

# LIVERPOOL CITY CENTRE PUBLIC DOMAIN MASTER PLAN

# FACT SHEET





# ABOUT THE MASTER PLAN

## What is the Master Plan?

The Liverpool City Centre Public Domain Master Plan is a 10-year plan for public domain improvements across the Liverpool city centre. This includes improvements to publicly accessible spaces such as streets, footpaths, laneways, arcades, plazas, malls, car parks, outdoor dining, building forecourts, parks and reserves, heritage items and areas around rivers and creeks. The plan also includes proposals for the public infrastructure within these spaces, including trees, vegetation, paving, signage, public art and furniture, such as seating, bicycle racks, bollards, bus stops, fencing and railings, lighting, shade structures, rubbish bins and tree grates.

## Why was it developed?

Liverpool city centre is fast becoming Sydney's third Central Business District (CBD) as the capital of Sydney's South West, and as the gateway city to the future Western Sydney Airport. As a result, the city centre is undergoing rapid change and development which places greater demand on the city's public spaces. This has generated an opportunity to provide a coherent vision to guide the future development of the city's public spaces. In 2018, the Greater Sydney Commission developed the 'Liverpool Collaboration Area Place Strategy', as part of 'A Metropolis of Three Cities', Greater Sydney Region Plan. This master plan aims to deliver on this vision through implementing various strategies and actions.

## Who will use it and what for?

The Master Plan will be used by Council staff, private developers, local businesses and the community for the following purposes:

- Provide design direction, standards and information for Development Application (DA) processes and Voluntary Planning Agreement (VPA) negotiations;
- Inform future updates to Council's Development Contributions Plans;
- Inform the scope of works and budgeting for Council's future capital works programs;
- Provide supporting information for grant funding applications, related to public domain projects;
- Inform strategic planning decisions within Council and NSW Government departments and agencies; and
- Provide a common goal and information for Council staff, businesses and the community on public domain improvements within the city centre.



Figure 1.1 Aerial view of Liverpool city centre, facing south-west (Liverpool City Council)



Figure 1.2 Aerial view of Saint Luke's Anglican Church forecourt and Elizabeth Street, Liverpool (Liverpool City Council)



Figure 1.3 View of Norfolk Serviceway, Liverpool (Liverpool City Council)

# ABOUT THE MASTER PLAN

## How was it developed?

The Master Plan was developed by Council's Urban Design team, within the City Design and Public Domain department. The master plan process includes eight key stages, as outlined below.



Figure 1.4 Project Methodology diagram (Liverpool City Council)





