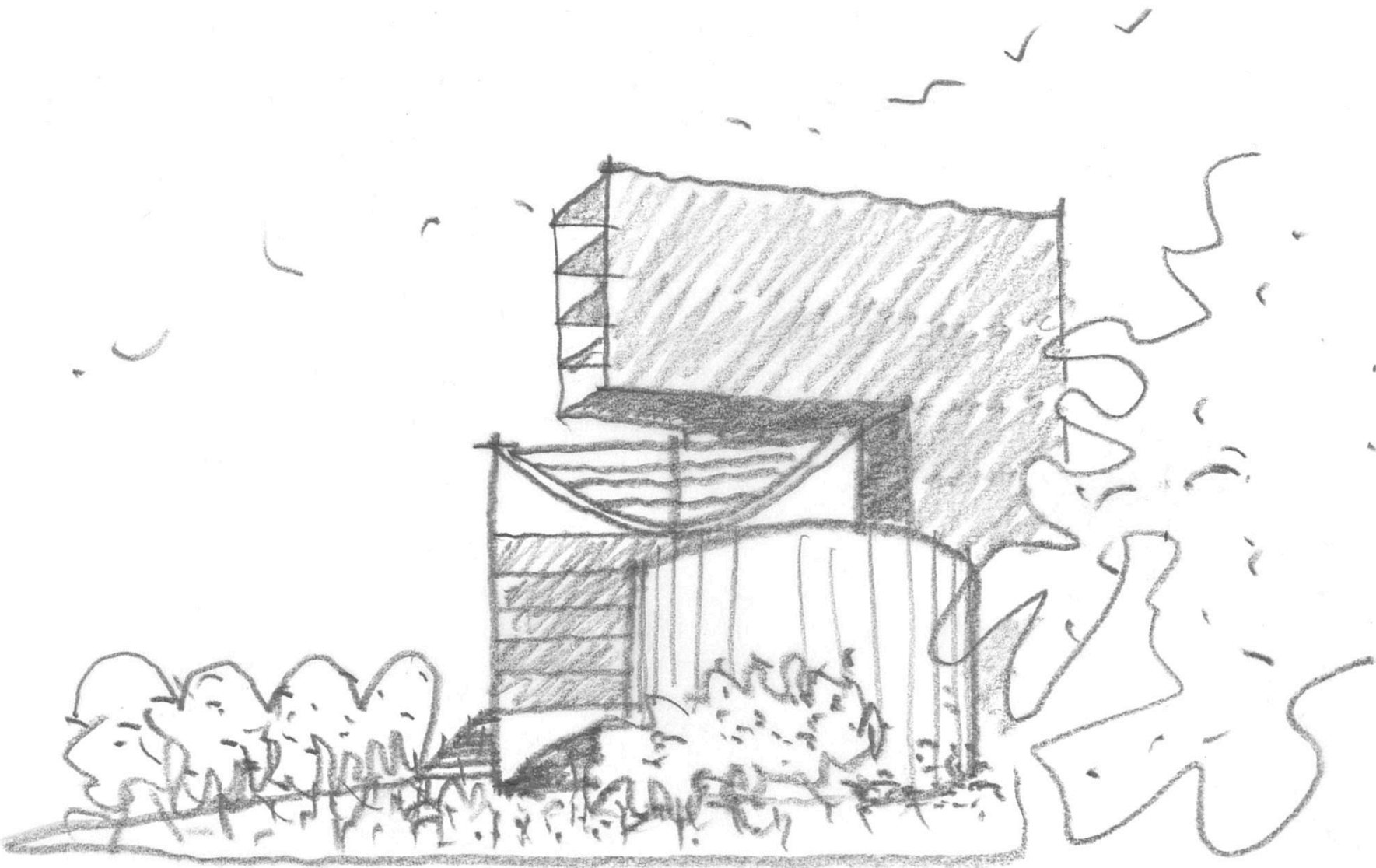
UK

Level 1, 8 St Aldates
United Kingdom OX 1 1BS
t+44 1865520 420

Find us on Instagram and LinkedIn: @fjmtstudio

www.fjmtstudio.com

Francis-Jones Morehen Thorp Pty Ltd BN 28 101 197 219
Nominated architect Richard Francis-Jones ARBNSW 5301
Registered architect Richard Francis-Jones
Francis-Jones Morehen Thorp Ltd ompany no 7384142 RB 078103G



18th January 2021

Transport for NSW
27 Argyle Street
PARRAMATTA NSW 2150

Attention: Zhaleh Alamouti

Dear Zhaleh,

**Re: Proposed Mixed-Use Development Known as Liverpool Civic Place -
52 Scott Street, Liverpool**

Thank you for your letter dated 4 December 2020, regarding the abovementioned.

Further to point 1, of your letter, Council would like to clarify the following.

Council's CEO at the time Ms Kiersten Fishburn met with Transport for NSW Director, Colin Langford, in mid 2019 to discuss traffic access arrangement of Terminus Street.

As part of their discussion, the revised design for Terminus St/ Scott St configuration was also discussed.

Subsequent to the discussion, Council's CEO forwarded to Colin Langford correspondence (Attachment 1) relating to the proposed realignment and relocation of the Terminus St/ Scott St intersection, requesting in-principal approval.

The correspondence included proposed layouts for both the existing and future configurations of Terminus Street.

The proposed layouts addressed Transport for NSW's concerns regarding the turning paths of buses and access to the Golden Fleece Hotel.

Following Council's letter to Transport for NSW, Colin Langford forwarded correspondence (Attachment 2) to Council dated 11 December 2019, advising that the revised design for the Terminus Street/ Scott St arrangement has also been reviewed and the retention of the left turn from Terminus Street into Scott Street is supported. However, RMS does not support the right turn lane into Scott Street towards Bigge Street.

Subsequent to Colin Langford's letter of 11 December 2019, Council's Traffic Manager, Charles Wiafe, emailed to Maria Swallow of Transport for NSW, a revised design for the Terminus Street/ Scott Street arrangement incorporating the deletion of the right turn lane into Scott Street as requested by Transport for NSW (Attachment 3).

Council's position on this matter is that Transport for NSW has provided in-principle approval in their letter dated 11 December 2019 subject to the deletion of the right turn lane into Scott Street, which Council has actioned.

Hence Council is requesting Transport for NSW to reconsider their position on this matter.

Should you wish to discuss this matter further, please do not hesitate to contact Council's Traffic Manager Charles Wiafe on 8711 7452.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'John F Morgan', with a long horizontal line extending to the right.

John F Morgan
Director Property & Commercial Development

CC: Charles Wiafe

Attachments:

1. Liverpool Council letter dated 3 October 2019
2. Transport for NSW letter dated 11 December 2019
3. Charles Wiafe email dated 14 April 2020

Our Ref: 241044.2019
Contact: Charles Wiafe
Ph: 8711 7452
Date: 3 October 2019

Colin Langford
Director, West and North West Precinct
Roads and Maritime Services
26 Argyle Street
Parramatta NSW 2150

Dear Mr Langford,

Re: Proposed Access arrangement of Terminus Street to Liverpool Civic Centre

I refer to our meeting concerning Council's proposed Liverpool Civic Place development at 52 Scott Street, Liverpool.

Liverpool Civic Place, with a value of approximately \$400 million, will include, amongst other elements, Council's new offices and new City Library. Council has prepared a master plan for redevelopment of the site, which would include 41,000sqm of office accommodation, 5,000sqm of public library, 3,000 sqm of hotel accommodation, 500 sqm of retail and approximately 460 car spaces.

Traffic impact assessment and a review of the Liverpool Civic Place masterplan by Council's independent Design Excellence Panel (DEP) have identified that a single access arrangement off Scott Street would severely affect access arrangements and the amenity of the development site.

Therefore, the Panel has recommended that a second access off Terminus Street to ensure appropriate access arrangements to the development. The access off Terminus Street will be left in left out only, with a central median island and preceded by a deceleration lane.

