



Design Excellence Strategy

Commercial Tower and Commercial Hotel Redevelopment

277 Bigge Street, 11 Scott Street, 13-15 Scott Street, 17 Scott Street, 19 Scott Street, 21 Scott Street and 23 Scott Street

Lot 15 DP979379, Lot 16 DP979379, Lot 17 DP1050799, Lot 18 DP979379, Lot B DP350234, Lot 2 DP102307, Lot 1 DP77180, Lot B DP358314, Lot 24 DP700728 and Lot 23 DP700728

Prepared by Willowtree Planning Pty Ltd on behalf of Mackycorp

August 2018

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Commercial Tower and Commercial Hotel Redevelopment – 277 Bigge Street, 11 Scott Street, 13-15 Scott Street, 17 Scott Street, 19 Scott Street, 21 Scott Street and 23 Scott Street, Liverpool WTJ17-350

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PART A PRELIMINARY

1.1 INTRODUCTION

Willowtree Planning Pty Ltd (Willowtree) has prepared this Design Excellence Strategy on behalf of Mackycorp. It supports the Development Application (DA) which has been submitted to Liverpool City Council for a 23 storey commercial tower in the Liverpool CBD with supporting conservation management works of the local heritage listed Commercial Hotel (DA 507/2018). The proposed Tower would comprise a landmark building of manifestly outstanding design. A new 1,200m² high quality plaza-style civic space would be included as the heart of the site. This would provide through-site links in a north-south and east-west orientation, with these highly activated edges bringing diversity and 24 hour quality to the site. The proposed conservation management and adaptive reuse of the Commercial Hotel at the site would provide significant value for this local heritage listed item. Overall, the proposed development would create significant uplift for this portion of the Scott Street Key Site within the Bigge Park Conservation Area.

The proposed development is considered to be key in meeting the demand for new Commercial Premises and Office Premises floorspace within the Liverpool CBD, providing around 24,232.8m² of Net Lettable Office Premises floorspace. It therefore assists in meeting the rising demand for office floorspace outside of the traditional office centres throughout Greater Sydney, as recognised by the Greater Sydney Commission. This is furthermore consistent with the NSW Government's Decentralisation Program, whereby public sector jobs will be relocated from the Harbour CBD into other parts of Greater Sydney with a particular focus on Western Sydney. Indeed, Liverpool is one of the cities targeted for relocation of some of the 3,000 NSW Public Sector jobs which would fall under this scheme. The proposed development has the potential to contribute toward this Public Sector program, and has been designed to be suitable for a range of commercial tenants, including public sector tenants should that need arise. By contributing toward the growth of higher order jobs, the proposed development would also allow Liverpool to deliver metropolitan functions as a cluster centre of the Western Parkland City as recognised by the Greater Sydney Commission.

This Design Excellence Strategy analyses the various options for the proposed development's design which were considered prior to finalising the current design. It also sets out the process by which the integrity of the proposed development's design would be maintained through and beyond the approvals stage.

Overall, this Design Excellence Strategy provides justification as to why the proposed development is to be granted an exemption from Clause 7.5(4) of the *Liverpool Local Environmental Plan 2008* (LEP 2008).

The structure of this Design Excellence Strategy is set out as follows:

- **Part B** Site Analysis
- **Part C** Design Excellence Requirements
- **Part D** Options Assessment
- **Part E** Proposed Development Description
- **Part F** Conclusion

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PART B SITE ANALYSIS

2.1 THE SITE

The site is situated in the centre of Liverpool's CBD, around 40km south-west of the Sydney CBD. Its location on the corner of Scott Street and Bigge Street creates significant exposure to the entrance points to Liverpool via road and rail. It is located around 80m from Liverpool Station and around 140m from the Liverpool-Parramatta Transitway.

The site is shown in **Figure 1** and **Figure 2**. The site comprises several lots with a combined site area of 2,780m² as follows:

- 277 Bigge Street:
 - Lot 15 in DP979379;
 - Lot 16 in DP979379;
 - Lot 17 in DP1050799; and
 - Lot 18 in DP979379;
- 11 Scott Street:
 - Lot B in DP350234;
- 13-15 Scott Street:
 - Lot 2 in DP102307;
- 17 Scott Street:
 - Lot 1 in DP77180;
- 19 Scott Street:
 - Lot B in DP358314;
- 21 Scott Street:
 - Lot 24 in DP700728; and
- 23 Scott Street:
 - Lot 23 DP700728.

The site is bound by Bigge Street to the east, Scott Street to the south, commercial development and the Railway Serviceway to the north (269 Bigge Street), and an approved commercial tower development to the west (at 25, 29 and 33 Scott Street). Access to the site is currently provided directly from Scott Street and the Railway Serviceway. Bigge Street, Scott Street and the Railway Serviceway are all local roads under the control of Liverpool City Council.

Existing land uses currently at the site include:

- New Commercial Hotel/Ground Zero Hotel;
- Le's Vietnamese Roll;
- Fiji Curry Hut;
- Stylez Barbershop Liverpool;
- Liverpool Sweets;
- TAB Liverpool; and
- A Restricted Premise.

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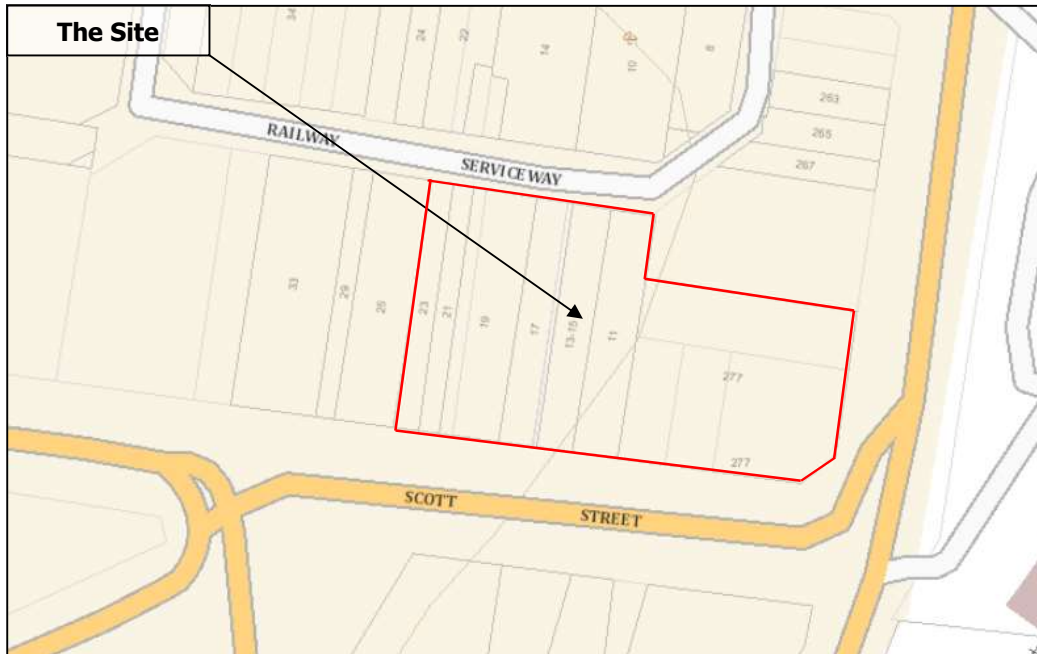


Figure 1 The Site – Cadastral View (SIXMaps, 2017)



Figure 2 The Site – Aerial View (SIXMaps, 2018)

The site as seen from across Bigge Street and from Newbridge Road (to the east) is shown in **Figure 3** and **Figure 4**. Portions of the site as seen from down Bigge Street (to the west) are shown in the left of **Figure 5**.

