18 February 2021

ptc.

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 = 5,000m^2 x 1.6 per 100m^2 = 80 trips
- Council Admin = 16,668 x 1.6 per 100m^2 = 267 trips
- Mixed-use commercial Building* = 27,944m^2 x 1.6 per 100m^2 = 447 trips

It is evident that the rates, when applied to the floor areas, result in a much greater trip generation that 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 (2,817m^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 (27,000m^2) and generated 0.69 trips per 100m^2 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.

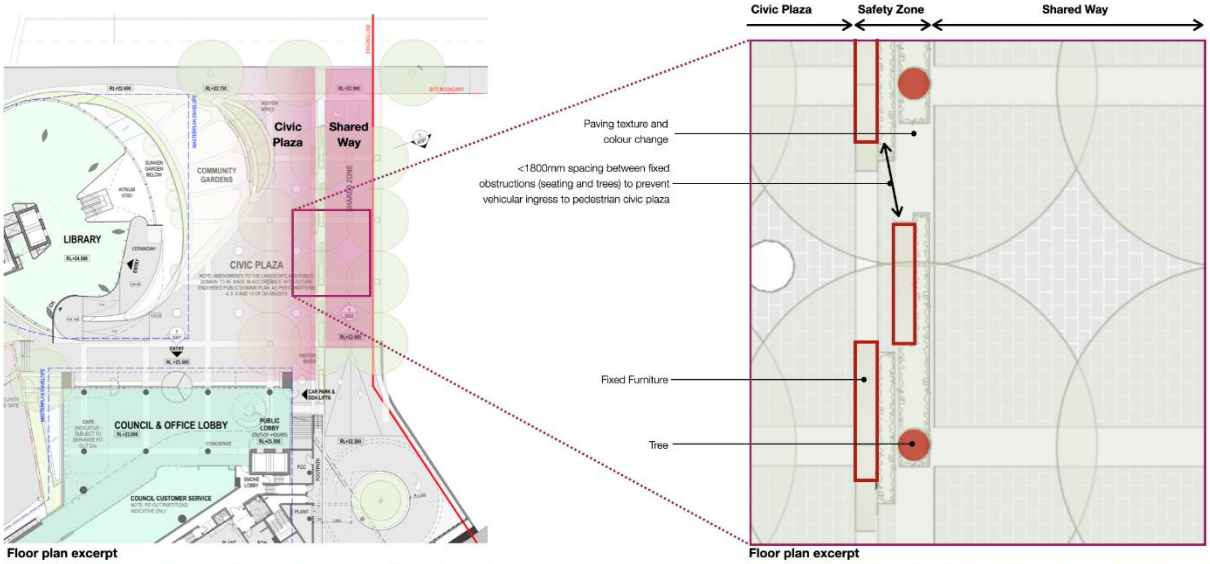
The Panel notes that CPTED principles are being considered however recommends the applicant to consider appropriate tree specifications to ensure ground level visibility.

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.



Floor plan excerpt

Floor plan excerpt

CGI excerpt

CGI excerpt

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*.