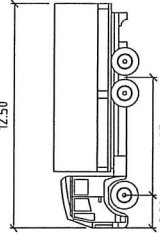
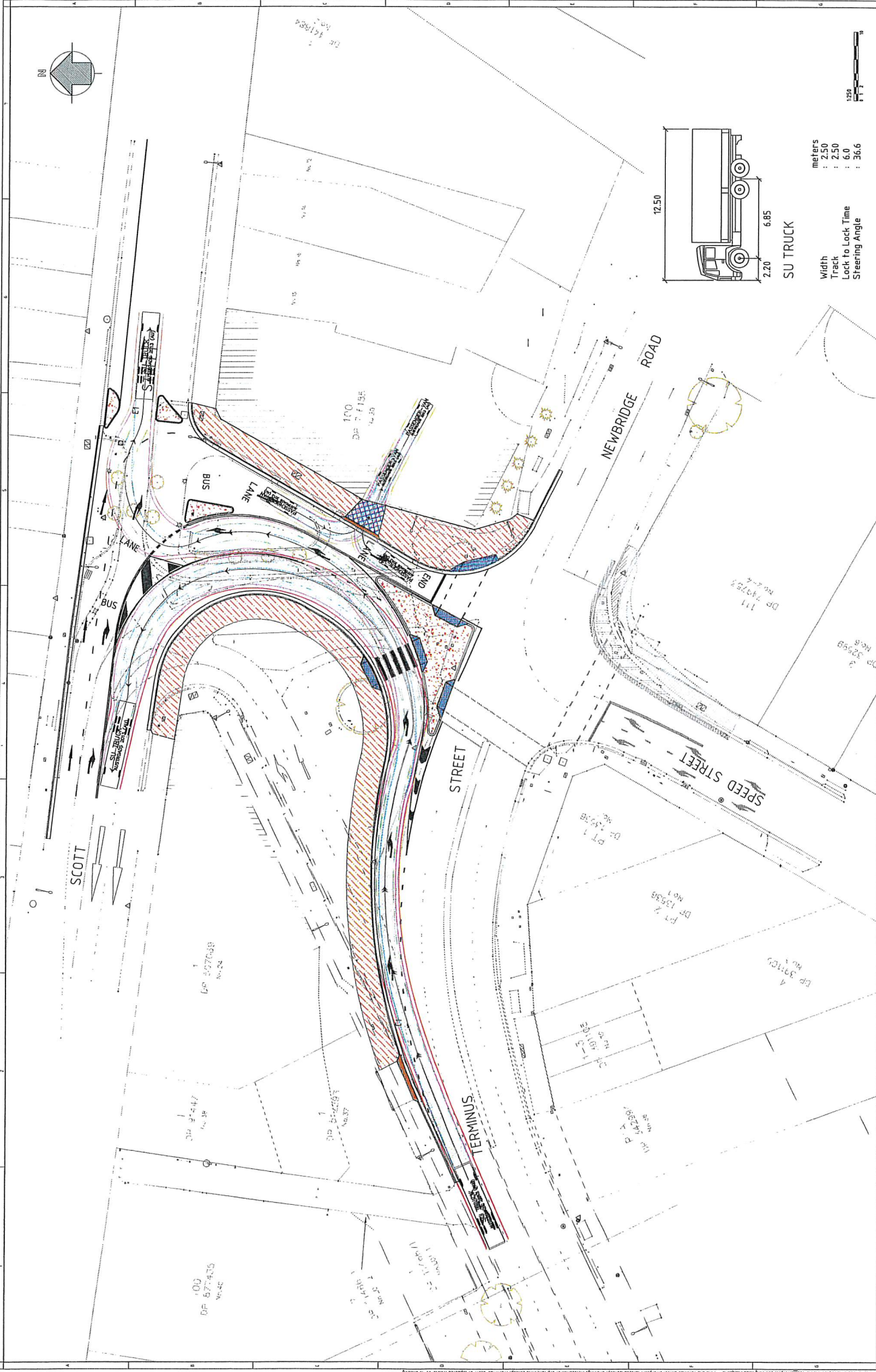
As requested at our meeting, Council has prepared a layout of this access arrangement taking into consideration the RMS proposed six-lane configuration along Terminus Street. The road layout also shows Council's proposed realignment and relocation of the access road off Terminus Street to Scott Street. A copy of the proposed layouts, for both the existing and proposed road configurations, is attached.

I would appreciate your in-principal approval of the Liverpool Civic Place access arrangement off Terminus Street and relocation of the access road to Scott Street to enable detailed design and the required RMS approval processes to be carried out.

Should you require any further information on this matter, please contact Council's Service Manager Traffic and Transport Charles Wiafe on 8711 7452.

Yours sincerely

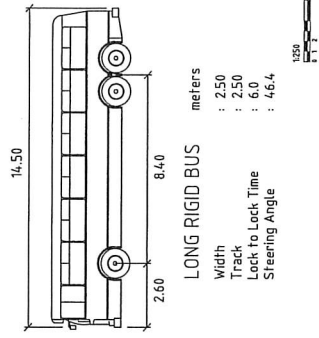
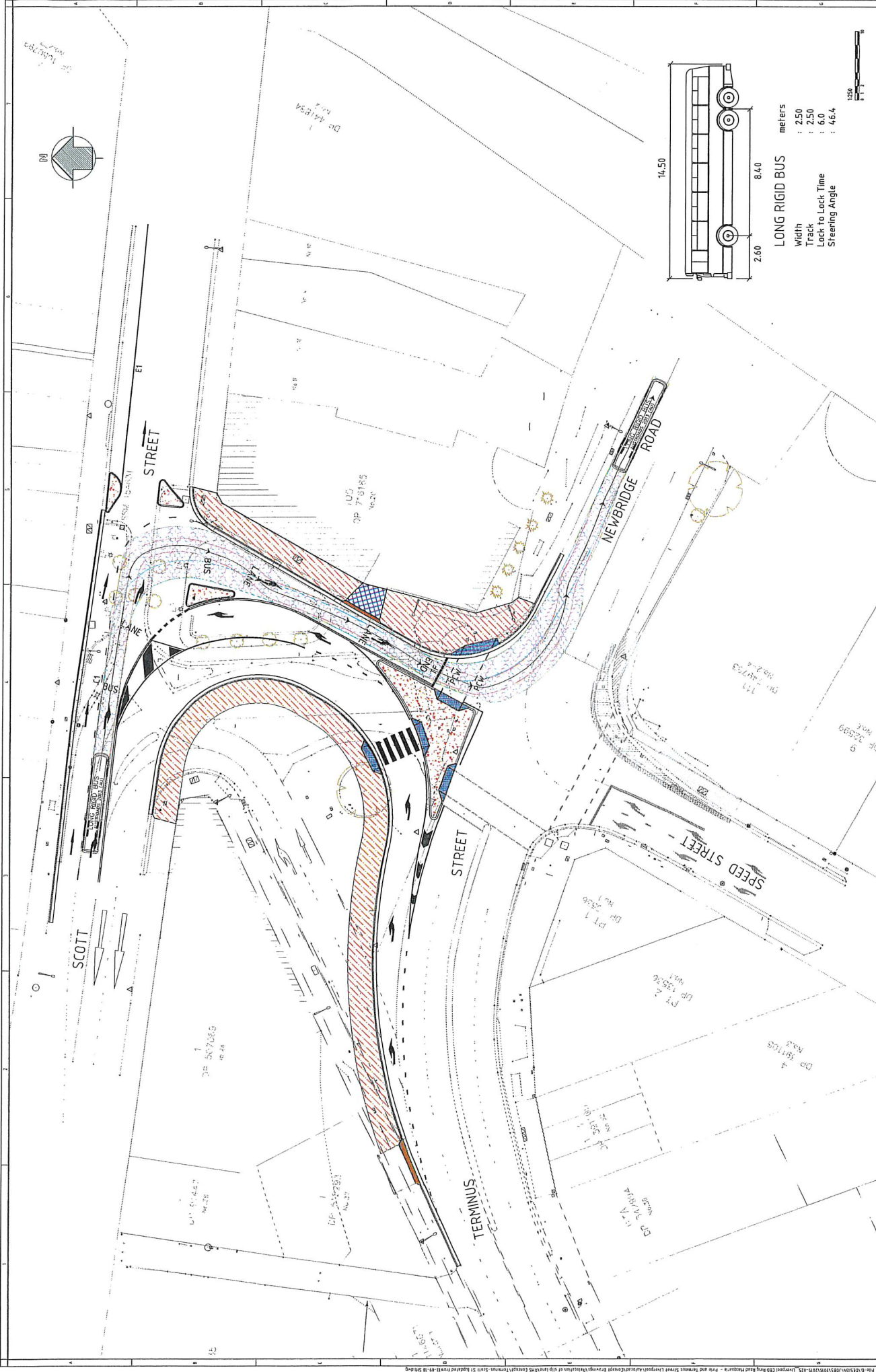