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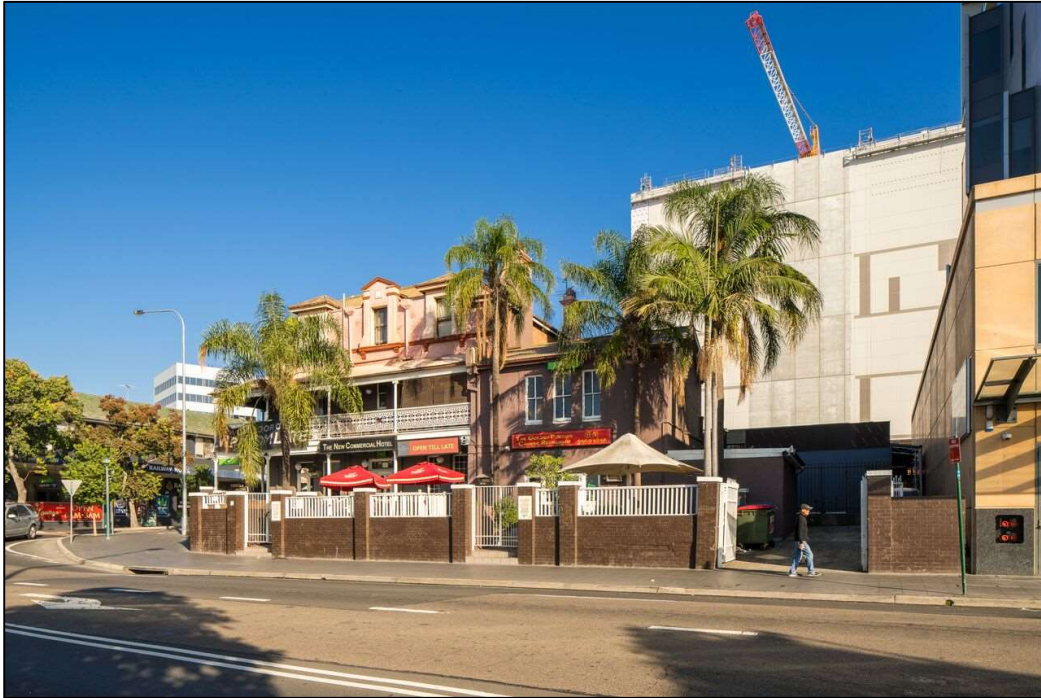


Figure 3 Eastern View of the Site (From Across Bigge Street)



Figure 4 Eastern View of the Site (From Across Newbridge Road)

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Figure 5 Western View of the Site (Along Scott Street with the Site Featured to the Left)

As shown in **Figure 6**, the site is zoned B3 Commercial Core under the *Liverpool Local Environmental Plan 2008* (LLEP 2008). The site is also mapped under the LLEP 2008 as containing Class 5 Acid Sulphate Soils.

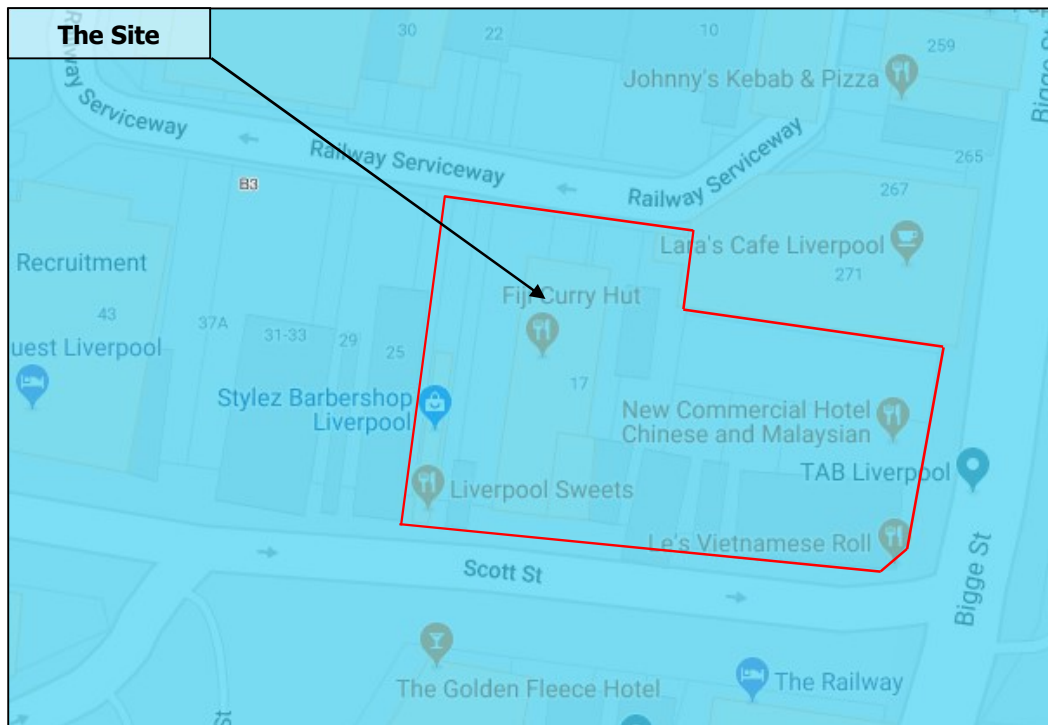


Figure 6 Zoning of the Site (NSW Planning Portal, 2018)

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2.1.1 Heritage

The site contains the following locally listed heritage items:

- The locally listed heritage item Commercial Hotel (LLEP 2008 Schedule 5 Item No. 74); and
- Portions of the locally listed Bigge Park Heritage Conservation Area (LLEP 2008 Schedule 5 Item No. 72).

The adjoining and nearby curtilages of Scott Street, Bigge Street, Railway Street and George Street form part of the locally listed heritage item (LLEP 2008 Schedule 5 Item No. 89) Plan of Town of Liverpool (early town centre street layout – Hoddle 1827). The following locally listed heritage items are also located to the south of the site on the opposite side of Scott Street:

- Commercial Building (LLEP 2008 Schedule 5 Item No. 101);
- Commercial Building (former outbuilding to form Golden Fleece Hotel and form Eugene's Laundry) (LLP 2008 Schedule 5 Item No. 102); and
- Golden Fleece Hotel (LLEP 2008 Schedule 5 Item No. 103).

The closest State listed heritage item to the site is the Liverpool Courthouse (former) and Potential Archaeological Site at 251 Bigge Street, which is located around 175m north of the site. There are no Commonwealth listed heritage items in the vicinity of the site.

Heritage buildings at and in the vicinity of the site are generally two storeys in height and with a masonry construction. The Commercial Hotel is three storeys. It is situated on the key corner of Bigge Street and Scott Street and addresses the Bigge Street streetscape in particular.

The heritage context of the site and its surrounds is shown in **Figure 7**.

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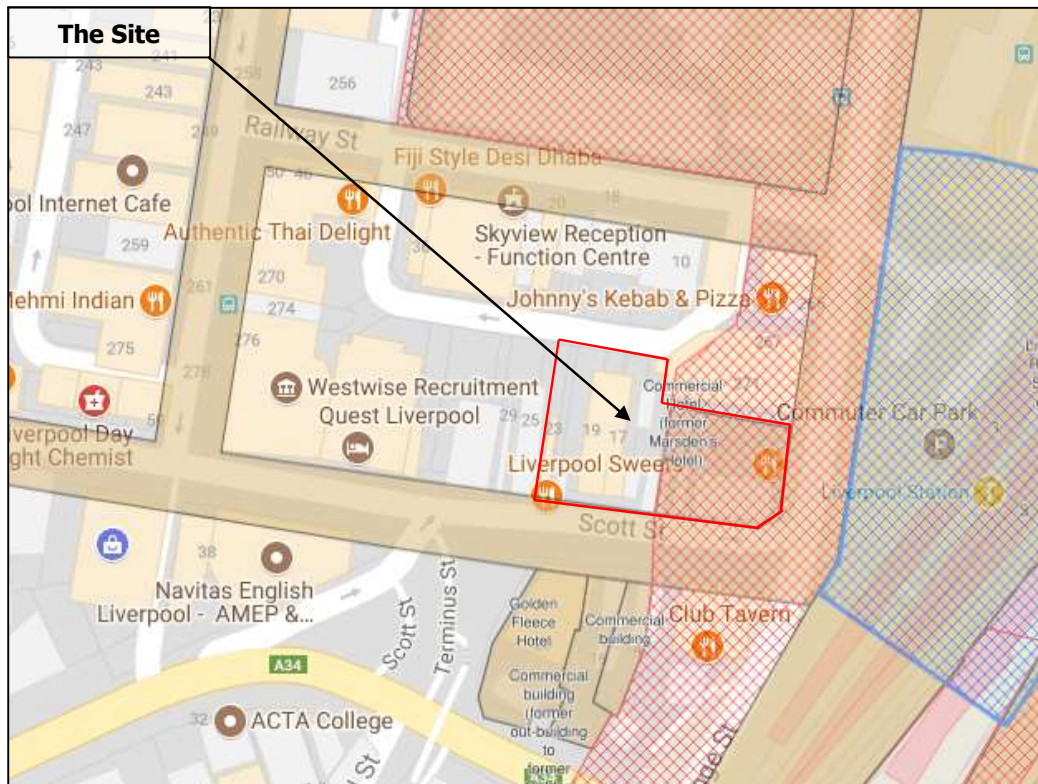


Figure 7 Heritage Context of the Site (NSW Planning Portal, 2018)

The NSW Heritage Register contains the following Statement of Heritage Significance for the Commercial Hotel:

The former Commercial Hotel demonstrates an aspect of the commercial development of Liverpool in the late 19th and early 20th century. The site, as an example of a late Victorian style building, indicates a level of technical achievement in its design and construction. It is now a rare site type in Liverpool. The hotel also forms a component of a cluster of early 19th century buildings in the environs of the city centre. It is a prominently located and aesthetically pleasing building within the broader cityscape.