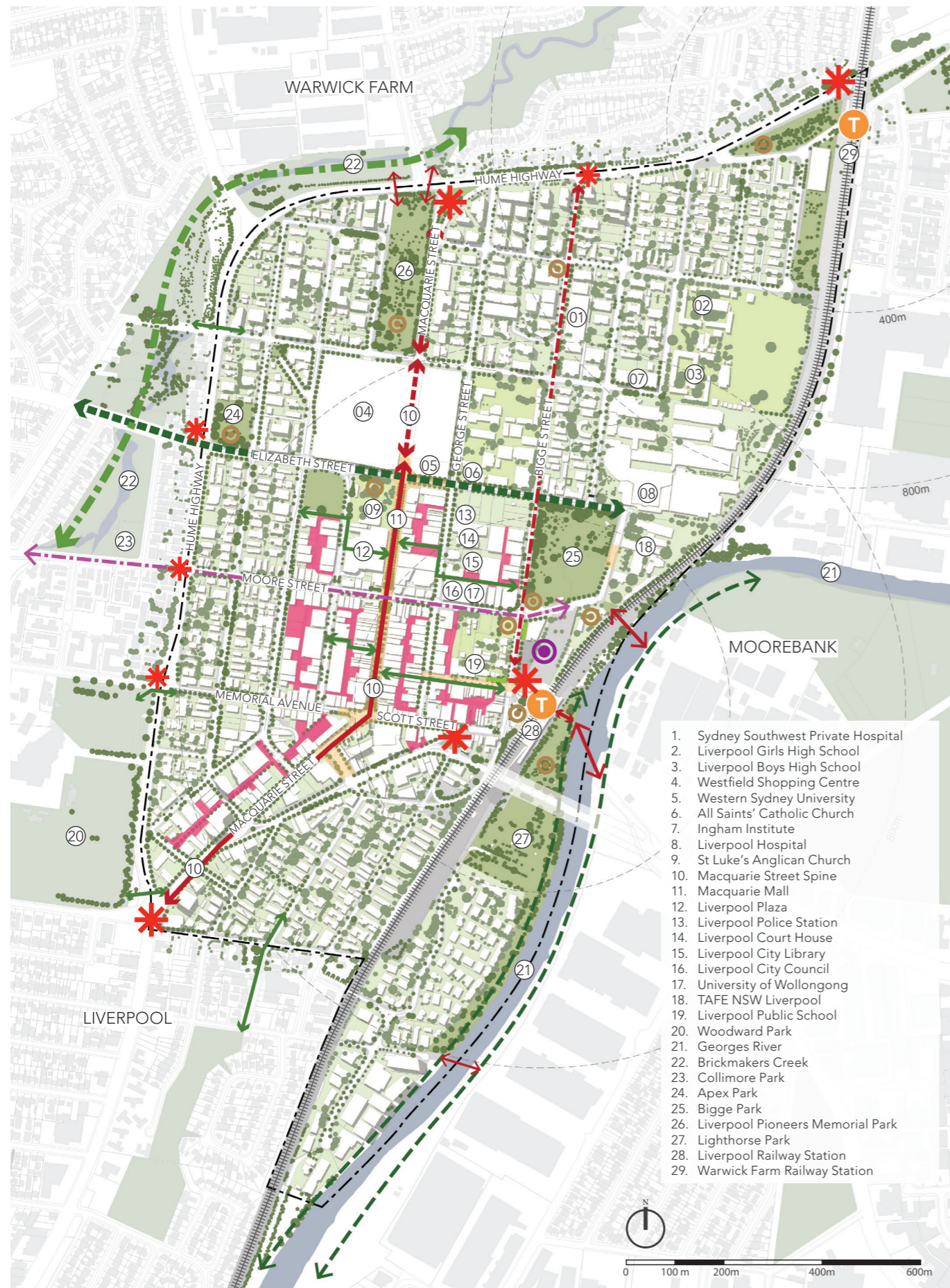


Figure 1.5 Master Plan (Liverpool City Council)

Legend

	Railway Station
	Railway Line
	Liverpool City Centre - Project Boundary
	Primary Green Boulevard (Elizabeth Street)
	Green Spine (Georges River)
	Green Spine (Brickmakers Creek)
	Improved Pedestrian Connections (Streets & Arcades)
	Pedestrian Priority (Bigge Street)
	New Pedestrian Connections
	New Public Transport Corridor (Moore Street)
	Liverpool Station Site - Potential Future Redevelopment
	New/Upgraded Open Space
	Potential Shared Use Open Space
	Proposed Tree Canopy
	Serviceway/Laneway Upgrades
	Pedestrian Priority Zone (Macquarie Street)
	Heritage Interventions
	Gateway Treatment
	Existing Watercourse

Vision statement

The vision statement describes the long-term vision for the city centre, resulting from the consolidation of information gathered. The vision statement is:

*"The Master Plan for the Liverpool City Centre envisions a rejuvenated and revitalised river city which is vibrant and active, and aspires to achieve a high quality public realm for our community, using sustainable design principles and best practices. It aims to establish a more coherent, cohesive and integrated urban core which is greener, healthier, inclusive and accessible for its residents, businesses and visitors. Establishing the foundation for a high quality built environment that is safe and liveable while supporting growth and businesses, to promote an 18 hour economy within the city centre."*

Design principles

Five master plan principles were developed and used to guide the development of the master plan. The principles are as follows:

- Improve Connectivity
- Enhance Liveability
- Increase Productivity
- Achieve Sustainability
- Deliver Governance

Key strategies

The Master Plan aims to deliver a city centre that is a great place to live, work and play that will support commerce for city businesses. To achieve the vision, the plan proposes the following key strategies:

- Improve streets with additional trees, vegetation, and new standardised streetscape infrastructure;
- Street designs that encourage active and public transport, and provide increased pedestrian amenity;
- Improve serviceway/laneways to support service requirements, as well as activation and events;
- Gateway treatments to improve entries to the city.
- Support existing car parking strategies and increase car parking numbers in the city centre;
- Upgrade existing, and provide new, open spaces to increase amenity and facilities;
- Improve water quality, and increase access to, and activation of, the Georges River and Brickmakers Creek;
- Conserve, enhance and promote local heritage;
- Public spaces that support economic growth; and
- Support existing and future initiatives of Council and the NSW Government.



# MASTER PLAN

## IMPROVED STREETS

### Overview

There are about 40 streets within the city centre, most of which form the heritage-listed grid, a north-south and east-west grid of streets (i.e. similar to that of Melbourne). Streets are thoroughfares for pedestrians, cyclists and motorists. However, they are more than just a means of mobility. Streets are a public stage where life unfolds from city parades; to markets; to public gatherings; to random encounters with friends, neighbours and strangers. Streets offer opportunities for people to sit and relax, eat, socialise, exercise and shop. Overall, streets represent the largest area of public space within the city centre, and therefore; streets themselves are critical public spaces that can significantly contribute to the social, civic, and economic fabric of the community.