Kiersten Fishburn
Chief Executive Officer



SU TRUCK


meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6

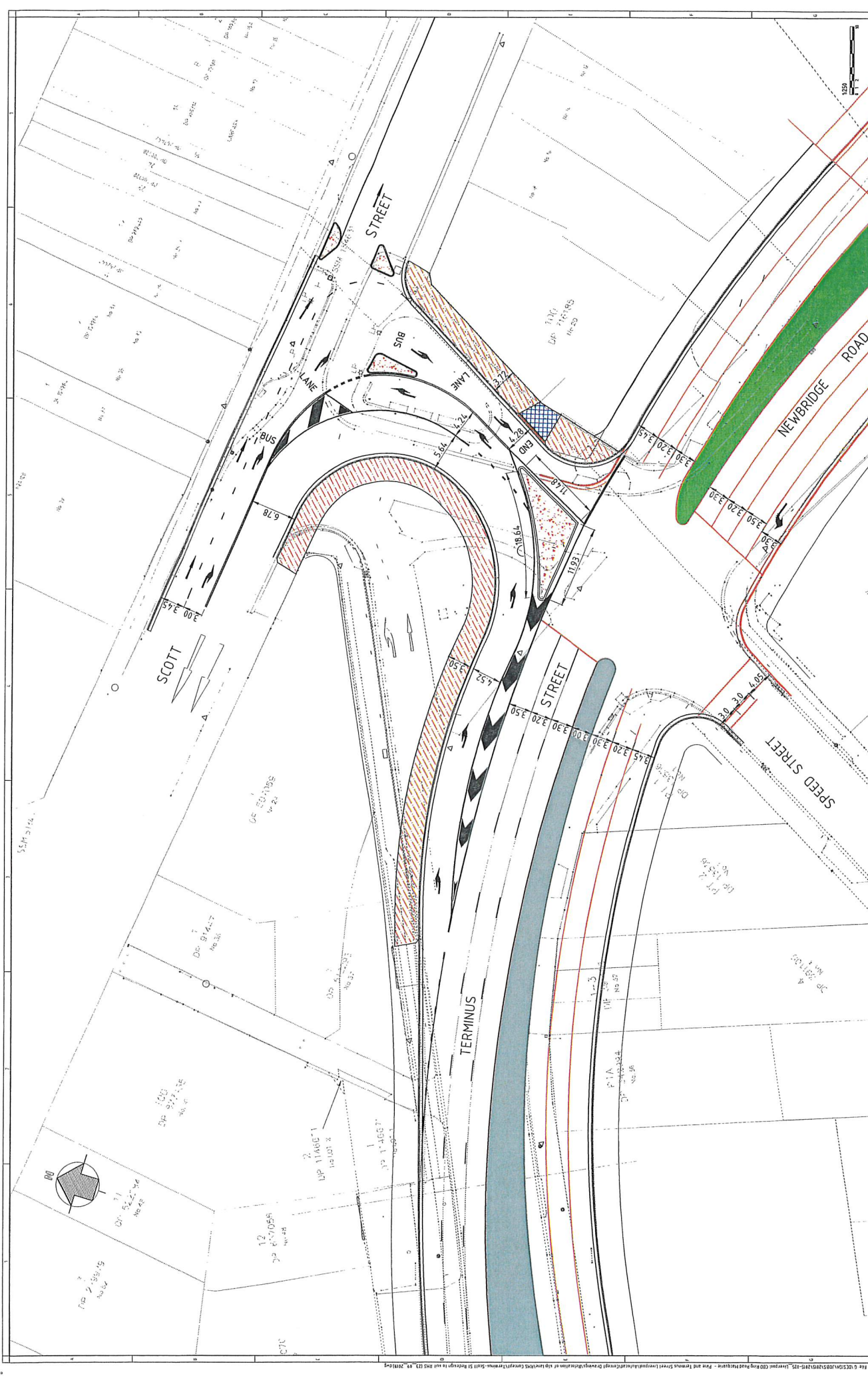
LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN										DRAWING TITLE									
 GROUND FLOOR, 10 HOWE STREET, LIVERPOOL, L6N 7TQ PH 0151 231 2700 FAX 0151 231 1331										NEWBRIDGE ROAD - LIVERPOOL									
										SCOTT STREET - TERMINUS STREET									
										RELOCATION OF SLIP LANE									
										TURNING PATHS PLAN - 14.5m BUS & 12.5m SU TRUCK - TERMINUS & SCOTT ST INTERSECTION									
DATE OF COMPLETION										DATE									
DATE OF RELEASE										DATE									
DATE OF ACCEPTANCE										DATE									
DATE OF RELEASE										DATE									
MANAGER - TECHNICAL SUPPORT										MANAGER									
PROJECT NUMBER										S/H									
MANAGER - TRAFFIC										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									
CHECKED										DATE									
APPROVED										DATE									
DRAWN										DATE									




LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN										DRAWING TITLE									
										NEWBRIDGE ROAD - LIVERPOOL									
GROUND FLOOR, 31 HOUST STREET, LIVERPOOL, L3 5TH										SCOTT STREET - TERMINUS STREET									
PH 0151 201 7119 FAX 0151 201 1933										RELOCATION OF SLIP LANE									
PROJECT ENGINEER										TURNING PATHS PLAN - 14.5m BUS - TERMINUS & SPEED ST INTERSECTION									
MANAGER - TECHNICAL SUPPORT										SHEET NO.									
DATE OF RELEASE										DATE									
DATE OF ACCEPTANCE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									
DATE OF RELEASE										DATE									



LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN										DRAWING TITLE									
 COORDINATOR: INTERVIEWING & DESIGN MANAGER: TECHNICAL SUPPORT PROJECT NUMBER MANAGER: SUPPORT FUNCTION & DELIVERY										SHEET NO					JOB NO				
										DATE					DATE				
GROUND FLOOR - 10 HOWE STREET, LIVERPOOL, L6V 7YR PH 0151 23 3700 FAX 0151 231330										DATE					DATE				
CONCEPT										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				
DATE										DATE					DATE				



LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN										JOB No		DS2015_025		SHEET No		2	
GROUND FLOOR, 34 MOORE STREET, LIVERPOOL, L69 7JH Ph: 0151 24 2701 Fax: 0151 9781933										DRAWING TITLE		TERMINUS STREET, LIVERPOOL SCOTT STREET - TERMINUS STREET LIVERPOOL COUNCIL ULTIMATE DESIGN TO SUIT RMS LAYOUT PLAN					
 CONCEPT										DATE		DATE		DATE		DATE	
										DATE		DATE		DATE		DATE	
DATE OF CONCEPT										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF ACCEPTANCE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE		DATE		DATE	
DATE OF RELEASE										DATE		DATE					



**Transport
for NSW**

11 December 2019

Our Reference: SYD19/00516/03

Council Ref: 241044.2019

Chief Executive Officer
Liverpool City Council
Locked Bag 7064
LIVERPOOL BC NSW 1871

Attention: Charles Waife

Dear Ms Fishburn

PROPOSED ACCESS ARRANGEMENTS ON TERMINUS STREET TO LIVERPOOL CIVIC CENTRE

Reference is made to Council's correspondence dated 3 October 2019, and discussion between Ms Maria Swallow and Mr Charles Waife, approval for proposed access arrangements on Terminus Street.

Transport for NSW has reviewed the plans submitted by Council on the 5 December 2109 and will provide in principal agreement to an access from Terminus Street into the Liverpool Civic Place development at 52 Scott Street. To ensure that the access suits both the development and broader movement for all road users along Terminus Street, the in principal agreement is subject to the following requirements:

1. The proposed access subject to plans being consistent with the proposed ultimate six-lane arrangement.
2. Access from Terminus Street is for one (1) driveway for entry and exit movements; in a forward direction,
3. The access is provided for servicing requirements only and it not provided for commercial, retail or residential access. The access is not to be linked within the building to other parts of the underground carpark. This advice is consistent with previous advice provided on the assessment of this development proposal,
4. The plan provided by Council which shows the ultimate Terminus St cross section layout does not match the proposed TNSW layout. The plans are to be revised to align with the TNSW design and lane widths are not to be narrowed.
5. The width of the driveway crossing must be able to accommodate the largest vehicle required for the access. Council's plans identify a 12.5m service vehicle. All vehicles entering and exiting the driveway must be able to turn from and into the kerb lane without impacting adjacent lanes.
6. The deceleration lane shown on Council's plans is not supported as it is not to appropriate design standards and has compromised lane widths. TNSW recommends that the deceleration lane be removed and a suitable driveway crossing be provided.

Transport for NSW

Street address, Suburb Postcode NSW | Locked Bag XXXX, Suburb Postcode NSW

P XXXXXX | W roads-maritime.transport.nsw.gov.au | ABN 18 804 239 602

The revised design for the Terminus Street/Scott St arrangement has also been reviewed. The retention of the left turn from Terminus Street into Scott Street is supported. However RMS does not support the right turn lane into Scott Street towards Bigge Street. The provision of this right turn bay increases the safety risk for pedestrians at the crossing and results in unreasonable swept paths for buses in the opposing direction. Alternate access is available.