The NSW Heritage Register also contains the following Statement of Heritage Significance for the Bigge Park Conservation Area:

Bigge Park CA, as part of the original early 19th century plan for the Town of Liverpool, demonstrates the history of early urban planning and land use in the Colony. Remaining features are representative of Governor Macquarie's early urban plans in the Colony. As part of the original survey of Liverpool it demonstrates the history of the early settlement of the city and is a physical link to the character of the early township. It indicates a level of technical achievement in its original design by key Colonial figures Governor Macquarie and Surveyor Meehan. It is a rare intact example of a modern urban centre that retains features of the original early 19th century town plan. The CA is aesthetically pleasing within the modern city centre. There is the potential to gain more information on the group from further architectural, archaeological and documentary research.

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2.1.2 Key Sites

The site is mapped under the LLEP 2008 as forming part of the Scott Street Key Site (refer to **Figure 8**). Part 4 of the *Liverpool Development Control Plan 2008* (LDCP 2008) – Development in Liverpool City Centre describes the Scott Street Key Site as follows:

This key site terminates the vista up Macquarie Street and has potential to provide the "anchor" that the southern end of the Macquarie Street strip vitally requires. The site is also located on one of the City Centre's highpoints and therefore any future development will be highly visible from surrounding areas. Under these conditions, the development of this site must exhibit the very best in design quality as it will not only be a catalyst for regeneration of the southern end of the commercial area, but will also be a highly visible demonstration of the form, appearance and quality of development that is expected within the City Centre.



Figure 8 Key Sites Mapping (NSW Planning Portal, 2018)

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PART C DESIGN EXCELLENCE REQUIREMENTS

This **Part C** sets out the Design Excellence Requirements under both the current Director-General's Design Excellence Guidelines and the Draft Government Architect's Design Excellence Competition Guidelines, which are currently open for public comment. This **Part C** also identifies how the proposed development would comply with these requirements so as to demonstrate ongoing Design Excellence.

3.1 LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008

The site is currently subject to a Design Excellence Competition requirement under Clause 7.5(4) of the LLEP 2008 due to the following:

- The site is mapped as being a key site under the LLEP 2008 (refer to **Figure 8** in **Section 2.1.2**); and
- The CIV of the proposed development would exceed \$10,000,000.

Subclause 7.4(5) further provides that the Competition is not required where the Director-General certifies in writing that the development is one for which an architectural design competition is not required.

Liverpool City Council was briefed on this approach during the pre-DA meeting held with Council on 16 May 2018. In its pre-DA meeting minutes Liverpool City Council made the following comment on this process:

Clause 7.5(5) permits an exemption from the design competition if the Director-General certifies in writing that the development does not require a design competition.

In principal, Liverpool City Council therefore does not oppose Mackycorp seeking the exemption under Clause 7.5(5).

3.2 DIRECTOR GENERAL'S DESIGN EXCELLENCE GUIDELINES

3.2.1 Architectural Design Guidelines

The Director-General's Design Excellence Guidelines explain the purpose of an architectural design competition as being:

To promote innovative design solutions that achieve high quality buildings and spaces within the city centre. In recognition of the additional cost and effort required by a competitive process, a successful design competition that achieves design excellence can result in a development bonus in relation to building height and/or floor space.

They set out the objectives of the Design Competition as follows:

- To achieve a diversity of architectural response;
- To achieve a high standard of architectural excellence;
- To encourage flexibility within the urban design controls to allow for newer or unexpected solutions;
- To provide incentive through greater FSR and/or height; and
- To encourage a sense of civic pride.

The Design Excellence Guidelines explain how the proponent is responsible for running and paying for the competition process, and set out the following Design Competition Criteria:

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- A minimum of three competitive submissions are to be considered;
- The submissions are to be prepared by bone fide independent architects or firms that can demonstrate experience in the design of high quality buildings.
- Each submission will document:
 - The contextual analysis and rationale for the design;
 - Compliance with the competition brief and the statutory planning requirements;
 - How the design is an economically feasible development option; and
 - The manner in which design excellence is achieved.

The Design Excellence Guidelines also set out how a Competition Jury is to be established for the Competition. Design Competitions may be open or by invite only, and a minimum of three entries are sought.

3.2.2 Design Integrity

After the successful design has been decided upon, a Design Integrity process is followed to ensure that the quality of that design continues, from the development application stage through construction drawings and into physical completion of the building. Often, the designer of the winning submission will be nominated as the design architect as part of this Design Integrity process. A Design Integrity Panel may also be recommended to monitor design excellence. It is important that certification is undertaken to ensure the design is substantially the same and retains the exhibited design excellence at key project milestones such as DA lodgement, construction certificate issue, and project completion.

3.2.3 Exemption from Design Competition

The Director-General's Design Excellence Guidelines further outline this process as follows:

The requirement for a minimum of three architectural / design firms to submit designs may be waived by the Director-General where it can be demonstrated design excellence will be achieved, such as where concept drawings are submitted for a manifestly outstanding building, and the architect has a reputation for delivering buildings of the highest quality. In such a case, a design integrity panel may be appointed to oversee implementation.

It is understood that the Director-General has delegated this authority to the NSW Government Architect. Discussions with Liverpool City Council staff (refer to **Appendix 2**) also confirmed that a Design Integrity Panel will also be established to oversee the project delivery in accordance with the finalised design.

3.2.4 The Proposed Development Response

Architectural Design Competition

As per the requirements set out in **Section 3.2.1**, it is acknowledged that Mackycorp has already paid for the additional cost of having several preliminary design options prepared for the site. This was done in response to Mackycorp's acknowledgement of the site forming part of both the Scott St Key Site and the Scott Street Heritage Conservation Area under the LLEP 2008.

As such, Mackycorp commissioned preliminary design options from four well-regarded Australian-based architecture firms. This resulted in:

- A diversity of architectural responses;

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- An understanding of which options would best suit the site so as to achieve a high standard of architectural excellence for the site.

The architectural firms commissioned by Mackycorp to prepare preliminary design options included:

- Mosca Pserras Architects (MPA). MPA has more than 30 years industry experience in architectural design within the Greater Sydney area, including both public and private clients. A portfolio of MPA's work can be found here: <http://moscapseras.com.au/project/>, and includes such commercial, residential and mixed use tower developments as:
 - A 430 dwelling residential flat building at Grand Central, Homebush NSW;
 - A three boutique tower, 134 dwelling residential flat building at The Atrium, Liverpool;
 - A suburban block style 282 dwelling residential flat building at Genesis, Turella;
 - A mixed use tower including 122 residential apartments at Bathurst Street, Liverpool;
 - A mixed use tower including 462 residential flats at Skyhaus, Liverpool;
 - A mixed use tower including 168 residential flats with ground floor commercial suites at Pelicano's Web, Liverpool;
 - Eight-hundred and eleven residential flats with 6,000m² of groundfloor commercial at Parklands Estate, Jordan Springs, NSW;
 - A mixed use commercial and education tower with 8,300m² of commercial space at the University of Western Sydney Liverpool Campus;
 - Tower developments as part of the Bankstown Masterplan; and
 - Residential flat building towers at Warwick Farm Villages, Liverpool.
- SJB, which operates across Australia, Asia and Europe. A portfolio of SJB's work can be found here: <http://sjb.com.au/projects>, and includes such commercial, residential and mixed use tower developments as:
 - A commercial tower, CBW, on the corner of Corner of Bourke and William Streets, Melbourne;
 - A 20,000m² commercial tower including adaptive heritage reuse at Flinders Gate, Melbourne;
 - Residential tower awarded to SJB under the City of Sydney Design Excellence process at Waterfall, Waterloo;
 - Mixed use hotel and residential tower at Milla, North Sydney;
 - Competition design option prepared 75 storey, mixed-use, multi-storey residential tower for Parramatta Tower, Parramatta;
 - Eighteen storey residential apartment tower including adaptive heritage reuse at Bridgehill Residences, Milsons Point;
 - Mixed use tower with adaptive heritage reuse at 362 Oxford Street, Bondi Junction;
 - Mixed use tower including 1,200 residential flats, commercial space, supermarket and substantial retail offering at Rhodes Station Precinct, Rhodes; and
 - Two residential flat building towers at Neue, Macquarie Park;
- Group GSA, an award winning architectural firm with extensive experience across a range of building typologies. A portfolio of Group GSA's work can be found here <http://www.groupgsa.com/en/projects/>, and includes such commercial and residential tower developments as:
 - Residential tower design as part of an international design excellence competition for 197 Church Street, Parramatta, including adaptive heritage reuse;
 - Two residential flat buildings with 240 dwellings known as Riverlight at Hamilton Reach, QLD;