Figure 1.6 Moore Street - Existing (Liverpool City Council)

### Key themes and interventions

- Creating healthier streets, as per The Healthy Streets Approach™, 10 Healthy Street Indicators™.
- Streets that provide equal priority for people, cyclists, vehicles, and trees & other streetscape infrastructure.
- A 30km/hr vehicular traffic speed zone, supported by traffic calming measures, to achieve a safer and more pedestrian-friendly environment.
- A city centre loop shuttle bus, connecting key Point of Interest's & parking located on the periphery of the city centre.
- Prioritising active transport, including through improved footpaths and dedicated & shared cycleways.
- Street trees to provide shade, cooler temperatures, habitats for native fauna, and help clean the air.
- Intersection improvements along the Hume Highway to improve pedestrian access to and from the city.
- Establishing connections over the Georges River to better connect the city centre and Moorebank.
- Developing a pedestrian-priority spine and a public transport boulevard within the city centre.
- Streets are considered to be part of the open space network, and are embellished to provide increased amenity and facilities.
- Streetscape treatments that evoke the Western Sydney Parklands character.



Figure 1.7 Moore Street - Proposed (Liverpool City Council)

# MASTER PLAN

## ACTIVATED LANEWAYS

### Overview

There are about 14 laneways within the city centre, with most located within the city core area. These laneways are an integral part of the overall road network within the city centre and provide essential back of house functions for retail and commercial premises, including access for service and delivery vehicles. The majority of these laneways are designed for vehicles and are currently underutilised by pedestrians, despite the fact that they provide mid-block pedestrian access, through arcades that connect with adjoining streets. Council currently hosts a number of temporary activation events within these laneways, which are popular with the community and demonstrate the potential to activate the laneways with both temporary and permanent interventions.



Figure 1.8 Norfolk Serviceway - Existing (Liverpool City Council)

### Key themes and interventions

- Upgrade laneway infrastructure with a laneway-specific palette of hardscape and softscape materials, to develop a distinctive laneway character and encourage pedestrian usage. This includes a unique paving style; laneway-specific catenary lighting, trees and vegetation; and furniture, fixtures and fittings.
- Work with private property owners to encourage dual-facing retail, commercial and dining premises. This includes retrofitting existing buildings to be physically and visually permeable at both the street front and laneway.
- Continue to implement laneway activation events, and consider including ideas such as weekly/monthly markets, pop-up bars, art installations, food and music festivals, night-time cinemas and other cultural events.



Figure 1.9 Norfolk Serviceway - Proposed (Liverpool City Council)



# MASTER PLAN

## IMPROVED GATEWAYS

### Overview

Urban gateways are entrances that signify a transition between different spaces, and in the context of the Master Plan this includes key entry points into the city centre. The majority of these entrances are at junctions between city centre streets and arterial roads, including the Hume Highway and Copeland Street. These streets have heavy traffic volumes and accommodate high pedestrian use. The Liverpool Railway Station is also a city gateway with a high number of commuters passing through the station each day. The master plan proposes gateway improvements into the city centre that would help to define and improve the entry experience into the city centre.



Figure 1.10 Elizabeth Street Gateway - Existing (Liverpool City Council)

### Key themes and interventions

- Define the transition between the city centre and surrounding environment by providing a physical threshold.
- Function as a way-finding mechanism, helping motorists, pedestrians and cyclists understand when they are entering the city centre.
- Create a sense of arrival into the city centre, including through incorporating elements that are reflective of the scale and improved quality of the public domain.
- Reflect the Western Sydney Parklands character, including through the selection of appropriate vegetation species and materials.
- Reflect the existing character of the city centre, including through treatments that enhance the identity of the city centre and highlight existing natural and built features.
- Help motorists become aware that they are entering a slow-speed environment, through treatments to the road carriageway and footpath.
- Incorporate gateway buildings showcasing unique, contemporary architecture. This includes framing views of existing gateway buildings through landscape treatments, and through seeking design input for new gateway buildings.
- Incorporate high-quality public domain streetscape infrastructure such as banners, uplighting, public art features and other elements, at entry points to the city centre.



Figure 1.11 Elizabeth Street Gateway - Proposed (Liverpool City Council)

# MASTER PLAN

## NEW & UPGRADED OPEN SPACES

### Overview

Open space refers to land that has been reserved for the purpose of formal and informal recreation, sport, preservation of natural environments, urban storm water management and/or provision of green space for the community. This includes regional, district, neighbourhood and local scale; parks, reserves and urban plazas. Additionally, streets are a part of the open space network and connect larger areas of open space and in themselves provide opportunities for walking. Streets comprise the majority of open space within the Liverpool city centre. The master plan aims to support the health of the growing community and improve the environment within the city centre, through proposed new and upgraded open spaces.