Council is to provide information on the footway provision along Terminus Street as part of this development. How will the development support the Place outcomes identified through the Collaboration Area and further identified in the Road Network Plan?

Any enquiries on this application can be directed to Sandra Grimes on 02 9563 8651 or via email: development.sydney@rms.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Colin Langford', with a stylized flourish at the end.

Colin Langford
Director, North West Precinct, Greater Sydney

Neeraj Kumar

Subject: FW: Access off Terminus Street to Civic Place Development
Attachments: Terminus-Scott St - Ultimate to suit RMS (Updated 09-03-20).pdf; Terminus-Scott St - Interim design (Updated 03-03-2020).pdf

From: Charles Wiafe [<mailto:WiafeC@liverpool.nsw.gov.au>]

Sent: Tuesday, 14 April 2020 11:03 AM

To: Maria Swallow

Subject: Re: Revised design terminus street

Hi Maria,

I refer Council's application for a driveway off Terminus Street to Council's proposed new Civic Place development.

You will recall the development site is a consolidated land parcels, with frontages to Scott Street and Terminus Street. I note your previous advice for a driveway to a loading dock to the development site.

Further to that advice, I refer to our discussion in February 2020 with your verbal advice that you will consider a left in/left driveway off Terminus Street, to a limited number of car parking spaces, up to the existing number of spaces which currently has access off Terminus Street, with access to the remaining car parking spaces off Scott Street.

Currently driveways off Terminus Street, to the development site, provides access to 190 car parking spaces at the 52 Scott St car park, plus an additional 12 spaces behind the sports store and vacant lot, ie a total of 202 car parking spaces. Hence, we are proposing a driveway off Terminus Street, to provide access to 202 car parking spaces with a left in/left driveway off Terminus Street.

Please find attached a drawing showing the proposed driveway off Terminus Street. I would appreciate if you can provide in-principle support to the driveway, for the development assessment of a master plan for the development application to continue.

Council is progressing for the master plan determination of the Civic Place development and subsequent South West panel determination.

In addition, the TfNSW approval of the new realignment to of the Scott St slip lane will be appreciated.

I am available during the week for a teleconference to discuss further, if required.

Regards

Charles Wiafe

Service Manager Traffic and Transport
Liverpool City Council

Charles Wiafe

Service Manager Traffic and Transport



02 8711 7452 | 0417 175 763 | WiafeC@liverpool.nsw.gov.au

Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia



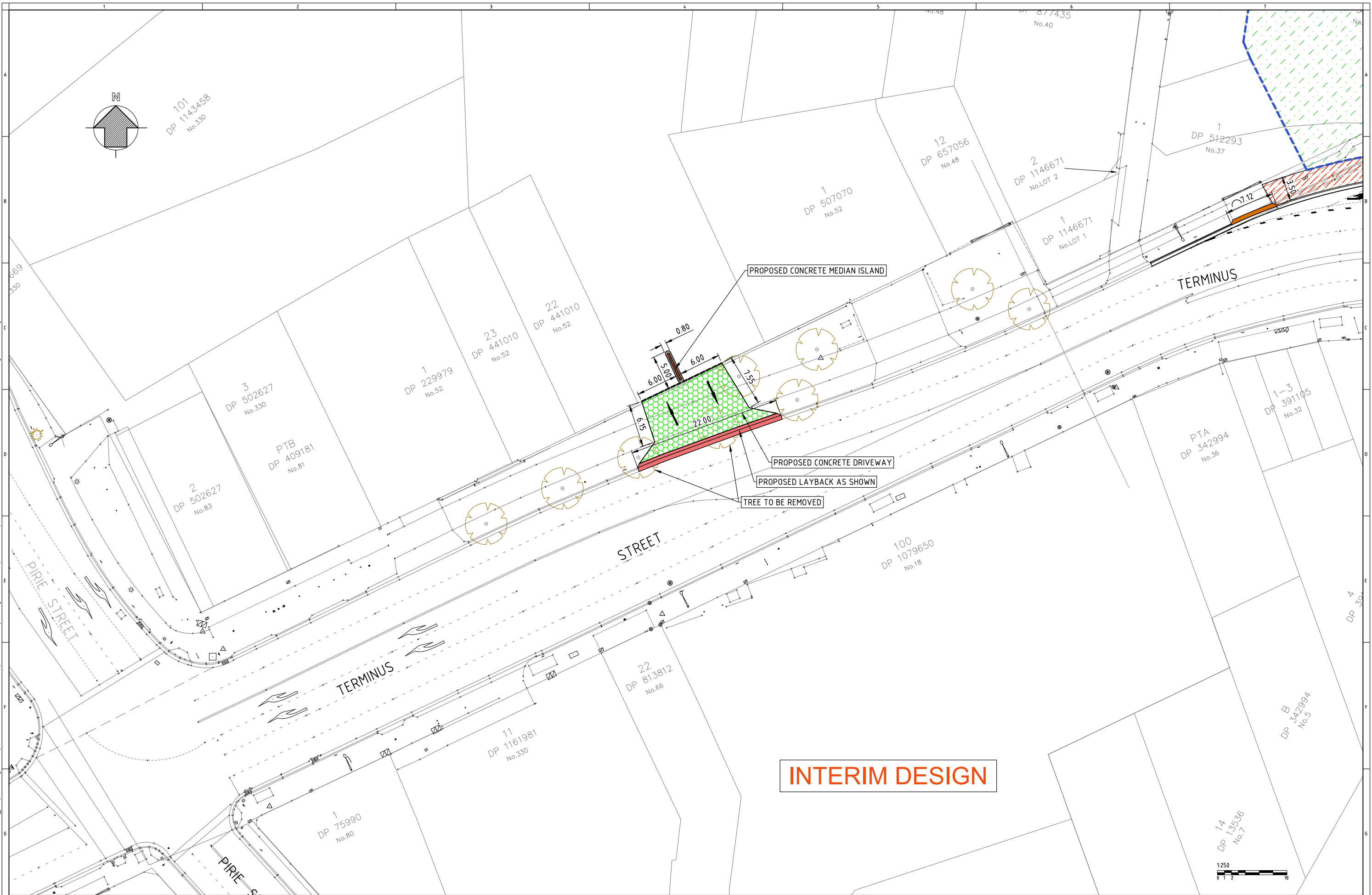
www.liverpool.nsw.gov.au



This email (including any attachments) may contain confidential and/or legally privileged information. If you are not the intended recipient please delete this email and notify us by telephone. Any privilege is not waived and the storage, use or reproduction is prohibited.

File G:\DESIGN\085\2015\2015-025_Liverpool CBD Ring Road Macquarie - Pire and Terminus Street Liverpool\Autocad\Concept Drawings\Relocation of Slip Lane\RHS Concept\Terminus-Scott St (INTERIM DESIGN) - Revised to suit Architectural Drawing 08-02-2020.dwg

Printed: 3/03/2020 3:07:07 PM



ISSUE	DATE	REASON FOR ISSUE	DRAWN	SIGNED	APPROV	OWNER
1	21/08/19	CONCEPT				
2	28/08/19	REVISED CONCEPT				
3	26/11/19	INTERIM DESIGN				
4	12/02/20	REVISED TO SUIT TRANSPORT FOR NSW				
5	3/03/20	REVISED TO SUIT ARCHITECTURAL PLAN				

DATE OF COMPLETION	COORDINATOR INVESTIGATIONS & DESIGN
DATE OF RELEASE	MANAGER-TECHNICAL SUPPORT
DATE OF ACCEPTANCE	PROJECT ENGINEER
DATE OF RELEASE	MANAGER - TRAFFIC

**LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN**

GROUND FLOOR, 33 MOORE STREET, LIVERPOOL, NSW 2170
Ph 1300 36 2170 Fax (02) 9821 9333

CONCEPT

SURVEYED D.M./G.B. DATE 08.15	DATUM A.H.D./M.G.A.
DESIGNED R.C./S.H. DATE DATE	CHECKED R.C./B.P. DATE DATE
DRAWN S.H. DATE DATE	CAD FILE XREF:

DRAWING TITLE

TERMINUS STREET - LIVERPOOL
SCOTT STREET - TERMINUS STREET
RELOCATION OF SLIP LANE (INTERIM DESIGN)
LAYOUT PLAN

JOB No
DS2015_25

SCALES
1:250 @A1

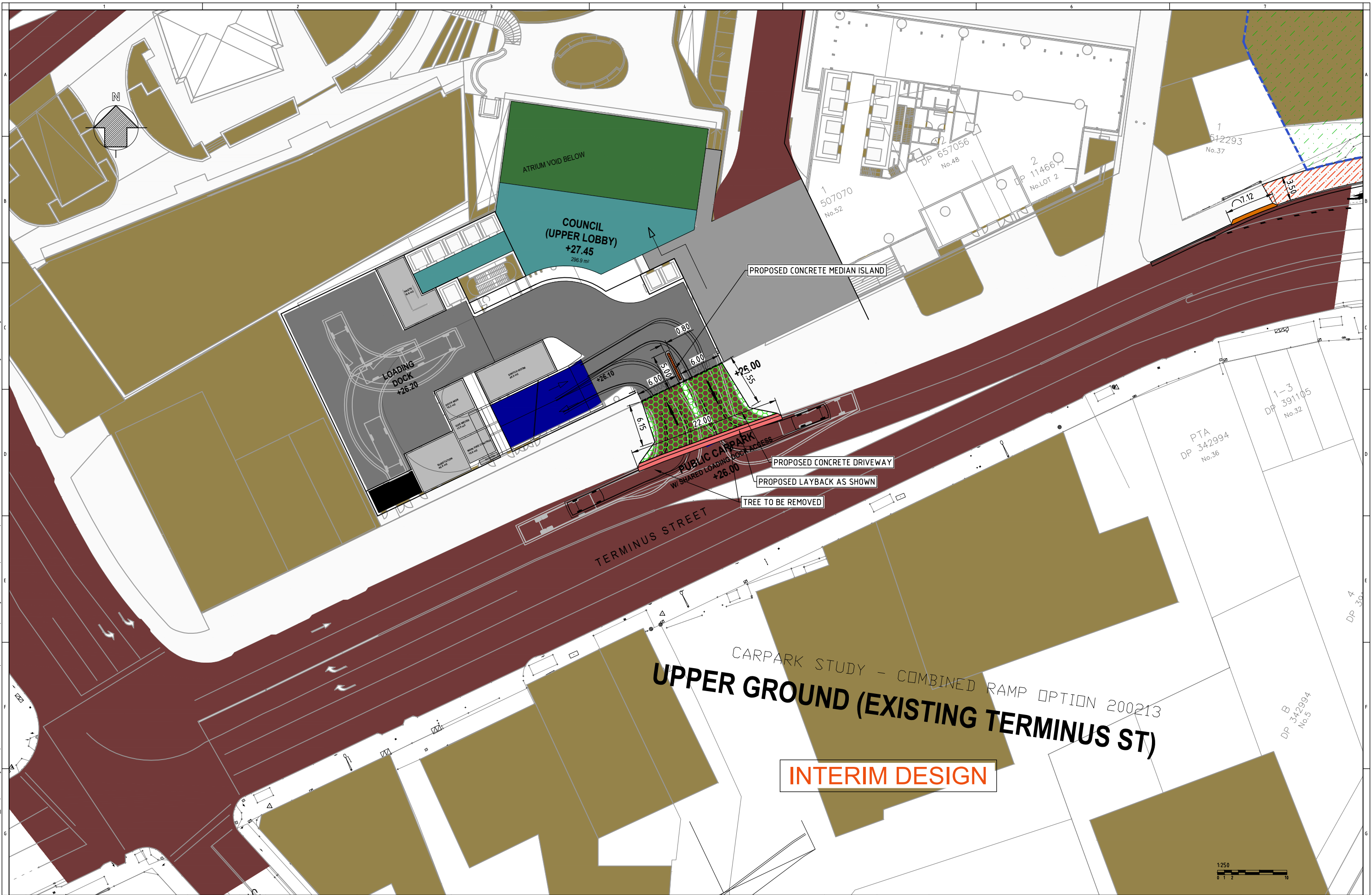
DWG No
1

ISSUE No
4

CONTRACT No

DATE	DATE	DATE	DATE	DATE	DATE
------	------	------	------	------	------

File G:\DESIGN\085\2015\2015-025_Liverpool CBD Ring Road Macquarie - Pine and Terminus Street\Nulhead\Concept Drawings\Terminus Street ST (INTERIM DESIGN) - Revised to suit Architectural Drawing (28-02-2020).dwg
Plotted: 3/03/2020 3:57:29 PM



ISSUE	DATE	REASON FOR ISSUE	DRAWN	SIGNED	APPROV	OWNER
5	3/03/20	REVISED TO SUIT ARCHITECTURAL PLAN	SH			
4	12/02/20	REVISED TO SUIT TRANSPORT FOR NSW	SH			
3	26/11/19	INTERIM DESIGN	SH			
2	28/08/19	REVISED CONCEPT	SH			
1	21/08/19	CONCEPT	SH			

DATE OF COMPLETION	COORDINATOR INVESTIGATIONS & DESIGN
DATE OF RELEASE	MANAGER-TECHNICAL SUPPORT
DATE OF ACCEPTANCE	PROJECT ENGINEER
DATE OF RELEASE	MANAGER - TRAFFIC

**LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN**
GROUND FLOOR, 33 MOORE STREET, LIVERPOOL, NSW 2170
Ph 1300 36 2170 Fax (02) 9821 9333

CONCEPT

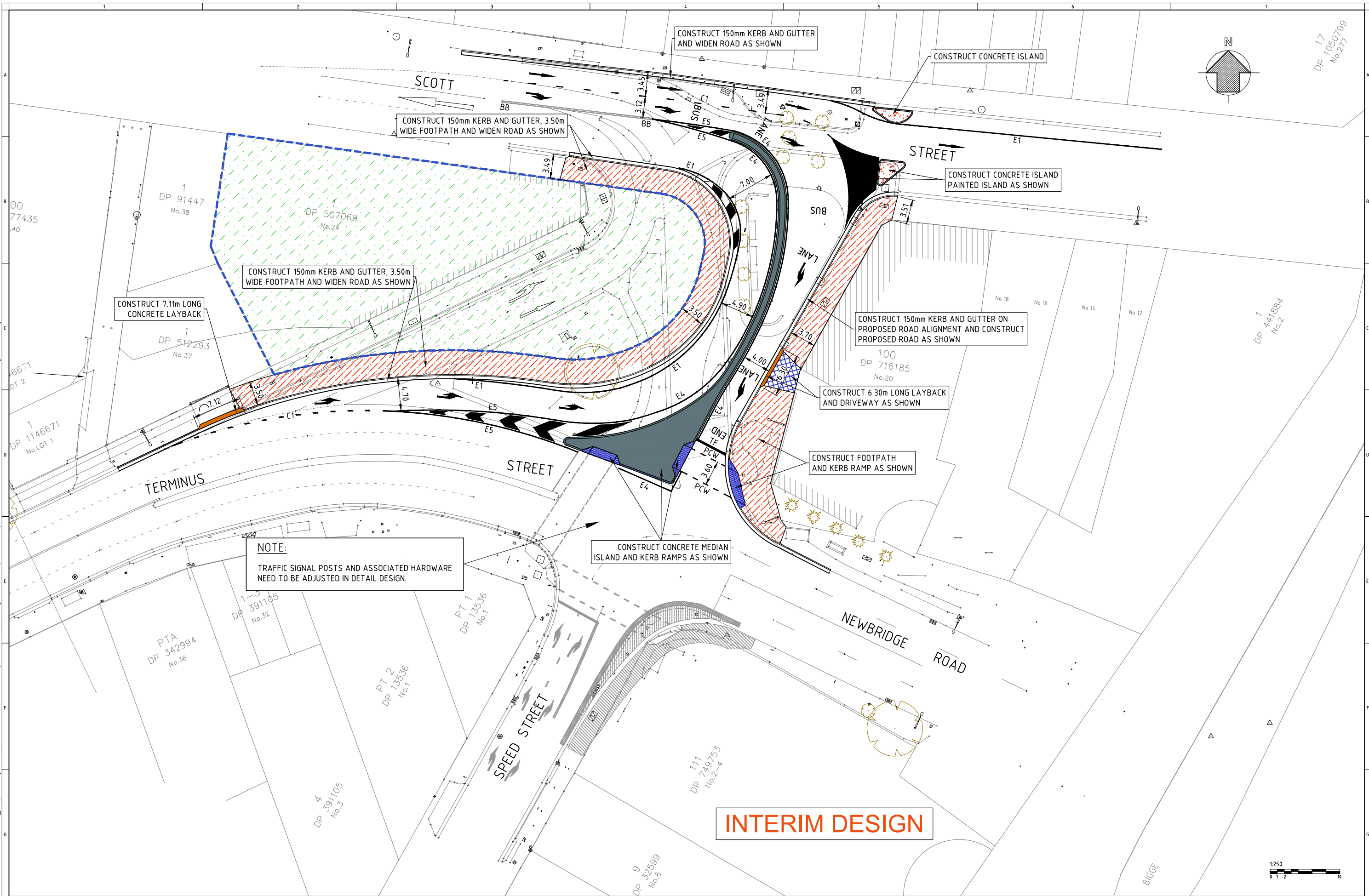
SURVEYED D.M./G.B. DATE 08/15	DATUM A.H.D./M.G.A.
DESIGNED R.C./S.H. DATE DATE	CHECKED R.C./B.P. DATE DATE
DRAWN S.H. DATE DATE	CAD FILE XREF:

DRAWING TITLE
TERMINUS STREET - LIVERPOOL SCOTT STREET - TERMINUS STREET RELOCATION OF SLIP LANE (INTERIM DESIGN) LAYOUT PLAN

JOB No DS2015_25	DWG. No 1
SCALES 1:250 @A1	ISSUE No 4
	CONTRACT No

File G:\DESIGN\085\2015\2015-025_Liverpool CBD Ring Road Macquarie - Pine and Terminus Street Liverpool\Autocad\Concept Drawings\Relocation of Slip Lane\RHS Concept\Terminus-Scott St (INTERIM DESIGN) - Revised to suit Architectural Drawing 08-02-2020.dwg

Printed: 3/03/2020 3:07:08 PM



ISSUE	DATE	REASON FOR ISSUE	DRAWN	SIGNED	APPROV	OWNER
1	21/08/19	CONCEPT	SH			
2	28/08/19	REVISED CONCEPT	SH			
3	26/11/19	INTERIM DESIGN	SH			
4	12/02/20	REVISED TO SUIT TRANSPORT FOR NSW	SH			
5	3/03/20	REVISED TO SUIT ARCHITECTURAL PLAN	SH			

DATE OF COMPLETION	COORDINATOR INVESTIGATIONS & DESIGN
DATE OF RELEASE	MANAGER-TECHNICAL SUPPORT
DATE OF ACCEPTANCE	PROJECT ENGINEER
DATE OF RELEASE	MANAGER - TRAFFIC

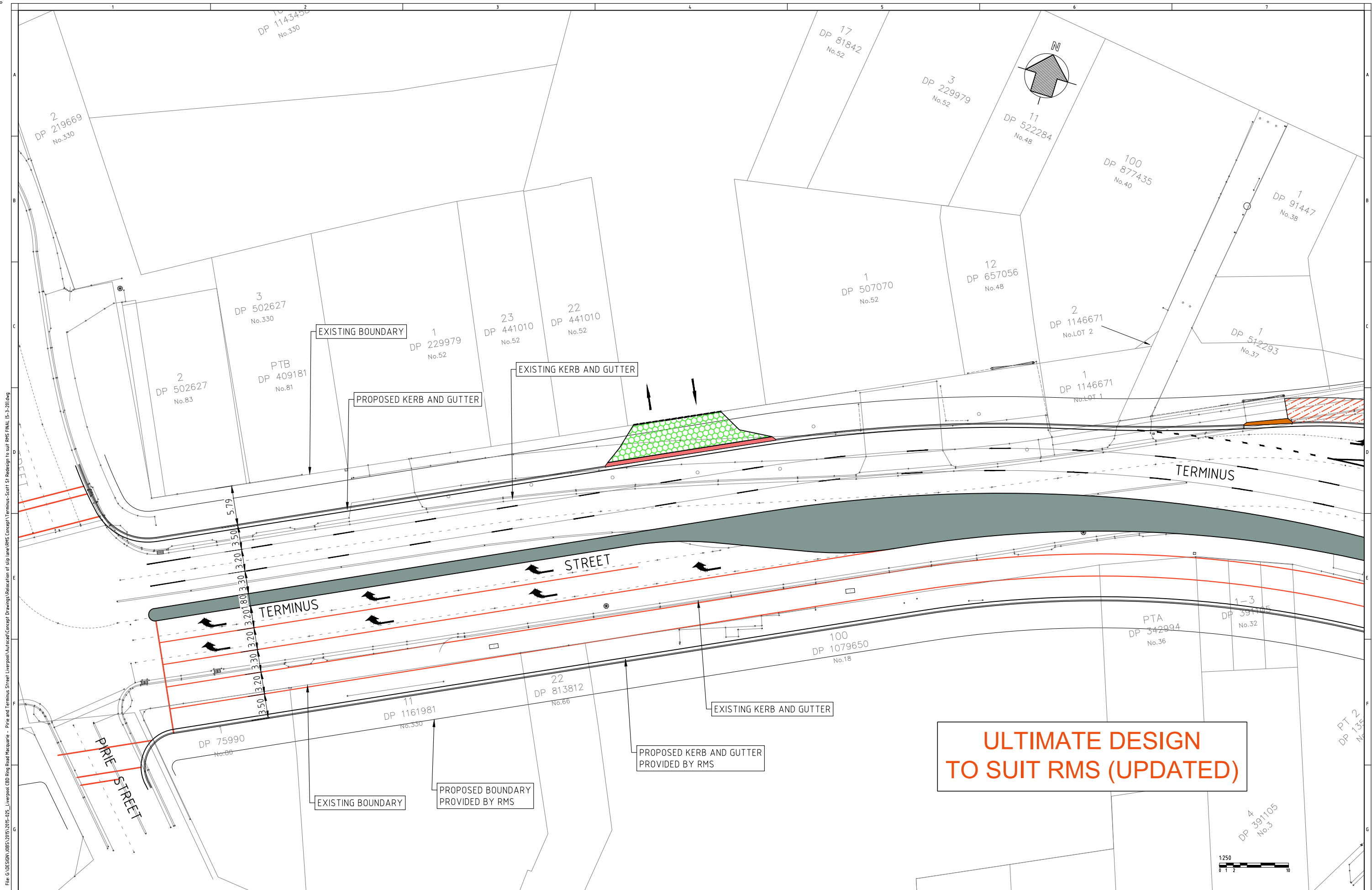
LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN

GROUND FLOOR, 33 MOORE STREET, LIVERPOOL, NSW 2170
Ph 1300 36 2170 Fax (02) 9821 9333

CONCEPT

SURVEYED D.M./G.B. DATE 08/15	DATUM A.H.D./M.G.A.
DESIGNED R.C./S.H. DATE DATE	CHECKED R.C./B.P. DATE DATE
DRAWN S.H. DATE DATE	CAD FILE XREF:

DRAWING TITLE TERMINUS STREET - LIVERPOOL SCOTT STREET - TERMINUS STREET RELOCATION OF SLIP LANE (INTERIM DESIGN) LAYOUT PLAN	JOB No DS2015_25 SCALES 1:250 @A1	DWG No 2 ISSUE No 4 CONTRACT No
---	--	---



Printed: 9/13/2020 3:15:55 PM File: G:\DESIGN\085\2015\015-025_Liverpool CBD Ring Road Macquarie - Pirie and Terminus Street Liverpool\Autocad\Concept Drawings\Relocation of slip lane RMS Concept\Terminus-Scott St Redesign to suit RMS FINAL (IS-3-20).dwg

ISSUE	DATE	REASON FOR ISSUE	DRAWN	SIGNED	APPROV	OWNER
4	9/13/20	REVISED CONCEPT TO SUIT RMS	S.H.			
3	25/09/19	REVISED CONCEPT	S.H.			
2	28/08/19	REVISED CONCEPT	S.H.			
1	21/08/19	ORIGINAL ISSUE	S.H.			