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- Mixed use 27 storey residential tower including adaptive heritage reuse at 420 Pitt Street, Sydney;
- Winning design competition submission for a residential flat building with 178 dwellings at Thornton North, North Penrith;
- Residential flat building development at Discovery Point buildings three and five at Wolli Creek;
- The adjoining commercial tower to the west of the site at Scott Street, Liverpool;
- Commercial tower development at Aurora Place, Sydney; and
- Commercial and residential tower with 41 storeys and 62 dwellings at Macquarie Apartments;
- Fender Katsalidis Architects (FK Architects). FK Architects has an outstanding track record of designing unique and quality commercial tower developments. A portfolio of FK Architect's work can be found here: <http://fkaustralia.com/projects>, and includes such commercial, residential and mixed use tower developments as:
 - 32 Smith Street Parramatta;
 - 2 Riverside Quay Southbank;
 - 300 La Trobe Street, Melbourne;
 - 171 La Trobe Street, Melbourne;
 - NewActon Nishi, Canberra;
 - NewActon East, Canberra;
 - 2-4 National Circuit, Canberra;
 - Adelaide Advertiser, Adelaide; and
 - Merdeka PNB 118, Kuala Lumpur Malaysia;
 - Australia 108, Southbank;
 - East Central Tower, Box Hill;
 - Yarra One, South Yarra;
 - 699 La Trobe Street, Melbourne;
 - Queens Place, Melbourne;
 - Fulton Lane, Melbourne;
 - Parramatta Square PS2, Parramatta;
 - Melbourne Quarter, Melbourne;
 - Phoenix, Melbourne;
 - Eureka Tower, Southbank;
 - 88 Church Street, Parramatta;
 - Bathurst and Castlereagh Sydney;
 - Hero Apartments, Melbourne;
 - HM@S Tower, Port Melbourne; and
 - Republic Tower, Melbourne.

The options assessment contained in **Part D** provides an analysis of the draft preliminary options prepared by all four of these architects. It is considered that these draft preliminary options are similar to the results that would have been received under an invite only Architectural Design Competition.

Design Integrity

Mackycorp proposes to maintain the design integrity of the FK Architects design for the proposed development by:

- Nominating FK Architects as the design architect for the remainder of the proposed development DA, Construction Certificate and project completion; and
- Establishing a Design Integrity Panel to monitor the design excellence of the proposed development.

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Exemption from Design Competition

It is considered that the chosen design for the proposed development would constitute a manifestly outstanding building at the site. The proposed development would achieve design excellence due to the proposed high quality of the building's layout and finishes. Furthermore, a comprehensive Heritage Conservation Management Plan has been prepared by Heritage21 to guide the ongoing maintenance of the Commercial Hotel, as well as its integration into the proposed development.

As demonstrated above in this **Section 3.2.4**, all four of the architects invited to prepare preliminary design options have a reputation for delivering buildings of the highest quality.

3.3 DRAFT GOVERNMENT ARCHITECT'S DESIGN EXCELLENCE COMPETITION GUIDELINES 2018

3.3.1 Architectural Design Competition

The Draft Government Architect's Design Excellence Competition Guidelines define Design Excellence as describing:

An expectation that a project will achieve a level of design quality that is above and beyond the usual. It also describes a variety of requirements and processes that are intended to support this.

It is also referred to as:

The highest standard of architectural, urban and landscape design.

The Draft Guidelines set out the various roles of the proponent, design entrants, competition jury and competition advisor in undertaking the Design Excellence Competition. The Draft Guidelines continue the opportunity to undertake both open and invite-only Design Excellence Competitions. Once again, the Draft Guidelines usually require between three and five competition entrants.

3.3.2 Design Integrity

The Draft Guidelines require the winning architect to be nominated as the design architect. The Draft Guidelines clarify that this requirement is not affected if the site is sold. In addition, and to ensure that Design Integrity is retained through construction, the Draft Guidelines require that the following detailed information be submitted with the DA:

- Key cross sections, partial plans and partial elevations through external walls, balconies and other key external details;
- Drawings are to be fully annotated at a scale of 1:50, or if necessary 1:20, showing details, materials, finishes and colours, so that the details and materiality of the external facades are clearly documented;
- A materials sample board with materials represented proportionally to the extent of their use; and
- Revised 3D photomontages.

The Draft Guidelines also suggest that the Competition Jury may continue to review the project to ensure the standards of Design Excellence are being upheld through the further development of the design. At this point, the Competition Jury may be referred to as the Design Integrity Panel. Membership of the two bodies should be consistent. The Design Integrity Panel would typically review the design at the following stages:

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- Pre-Lodgement stage;
- DA stage;
- Prior to lodgement of any Section 4.55 Modification which amends the design;
- Prior to issue of the Construction Certificate; and
- Prior to issue of the Occupation Certificate.

Design Integrity Panel meetings are to be documented and should include certification that the design retains or is an improvement upon the design excellence qualities exhibited in the competition winning submission.

Alternatively, Design Integrity Assessments may be undertaken in consultation with the consent authority in lieu of the above Design Integrity Panel involvement.

3.3.3 Exemption from Design Competition

The Draft Guidelines provided that an exemption may be sought from the Design Competition where proponent demonstrates to the Government Architect of NSW and the consent authority that such a process would be unreasonable and unnecessary in the circumstances.

3.3.4 Proposed Development Response

Architectural Design Competition

As per the requirements set out in **Section 3.3.1**, it is considered that the design prepared by FK Architects would achieve a level of design quality that is above and beyond the usual. The draft preliminary options prepared by Mosca Pserras Architects, SJB, Group GSA and FK Architects are similar to the results that would have been received under an invite only Architectural Design Competition.

Design Integrity

Mackycorp proposes to maintain the design integrity of the FK Architects design for the proposed development by:

- Nominating FK Architects as the design architect for the remainder of the proposed development DA, Construction Certificate and project completion; and
- Establishing a Design Integrity Panel to monitor the design excellence of the proposed development.

The required documentation establishing Design Integrity has been established as part of the current DA already submitted to Liverpool City Council.

It is proposed to organise membership of the Design Integrity Panel from a pool of candidates who would otherwise be suited to sitting on a Competition Jury. Candidates would be chosen based on their previous experience of commercial tower developments as well as developments involving adaptive heritage reuse. Mackycorp will therefore ask Liverpool City Council and the NSW Government Architect to each nominate a Design Integrity Panel member. Mackycorp will then appoint its own Design Integrity Panel member.

Mackycorp would take responsibility for organising the meetings of the Design Integrity Panel, including organising a forum for the meetings and providing and appropriate documentation which is required to be reviewed at meeting. Mackycorp would also be responsible for remunerating the Design Integrity Panel members.

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The following meetings of the Design Integrity Panel would be held in support of the proposed development:

- A first meeting to:
 - Identify the key features of the proposed development which demonstrate Design Excellence;
 - Define the Design Integrity Panel's terms of reference for the remainder of the proposed development delivery; and
 - Establish the support of the Design Integrity Panel for the proposed development, including by way of resolving any issues which are raised by the panel members;
- A second meeting to:
 - Ensure that the proposed development has continued to respond to its Design Excellence commitments at the Construction Certificate Stage;
- A third meeting to:
 - Ensure that the proposed development has continued to respond to its Design Excellence commitments at the Occupation Certificate Stage;
- Any number of subsequent meetings which may be required in future in respect of future modifications which may be made in respect of the proposed development under Section 4.55 of the EP&A Act.

Exemption from Design Competition

It is considered unreasonable for the proposed development to be subjected to a Design Competition due to the fact that:

- The proposed development has already been subjected to a detailed options assessment, including designs prepared by four architects with a track record of delivering high quality building designs; and
- The site is heavily constrained due to the fact that it contains both:
 - The locally listed heritage item Commercial Hotel (LEP Schedule 5 Item No. 74 – refer to **Figure 7** above); and
 - Portions of the locally listed Bigge Park Heritage Conservation Area (LEP Schedule 5 Item No. 72 – refer to **Figure 7** above);
 - The site borders onto another approved commercial tower development (43.3m in height) to the west which has been approved to be constructed with a zero setback along its eastern boundary;
 - The combined lots at the site function as a 'corner lot' within the Liverpool CDB, around 80m from Liverpool Station, and with primary frontage along both Bigge Street and Scott Street. The site is highly visible from a range of viewpoints. It is therefore important that both the Bigge Street and Scott Street frontages are well articulated with continued focus on the Commercial Hotel; and
 - The area in general is subject to some CPTED issues for which Council desires resolution.