Figure 1.12 Secant Street - Existing (Liverpool City Council)

### Key themes and interventions

- Retain existing parks and reserves.
- Streets are considered to be part of the open space network, and are embellished to provide increased amenity and facilities.
- Increased quantity of open space, including through proposed new pocket parks and plazas.
- Increased quality of existing open space, including through embellishment of existing parks and reserves.
- Increased access to open space, including through improved pedestrian and cycleway linkages to/ through open spaces, and exploring opportunities for shared-use open spaces with schools in the city centre.
- Increased canopy coverage, including through new street trees and increased trees and vegetation within parks and reserves.
- Implementing the NSW Green Grid, including through reinforcing an interconnected network of open space within the city centre, and linking with broader local and regional open spaces.



Figure 1.13 Secant Street - Proposed (Liverpool City Council)



# MASTER PLAN

## IMPROVED RIVERS & CREEKS

### Overview

The hydrological network includes the Georges River and Brickmakers Creek (and associated flood prone land around these two water bodies); the extensive constructed stormwater network (which generally follows the street network and route of the former creek lines) and drains into both water bodies; and the overland flow paths that run through open spaces, within the city centre. The route of the former creek lines that used to run through the city centre has also been considered as part of the network. The master plan proposes interventions aimed at increasing access to the waterfront, opportunities for interaction with water, improvements to water quality and interpretation of former creek lines.

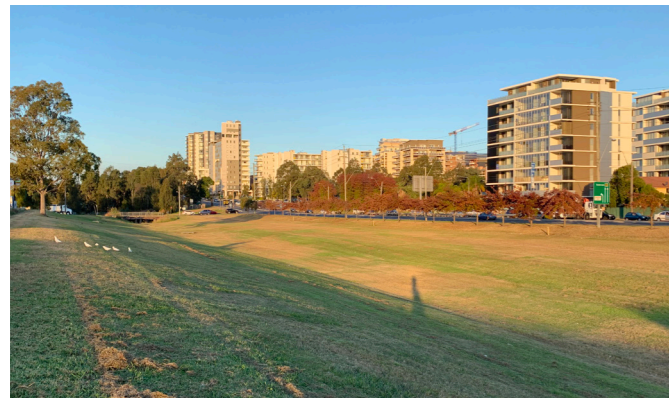


Figure 1.14 Brickmakers Creek Corridor - Existing (Liverpool City Council)

### Key themes and interventions

- Increased physical and visual connections to the Georges River and Brickmakers Creek.
- Improved overall water quality of the Georges River and Brickmakers Creek including through new Water Sensitive Urban Design (WSUD) infrastructure and passive irrigation to help treat surface water runoff.
- Assist with flood mitigation through encouraging on-site detention of rainwater in private developments, and rain gardens and other infrastructure in the public domain to slow down the velocity of water.
- Increased opportunities for people to interact with water including through play, recreational activities and integrating active transport systems with hydrological corridors.
- Interpretation of the former creek lines and riparian networks that used to run through the city centre, to promote understanding of natural systems in the city centre.
- Implementing the NSW Blue Grid, including through improving the identified hydrological network within the city centre, with consideration to the broader local and regional hydrological systems.
- Undertake technical hydrological modelling, as detailed designs are developed for streets in the city centre.



Figure 1.15 Brickmakers Creek Corridor - Proposed (Liverpool City Council)

# MASTER PLAN

## ENHANCED HERITAGE SPACES

### Overview

As one of the oldest settlements within New South Wales, Liverpool features a number of old and grand buildings and places which contribute to the landscape and character of the city centre. While we acknowledge the Colonial heritage of Liverpool, the Indigenous heritage extends the known occupation of the Liverpool area tens of thousands of years into the past, representing one of the oldest continuous civilisations in the world. More recently, Liverpool's migrant heritage has contributed to the post-war growth and development of the area and remains an untouched resource with the ability to provide information and context to how and why Liverpool is where it is today. The master plan proposes interventions to enhance heritage items including buildings, parks, memorials and other items within the city centre.



Figure 1.16 Former Liverpool Courthouse - Existing (Liverpool City Council)

### Key themes and interventions

- Conservation and sustainable management of Liverpool's cultural heritage, including through site-specific Conservation Management Plans.
- Retain and enhance heritage items in the city centre.
- Enhance the visual presence and character of Liverpool's heritage, including through upgrades to heritage spaces (e.g. building forecourts, parks and plazas).
- Promote and enhance the story of Liverpool through the urban fabric, including through interpretive elements (e.g. signage and public art)
- Ensure the long-term historical integrity of the Liverpool city centre, through proposed heritage strategies and projects.
- Work in accordance with key guiding documents that set a benchmark for developmental works related to heritage. This includes the NSW Ochre Grid/Designing with Country, NSW Better Design Guide for Heritage, and Liverpool Heritage Strategy 2019 - 2023.



Figure 1.17 Former Liverpool Courthouse - Proposed (Liverpool City Council)



## For further information

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