DATE OF COMPLETION	COORDINATOR INVESTIGATIONS & DESIGN
DATE OF RELEASE	MANAGER-TECHNICAL SUPPORT
DATE OF ACCEPTANCE	PROJECT ENGINEER
DATE OF RELEASE	MANAGER - INFRASTRUCTURE & DELIVERY

**LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN**

GROUND FLOOR, 33 MOORE STREET, LIVERPOOL, NSW 2170
Ph 1300 36 2170 Fax (02) 9821 9333

CONCEPT

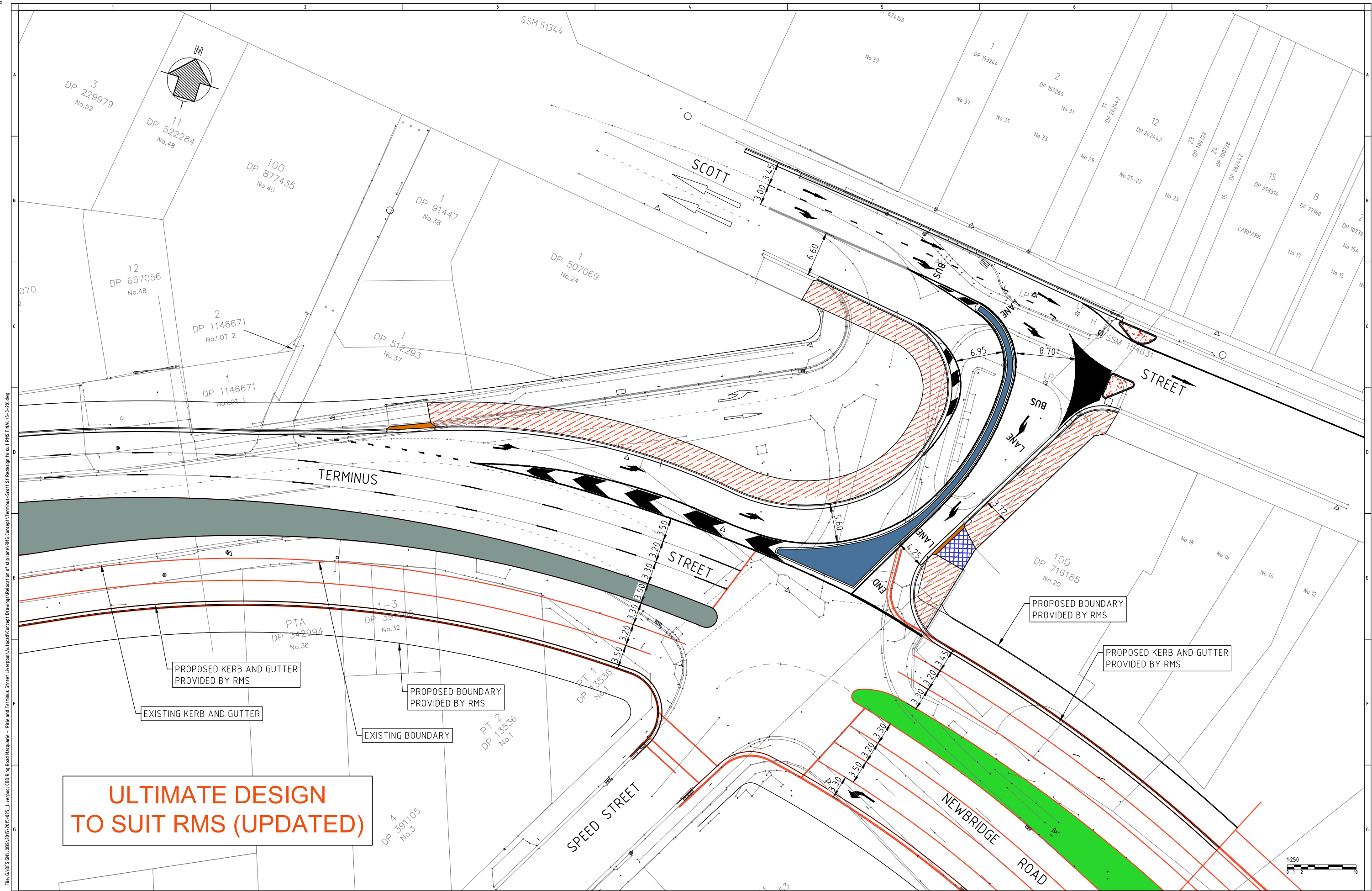
SURVEYED D.M./G.B. DATE: 08.15	DATUM A.H.D./M.G.A.
DESIGNED S.H. DATE DATE	CHECKED L.M./R.C. DATE DATE
DRAWN S.H. DATE DATE	CAD FILE XREF:

DRAWING TITLE
TERMINUS STREET, LIVERPOOL
SCOTT STREET - TERMINUS STREET
LIVERPOOL COUNCIL ULTIMATE DESIGN TO SUIT RMS
LAYOUT PLAN

JOB No
DS2015_025

SCALES
1:250 @A1

DWG No
1
ISSUE No
4
CONTRACT No



Printed: 9/13/2020 3:15:56 PM File: G:\DESIGN\005\2015\015-025_Liverpool CBD Ring Road Macquarie - Prie and Terminus Street Liverpool\AutoCAD\Concept Drawings\Revelation of slip area RMS Concept\Terminus-Scott ST Redesign to suit RMS FINAL (IS-3-20)A.dwg

ISSUE	DATE	REASON FOR ISSUE	DRAWN	SIGNED	APPROV	OWNER
4	9/13/20	REVISED CONCEPT TO SUIT RMS				
3	25/09/19	REVISED CONCEPT				
2	28/08/19	REVISED CONCEPT				
1	21/08/19	ORIGINAL ISSUE				

DATE OF COMPLETION	COORDINATOR INVESTIGATIONS & DESIGN
DATE OF RELEASE	MANAGER-TECHNICAL SUPPORT
DATE OF ACCEPTANCE	PROJECT ENGINEER
DATE OF RELEASE	MANAGER - INFRASTRUCTURE & DELIVERY

**LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN**

GROUND FLOOR, 33 MOORE STREET, LIVERPOOL, NSW 2170
Ph 1300 36 2170 Fax (02) 9821 9333

CONCEPT

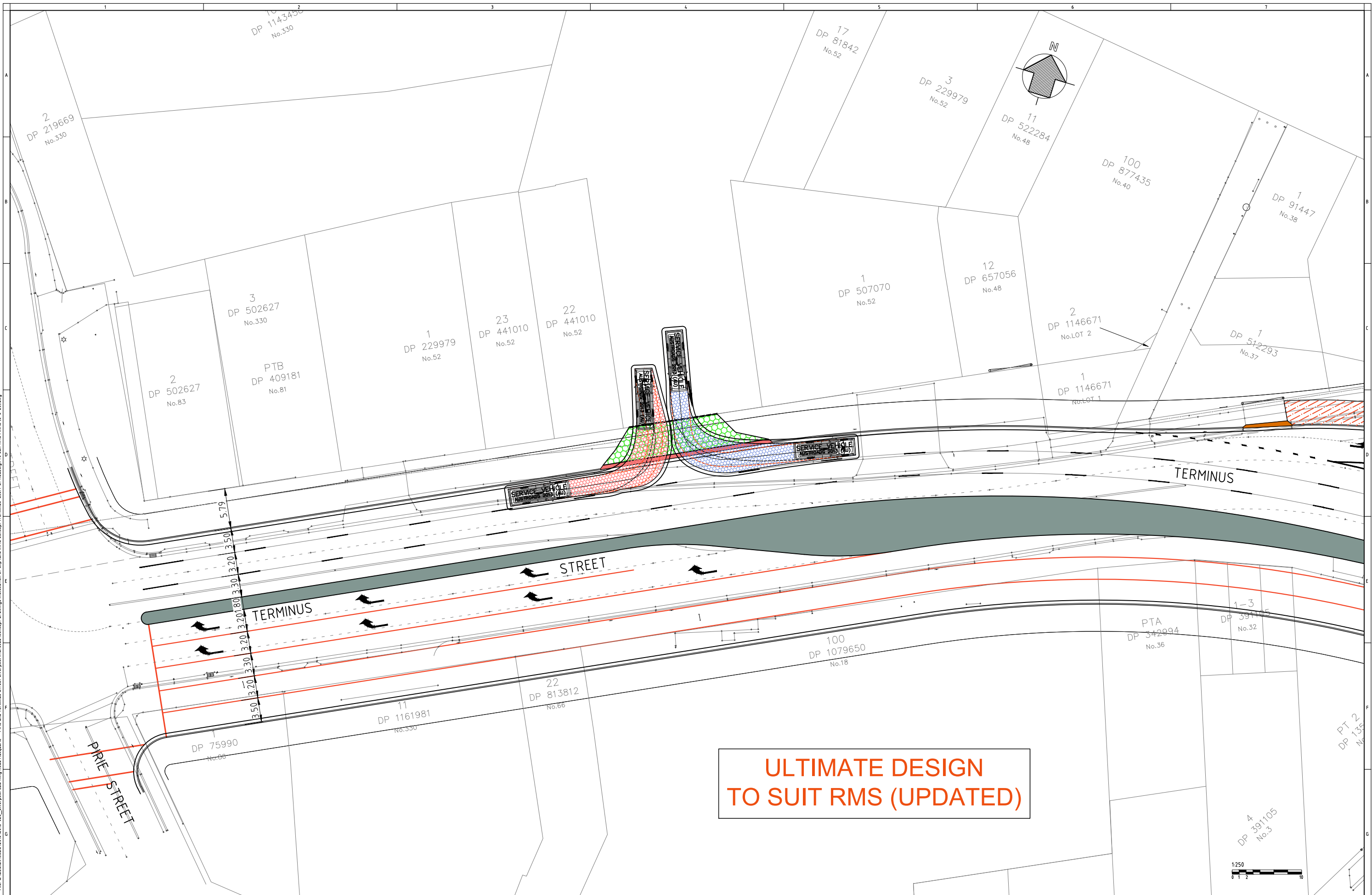
SURVEYED	D.M./G.B.	DATUM	A.H.D./M.G.A.
DATE	08.15	CHECKED	L.M./R.C.
DESIGNED	S.H.	DATE	DATE
DATE	DATE	CAD FILE	
DRAWN	S.H.	XREF	
DATE	DATE		