It is not always possible to fully consider the above-listed site constraints during a Design Competition. Furthermore, given the extensive range of options that have already been considered for the site, it would be unnecessary for the site to be required to undergo further options assessment in the form of a Design Competition.

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PART D OPTIONS ASSESSMENT

4.1 BACKGROUND AND RATIONALE

Prior to finalising the current design of the proposed development, Mackycorp embarked on a 12 month process, seeking a suitable architect and design for the proposed development.

Mackycorp's key concern for its proposed development was finding a suitable architectural design which could respond to the site's unique features (refer to **Section 3.3.4** above). Furthermore, Mackycorp was committed to finding a landmark building design for the site which could suitably respond to the site's position within the Scott Street Key Site.

Mackycorp also has timing concerns with the approval and delivery of the proposed development, meaning that any delays necessitated by the formal architectural design competition process would threaten the feasibility of the proposed development. Liverpool City Council also requested that a DA to support the proposed development be submitted within a shortened timeframe as it preferred to assess the proposed development under the current LLEP 2008 rather than the revised LLEP, which is soon to come into effect.

Furthermore, one of the draft preliminary options for the proposed development was submitted for the Design Excellence Panel's consideration in September 2017. FK Architects (the chosen architect) has also since considered dozens of options for the site in order to best make use of the developable portion of the site whilst respecting the heritage values of the Commercial Hotel. It is therefore considered that sufficient resources have already been invested in analysing an adequate number of potential options for the proposed development.

4.2 MOSCA PSERRAS ARCHITECTS

One of the draft preliminary design options was prepared by MPA (refer to **Appendix 2**). Design assessment of this option indicates the following:

- Elevated pylons would create unsatisfactory ground level character from a CPTED perspective and do not relate to the surrounding environment;
- The wedding cake façade style is not the best means of addressing the streetscape and developing a landmark building;
- The tower form would not address the skyline appropriately;
- No public through link would be provided in a north-south direction at the site;
- The public through link travelling in east-west direction through the site does not create adequate public thoroughfare and does not address the Commercial Hotel;
- The positioning of the core in the north of the building is inefficient and does not allow for any addressing of the Railway Serviceway. This also creates a less efficient floorplate;
- The tower configuration does not allow for adequate sunlight reaching the site from the north-east;
- The new stables building in the north of the site runs almost for the entire available site width. This would effectively close the site from the public rather than opening it up;
- The tower height and setbacks do not address the Commercial Hotel or the new Stables building;
- The Level 11 common floorspace would include a balcony area with areas facing the west of the site. This does not take advantage of the views over Georges River which provides superior amenity; and
- The tower setback to the west would create a laneway in the west of the site which is not able to be retrospectively activated due the adjoining development's zero setback, and which would therefore create CPTED issues.

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4.3 GROUP GSA ARCHITECTS

One of the draft preliminary design options was prepared by Group GSA (refer to **Appendix 3**). Design assessment of this option indicates the following:

- No public through link would be provided in a north-south direction at the site;
- The wedding cake façade style is not the best means of addressing the streetscape and developing a landmark building;
- The tower height and setbacks do not address the Commercial Hotel or the new Stables building;
- The Tower would not take advantage of potential balcony views over Georges River which provides superior amenity;
- The Tower setback to the west would create a laneway in the west of the site which is not able to be retrospectively activated due the adjoining development's zero setback, and which would therefore create CPTED issues;
- The pylons in the building design would not relate to the surrounding environment;
- The proposed Tower's geometric design would not allow adequate sunlight to enter into the site's public space; and
- The proposed design would not address the Railway Serviceway.

4.4 SJB ARCHITECTS

SJB Architects prepares several draft preliminary options (refer to **Appendix 4**). Design assessment of these options indicates the following:

- The proposed options would create an overbearing presence for the Commercial Hotel;
- The proposed options would not create a suitable civic space at the site; and
- The proposed options would not allow adequate sunlight penetration.

4.5 FENDER KATSALIDIS ARCHITECTS

FK Architects considered numerous options for the site in order to best make use of the developable portion of the site whilst respecting the heritage values of the Commercial Hotel. A sample of these options considered by FK Architects is demonstrated in **Figure 9** and **Figure 10** below. This study of various proposed designs for the site led to the following conclusions about the proposed development:

- It would need to act as a regional marker;
- It would be required to terminate the street wall;
- It would need to respond to the local heritage listed Commercial Hotel; and
- It would need to achieve an elegant proportion.

The chosen design for the proposed development was decided based on its contextual urban fit and response to the local heritage listed Commercial Hotel and adjoining heritage cluster across Scott Street to the south. The final design of the proposed Tower has benefited from the following design changes in particular:

- Decreasing the angular building form and softening the proposed Tower to better respond to the proposed Tower's surroundings, including the Scott Street/Bigge Street corner and the intersection of the site with the Railway Serviceway to the north;
- Providing a maximum setback of 13.5m between the proposed Tower's eastern façade and the local heritage listed Commercial Hotel. This allows the provision of the greatest setback to the Commercial Hotel which is practicable for the proposed Tower to achieve;

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- Establishing a 'cornice' setback to the site's northern neighbour to create a comfortable fit whilst also allowing north-western sun into the new civic space;
- Elevating the proposed Podium to respond to the existing height of the local heritage listed Commercial Hotel;
- Creating a break between the street wall and the adjacent commercial tower on Scott Street with a 'book end' to establish a slender and elegant tower;
- Referencing the height of the adjacent commercial tower on Scott Street with a waistline represent that building's height whilst further extending the existing street wall;
- Creating a new, high quality plaza-style civic space of around 1,200m²; and
- Creating new north-south and east-west through-site linkages connecting to surrounding street blocks; and
- Meeting key outcomes for Transit Oriented Development due to the site's strategic location within 80m of Liverpool Station and around 140m from the Liverpool-Parramatta Transitway.

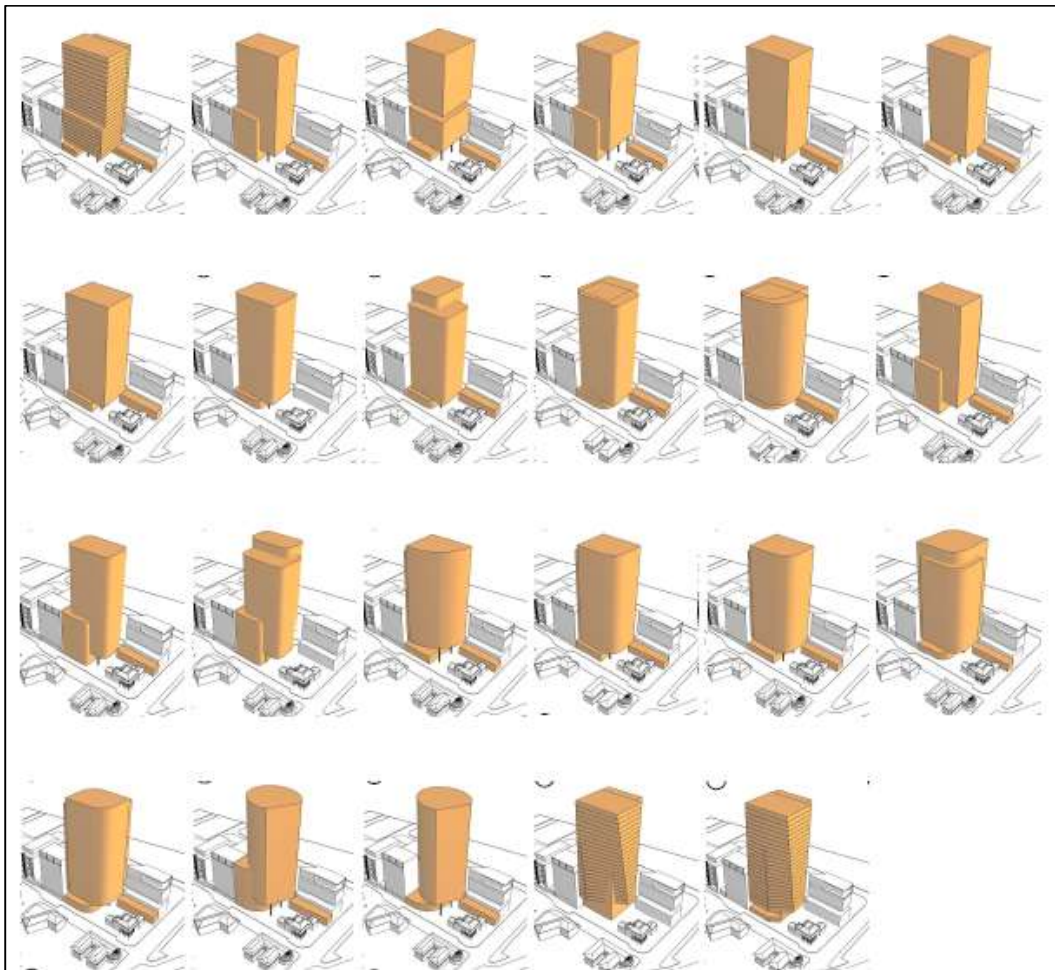


Figure 9 Urban Fit Analysis (FK Architects, 2018)

The Tower's core has also been designed to be as slender as practicably possible, and is further articulated with windows to the lift lobbies and bathrooms to reduce the non-activated surfaces. The location of the core and positioning of the floor plate were also key factors in determining the final design of the proposed Tower. The best configuration of the site's floor plates is considered to be with the north-east of the Tower over-looking Georges River and the Liverpool

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CBD. It would also shade the floor plate from low summer sun in the west. This solid corner core would also allow for a high degree of daylight penetration to the floor plate from all directions. The continuous floor plate would create a dynamic arrival experience for those travelling to the site, connecting the proposed Tower to the Liverpool CBD and Georges River simultaneously.

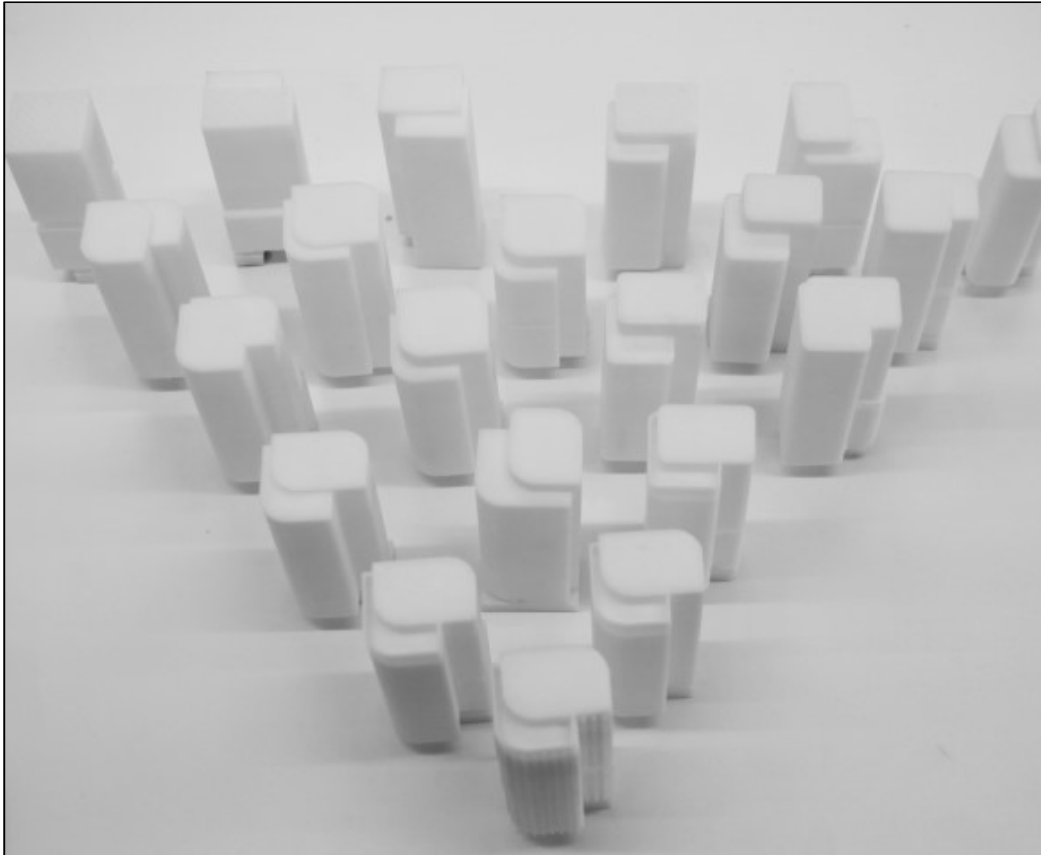


Figure 10 Photo Series of 3D Printed Iteration Models (FK Architects, 2018)

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PART E PROPOSED DEVELOPMENT DESCRIPTION

5.1 PROPOSED DEVELOPMENT OBJECTIVES

The objectives of the proposed development are:

- Create significant uplift for the locality, particularly given the site's strategic location within the Scott Street Key Site and the Bigge Park Conservation Area;
- Activate the streetscapes along Bigge Street and Scott Street;
- Provide suitable funding opportunities and compatible reuse of the heritage listed Commercial Hotel;
- Drive increased commercial interest in renting or purchasing Office Premises Floorspace within the Liverpool CBD, thereby meeting some of the new demand for Office Premises floorspace within the Western Parkland City as identified by the Greater Sydney Commission;
- Meet key outcomes for Transit Oriented Development due to the site's strategic location within 80m of Liverpool Station as well as the further creation of through-site linkages connecting to surrounding street blocks;
- Make use of a site which is highly walkable in terms of access to the remainder of the Liverpool CBD, including other government, business, commercial and educational land users;
- Create employment supporting floorspace near to where a range of new residential land release areas are located, thereby supporting the Greater Sydney's Commission's ideal of the 30-Minute City; and
- Encourage the Liverpool CBD to face the Georges River foreshore, thereby contributing to the beautification of the Liverpool CBD overall.

The proposed development is considered to be the best means of achieving these objectives.

5.2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The intention of the proposed development is to develop the site for the purpose of a 23 storey commercial tower with associated redevelopment of the locally heritage listed Commercial Hotel. These land uses are most appropriately characterised as being for Commercial Premises. Overall, the proposed development would create around 24,232.8m² of Office Premises floorspace. A range of other suitable land uses are currently permitted in the B3 Commercial Core land zone which could support alternative uses of commercial floorspace within the finished tower should potential tenants desire to be located at the site. Such suitable land uses as are currently permitted in the B3 Commercial Core land zone under the LLEP 2008 include:

- Commercial premises;
- Community facilities;
- Educational establishments;
- Entertainment facilities;
- Function centres;
- Medical centres; and
- Public administration buildings.

It is envisaged that the site would primarily cater to Office Premises type land uses, and this is indeed the key strategic land use driver of the proposed development. However, this DA does not seek consent for any specific tenancy fit-out and use of the site. It is understood that in the future, DAs or Code Complying Development Certificates would be sought to facilitate more specific commercial land uses at the site.

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5.2.1 Commercial Tower

The proposed Tower would comprise a landmark building of manifestly outstanding design. The architectural plans for the proposed development are contained in **Appendix 1**. Elements of the proposed development are summarised in **Table 1**. The proposed tower would have 23 above-ground storeys and two basement levels for plant, servicing and car parking.

The ground floor of the Podium would include the car parking and loading dock entry from the Railway Serviceway, as well as areas for security, high voltage switchroom, waste bin storage, loading docks and courier loading areas, as well as the general lobby with a supporting commercial/retail area and access to the elevator lobby.

Level one of the Podium would comprise the back of house area, including switchroom, substation, hot water, mechanical and electrical and communications. Convenient servicing and maintenance access would be provided via the Railway Serviceway. Level one would also include a small retail component, creating active edges to the new civic space. The podium façade would reference the base materiality of the adjacent heritage buildings with diverse and warm colouration. This would comprise the contemporary interpretation of these heritage brick buildings with terracotta scaled brick rainscreen and timber vertical fin details.

Level two of the Podium would include the lobby roof and awning, with the majority of this level's floorspace providing for the End of Trip washroom facilities, chillers, and air handling unit, as well as mechanical, electrical and communications services.

Levels three to 10 would comprise the low-rise component of the proposed Tower. Each of these levels would provide around 1,213m² of Office Premises floorspace. Here, the core has been designed to provide natural daylight and access to views throughout, articulating the western façade. Horizontal louvres would be located to the northern facades with vertical louvres to the east and west, shading the building.

Level 11 would provide around 750m² of Office Premises floorspace and a significant area of private open balcony floorspace (the Oasis). This Oasis level would create a break between the low rise and high rise components of the proposed Tower. It would be recessed to provide an external terrace allowing tenants to enjoy the experience of being elevated looking out to the city and Georges River.