DRAWING TITLE	JOB No	DWG No
TERMINUS STREET, LIVERPOOL	DS2015_025	2
SCOTT STREET - TERMINUS STREET		ISSUE No
LIVERPOOL COUNCIL ULTIMATE DESIGN TO SUIT RMS		4
LAYOUT PLAN		CONTRACT No
	1:250 @A1	

SCALES	1:250 @A1
--------	-----------

File G:\DESIGN\085\2015\015-025_Liverpool_CED Ring Road Macquarie - Pirie and Terminus Street Liverpool\Autocad\Concept Drawings\Relocation of slip lane RMS Concept\Terminus-Scott St\Redesign to suit RMS FINAL (5-3-20) dwg

Printed: 9/13/2020 3:15:57 PM



ULTIMATE DESIGN
TO SUIT RMS (UPDATED)

ISSUE	DATE	REASON FOR ISSUE	DRAWN	SIGNED	APPROV	OWNER
4	9/13/20	REVISED CONCEPT TO SUIT RMS	S.H.			
3	25/09/19	REVISED CONCEPT	S.H.			
2	28/08/19	REVISED CONCEPT	S.H.			
1	21/08/19	ORIGINAL ISSUE	S.H.			

DATE OF COMPLETION	COORDINATOR INVESTIGATIONS & DESIGN
DATE OF RELEASE	MANAGER-TECHNICAL SUPPORT
DATE OF ACCEPTANCE	PROJECT ENGINEER
DATE OF RELEASE	MANAGER - INFRASTRUCTURE & DELIVERY



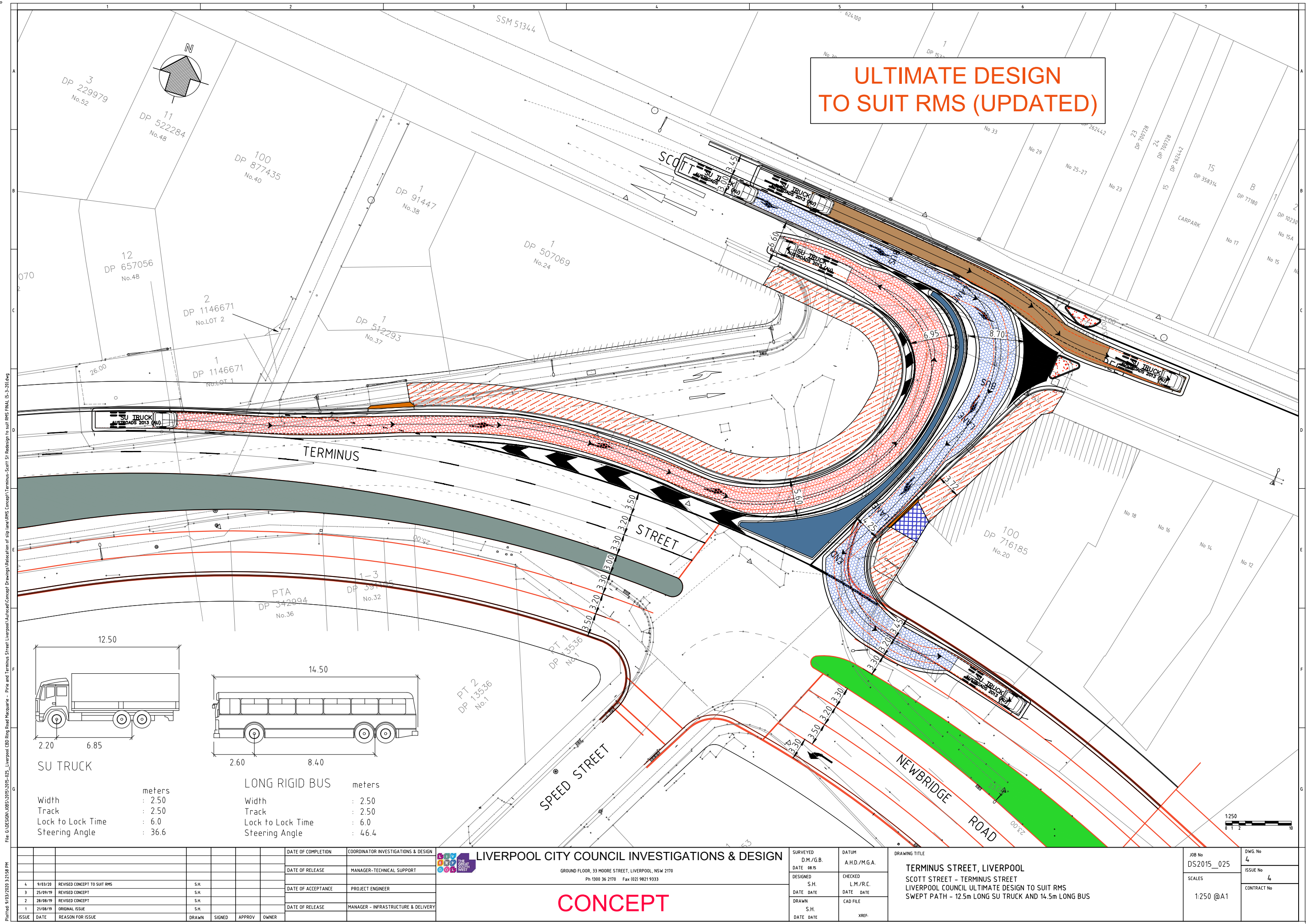
LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN
GROUND FLOOR, 33 MOORE STREET, LIVERPOOL, NSW 2170
Ph 1300 36 2170 Fax (02) 9821 9333

CONCEPT

SURVEYED	D.M./G.B.	DATUM
DATE	08.15	A.H.D./M.G.A.
DESIGNED	S.H.	CHECKED
DATE	DATE	DATE
DRAWN	S.H.	CAD FILE
DATE	DATE	XREF

DRAWING TITLE
TERMINUS STREET, LIVERPOOL SCOTT STREET - TERMINUS STREET LIVERPOOL COUNCIL ULTIMATE DESIGN TO SUIT RMS SWEEP PATH - 8.8m LONG SERVICE TRUCK

JOB No	DWG No
DS2015_025	3
ISSUE No	CONTRACT No
4	
SCALES	1:250 @A1



File G:\DESIGN\005\2015\015-025_Liverpool CBD Ring Road Macquarie - Prie and Terminus Street Liverpool\Autodesk\Concept Drawings\Relocation of slip area RMS Concept\Terminus-Scott ST Redesign to suit RMS FINAL (S-3-20).dwg
Printed: 9/13/2020 3:15:58 PM

ISSUE	DATE	REASON FOR ISSUE	DRAWN	SIGNED	APPROV	OWNER
4	9/13/20	REVISED CONCEPT TO SUIT RMS	S.H.			
3	25/09/19	REVISED CONCEPT	S.H.			
2	28/08/19	REVISED CONCEPT	S.H.			
1	21/08/19	ORIGINAL ISSUE	S.H.			

DATE OF COMPLETION	COORDINATOR INVESTIGATIONS & DESIGN
DATE OF RELEASE	MANAGER-TECHNICAL SUPPORT
DATE OF ACCEPTANCE	PROJECT ENGINEER
DATE OF RELEASE	MANAGER - INFRASTRUCTURE & DELIVERY

**LIVERPOOL CITY COUNCIL INVESTIGATIONS & DESIGN**

GROUND FLOOR, 33 MOORE STREET, LIVERPOOL, NSW 2170
Ph 1300 36 2170 Fax (02) 9821 9333

CONCEPT

SURVEYED	D.M./G.B.	DATUM	A.H.D./M.G.A.
DATE	08.15	CHECKED	L.M./R.C.
DESIGNED	S.H.	DATE	DATE
DRAWN	S.H.	CAD FILE	XREF

DRAWING TITLE

TERMINUS STREET, LIVERPOOL
SCOTT STREET - TERMINUS STREET
LIVERPOOL COUNCIL ULTIMATE DESIGN TO SUIT RMS
SWEEP PATH - 12.5m LONG SU TRUCK AND 14.5m LONG BUS

JOB No	DS2015_025	DWG No	4
ISSUE No	4	CONTRACT No	
SCALES	1:250 @A1		