Levels 12-13 would form the mid-rise component of the proposed Tower. The mid-rise would accommodate the lift overrun and motor room. Each floor would provide around 1,195m² of Office Premises floorspace. Within the mid-rise, the core has been designed to provide natural daylight and access to views throughout, including an articulated western façade. Horizontal louvres on the northern façade and vertical louvres to the east and west would help shade the proposed Tower at this point.

Levels 14-22 would form the high-rise component of the proposed Tower. Each floor would provide around 1,229m² of Office Premises floorspace. Within the mid-rise, the core would continue to provide natural daylight and access to views throughout, including an articulated western façade.

Level 23 would provide a plant level dedicated to servicing the proposed Tower, including air handling units, cooling towers and generators.

The proposed Tower would have a curved shape along its eastern facade to respond to the local heritage listed Commercial Hotel. This curvature would further address the Scott Street/Bigge Street corner whilst reducing the proposed Tower's weight and appearance. It would also allow sunlight into the southern side of the street. Setbacks to the northern existing

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tower have been provided for to allow a comfortable relationship between these two items whilst also allowing north western sun into the new civic space.

It would address the arrival of residents entering the Liverpool CBD by road or rail. The Tower's curved glass form would articulate the skyline and the proposed development in total would provide a prominent, quality aesthetic to vistas visible throughout view corridors from Liverpool Station, Light Horse Bridge, Scott Street, Bigge Street and the Railway Serviceway.

The Tower would be articulated to provide a high level of activation from its western boundary, including a glass façade.

The Tower's core has also been designed to be as slender as practicably possible, and is further articulated with windows to the lift lobbies and bathrooms to reduce the non-activated surfaces. With reference to the adjoining commercial tower on Scott Street, the proposed Tower would complete the street wall. The separation between these two towers would help to distinguish the proposed development with a slender and elegant tower. Further reference to the neighbouring Scott Street tower would be achieved through the proposed Tower's waistline corresponding to the height of this neighbouring tower to the west.

This waistline would create a quasi streetwall whilst articulating the proposed Tower form. The waistline would further create the opportunity for external terrace space on level 11, giving the building scale and balance. The relatively short building setback to the west is preferred to avoid the creation of a quasi through-site link which would be lacking in ground-level activation (as such activation was not incorporated into the neighbouring Scott Street DA).

The low rise components of the proposed Tower would have a stronger materiality when compared to the high rise component. This would further descale the proposed Tower whilst creating a richer street wall in a point tower configuration.

The location of the core and positioning of the floor plate were key factors in determining the final design of the proposed Tower. The best configuration of the site's floor plates is considered to be with the north-east of the Tower over-looking Georges River and the Liverpool CBD. It would also shade the floor plate from low summer sun in the west. This solid corner core would furthermore allow for a high degree of daylight penetration to the floor plate from all directions. This continuous floor plate would create a dynamic arrival experience for those travelling to the site, connecting the proposed Tower to the Liverpool CBD and Georges River simultaneously.

Table 1 Summary of the Proposed Development					
Level	Zone	Use	Height (m)	Gross Building Area (m ²)	Gross Floor Area (m ²)
-Two	Basement	Carparking	3	2,084.9	46.3 +36 car parks + 46m ² EoT facility with provision for 48 bicycles
-One	Basement	Carparking and End of Trip Facilities	3	2,084.9	95.8 + 33 car parks + 96m ² EoT facility with provision for 81 bicycles
Ground	Podium	Lobby	5.75	1,452.5	887.8
One	Podium	Back of House	3.75	1,452.5	534.6

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Table 1 Summary of the Proposed Development					
Level	Zone	Use	Height (m)	Gross Building Area (m²)	Gross Floor Area (m²)
Two	Podium	Plant/EoT	3.75	1,186.9	506.2
Three	Tower	Commercial Low Rise	3.75	1,467.7	1,298.3
Four	Tower	Commercial Low Rise		1,467.7	1,298.3
Five	Tower	Commercial Low Rise		1,467.7	1,298.3
Six	Tower	Commercial Low Rise		1,467.7	1,298.3
Seven	Tower	Commercial Low Rise		1,467.7	1,298.3
Eight	Tower	Commercial Low Rise		1,467.7	1,298.3
Nine	Tower	Commercial Low Rise		1,467.7	1,298.3
10	Tower	Commercial Low Rise		1,467.7	1,298.3
11	Tower	Commercial Low Rise - Oasis	5.625	1,467.7	840.8
12	Tower	Commercial Mid Rise	3.75	1,449.3	1,279.9
13	Tower	Commercial Mid Rise		1,449.3	1,279.9
14	Tower	Commercial High Rise		1,449.3	1,307.9
15	Tower	Commercial High Rise		1,449.3	1,307.9
16	Tower	Commercial High Rise		1,449.3	1,307.9
17	Tower	Commercial High Rise		1,449.3	1,307.9
18	Tower	Commercial High Rise		1,449.3	1,307.9
19	Tower	Commercial High Rise		1,449.3	1,307.9
20	Tower	Commercial High Rise		1,449.3	1,307.9
21	Tower	Commercial High Rise		1,449.3	1,307.9
22	Tower	Commercial High Rise		1,449.3	1,307.9
23	Tower	Plant	6	898.4	NA
Total			97.125m	38,311.7m²	27,628.8m² + 69 car parking spaces + 302m² EoT (129 bicycle spaces)

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The proposed tower would have a height of 97.125m. Based on the above, the proposed development would exhibit an FSR of 9.94:1, which equates to an exceedance of the current maximum FSR available at the site under the LLEP 2008 by 12.95%.

The proposed Tower would exceed the following LDCP 2008 planning controls:

- Street frontage heights of 16-26m (four-six storeys) along the southern Scott Street boundary, northern Railway Serviceway boundary, and the eastern Bigge Street boundary. This is consistent with the eleven storey Commercial Tower which was approved under the adjoining DA-1070/2015 at 25 Scott Street;
- Maximum building depths above the street frontage height of 30m.
- The maximum GFA per floor of 1,200m² above the street frontage height. The GFA of the floorplates has been designed to achieve maximum efficiency in the proposed Commercial Premises/Office Premises floorspace whilst also designing a building which is of manifestly outstanding design, capable of being adequately serviced, and responding to other existing constraints at the site;
- 6m street setback along the north and south boundary between the street frontage height and 45m;
- 6m street setback along the north and south boundary above 45m; and
- 14m side setback along the western and north-eastern boundary above 45m.

It is considered that strict compliance with these LDCP 2008 planning controls would result in a building design at the site with reduced urban design quality and a wedding cake style façade which is out of step with the surrounding streetscape. Boundary setbacks would also effectively sterilise a significant portion of the site, whilst reducing the area available to setback from the local heritage listed Commercial Hotel and preventing the new 1,200m² civic space from being realised at the site.

5.2.2 New Stables

The proposed development would include the construction of a new two-storey 'Stables' building in the north of the site. The Stables building would provide for ground floor activating land uses such as Food and Drinks Premises and/or Retail land uses. The second storey of the Stables may also provide for Retail land uses or other forms of Commercial Premises.

The Stables building would:

- Be shaped along its northern façade to align with the adjoining building to the north. It would also wrap around the nearby Commercial Hotel at a two-storey scale;
- Be of a similar scale as the local heritage listed Commercial Hotel and the proposed Podium, thereby responding to both of those co-located built-form elements at the site;
- Activate the existing three storey blank wall of, and create space around, the nearby local heritage listed Commercial Hotel;
- Articulate the local heritage listed Commercial Hotel;
- Connect the new civic space to the Bigge Street streetscape; and
- Comprise finishings that are of a similar scale and materiality to the local heritage listed Commercial Hotel whilst maintaining a contemporary quality.

5.2.3 Car Parking and Access

Vehicular access to the site for regular car parking as well as for service and loading vehicles would be via one entry/exit driveway to be constructed off the Railway Serviceway. The proposed development would incorporate two levels of basement car parking with a total of 69 car parking spaces (including four accessible spaces), as well as combined End of Trip Facilities

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with provision for 129 bicycles. A separate End of Trip washroom area would be provided within level two of the proposed Podium.

Four of the 69 car parking spaces to be provided at the site would be designed as accessible car parking spaces. This equates to around 5.8% of the total car parking spaces provided, and complies with the requirements of the LDCP 2018.

Given the site's strategic location within 80m of Liverpool Station and 140m within the Liverpool-Paramatta Transitway, it is likely that the majority of patrons to the site would access the proposed development by walking from either of those key public transport nodes.

Under Clause 7.3 of the LLEP 2008, the proposed development is required to provide a minimum of 189 car parking spaces. However, Mackycorp posits that the requirement to provide 189 car parking spaces at the site is unreasonable and should be waived under Subclause 7.3(3), given that:

- Above-ground car parking was previously considered as an option for the site. However, this received negative feedback from the Urban Design Panel and Liverpool City Council;
- Compliant carparking rates would necessitate additional levels of basement car parking. However, the underlying geological conditions of the site are not favourable for an additional level of basement carparking. From a cost perspective, it is therefore not feasible to deliver the proposed development with additional levels of underground car parking at significant expense due to those geological constraints as such unnecessary costs would be borne by the eventual tenants of the site;
- The proposed development would meet key outcomes for Transit Oriented Development due to its strategic location within 80m of Liverpool Station as well as the further creation of through-site linkages connecting to surrounding street blocks. This would reduce the dependency on car travel to access to the site;
- The proposed development would provide End of Trip Facilities, further encouraging other modes of transport to and from the site. Liverpool Station (around 80m from the site) also provides secure bike locking facilities;
- The nearby Liverpool Station has four platforms meaning that it can serve the:
 - T2 line with services to Central, the City Circle via Granville and Leppington;
 - T5 line with services to Schofields, Richmond and Leppington; and
 - T3 terminating services returning to the City Circle via Bankstown;
- The site is around 140m from the Liverpool-Paramatta Transitway, which provides significant bus connections throughout the Liverpool and Parramatta CBDs as well as further afield throughout Greater Sydney. Specifically, the Liverpool-Paramatta Transitway provides direct connections to:
 - 801 to Badgerys Creek;
 - 802 to Parramatta via Green Valley;
 - 803 to Miller;
 - 804 to Parramatta via Hinchinbrook;
 - 805 to Cabramatta via Bonnyrigg Heights;
 - 806 to Parramatta via Abbotsbury;
 - 808 to Fairfield via Abbotsbury;
 - 819 to Prairiewood;
 - 823 to Warwick Farm;
 - 827 to Carnes Hill Marketplace via Bonnyrigg Heights;
 - 851 to Carnes Hill Marketplace via Cowpasture Road;
 - 852 to Carnes Hill Marketplace via Greenway Drive and Cowpasture Road;
 - 853 to Carnes Hill via Hoxton Park Road;
 - 854 to Carnes Hill via Greenway Drive and Hoxton Park Road;
 - 855 to Rutleigh Park via Austral and Leppington Station;

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- 856 to Bringelly;
 - 857 to Narellan;
 - 865 to Casula via Lurnea Shops;
 - 866 to Casula;
 - 869 to Ingleburn via Edmondson Park and Prestons;
 - 870 to Campbelltown;
 - 871 to Campbelltown via Glenfield;
 - 872 to Campbelltown via Macquarie Fields;
 - 901 to Holsworthy via Wattle Grove;
 - 902 Holsworthy via Moorebank;
 - 903 Chipping Norton;
 - 904 to Fairfield;
 - M90 to Burwood;
 - N30 from Macarthur to City Town Hall;
 - N50 to City Hall;
 - 1043 Webster Road and Hoxton Park Road to Unity Grammar College; and
 - T80 to Parramatta via T-way;
- MackyCorp prefers to encourage patrons to access the site by walking from Liverpool Station and/or the Liverpool-Parramatta Transitway as this allows the significant viewscapes of the site including the heritage listed Commercial Hotel to be appreciated from the Bigge Street frontage (rather than vehicle access via the Railway Serviceway). It also encourages those accessing the site to patron the ground floor retail land uses which are proposed at the site. It also encourages those accessing the site for work or services to further explore the Liverpool CBD, which is a compact and highly walkable CBD centred around a grid-type pattern. In this manner, patrons of the site can access the Westfield centre within 11 minutes of walking from the site, Bigge Park within 6 minutes of walking from the site, the Liverpool Library within 7 minutes of walking from the site, Liverpool Court House within 7 minutes of walking from the site, the pedestrianised Macquarie Mall within 8 minutes of walking from the site, and the Georges River foreshore (Moorebank Reserve) within 8 minutes of walking from the site (refer to **Figure 11**); and
- The site is easily accessible from a range of residential suburbs, including new residential release areas, thereby delivering on the Greater Sydney Commission's strategic aim of the 30-minute city.

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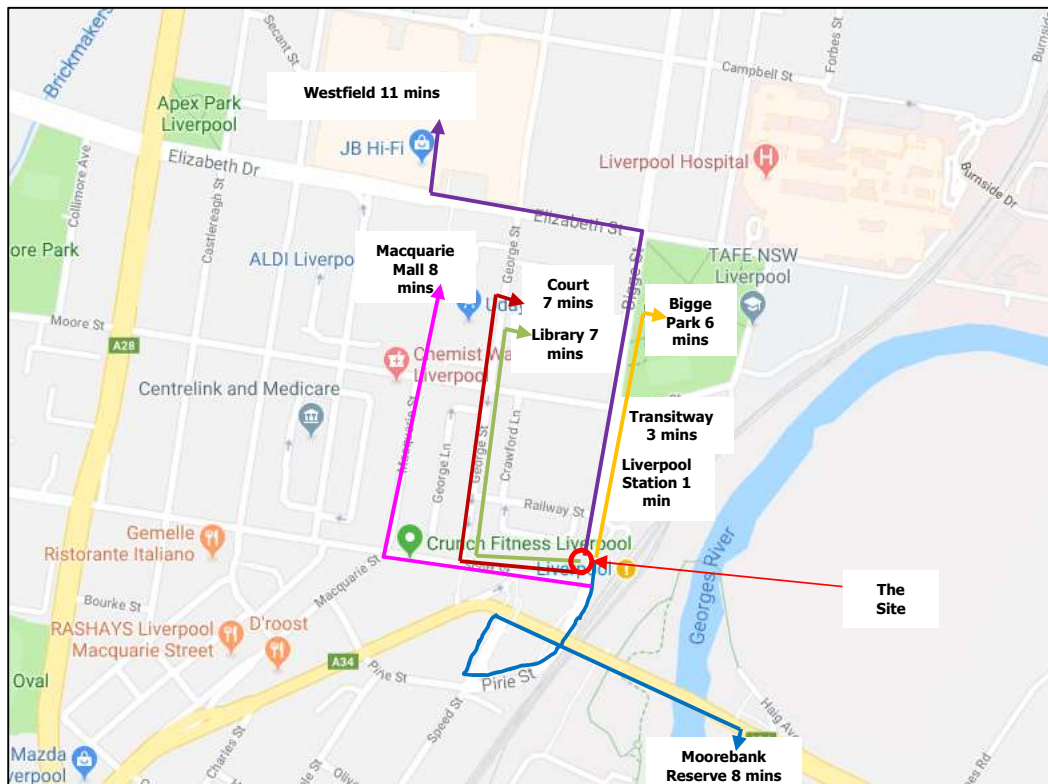


Figure 11 Walking Catchment of the Site (Google Maps, 2018)

A Clause 4.6 Variation has also been prepared in support of the proposed development.

5.2.4 New Civic Space

The proposed development would create around 1,200m² of high quality new plaza-style civic space which relates to both the site's existing heritage context and the proposed Tower. This civic space would be generously sized. It therefore has the potential to be used for a variety of future events and other such temporary land uses as the need arises (potentially encompassing both public and private events such as markets and functions).

On a day-to-day basis, it would provide through-site links in both a north-south and east-west orientation by widening footpaths and improving circulation. Overall, this new civic space coupled with improved site permeability would extend the existing public domain into the site.

The new civic space has been designed as the heart of this new precinct on the site. It would encourage community activation, pedestrian permeability and local amenity, and would also strengthen the existing urban connections. Its highly activated edges would bring a diversity and 24 hour quality to this important site. The proposed Tower Lobby, the new Stables and local heritage listed Commercial Hotel would enjoy an outlook and an active relationship with this new civic space, as well as a dynamic relationship with the adjacent streetscapes.

5.2.5 Through-Site Linkages

The proposed development would provide through-site links connected to the new civic space (refer to **Section 5.2.4**) in both a north-south and east-west orientation with a minimum width of around 9.5m. These through-site linkages would be largely active along their frontages, and would be open air with public access. Through-site linkages at the site would be visually

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prominent and well-lit with good accessibility to natural light during daylight hours. They would encompass natural surveillance through community activation, pedestrian permeability, local amenity and strong urban connections.

These through-site links would assist the proposed development in encapsulating Transit Oriented Development principles through its strategic location within 80m of Liverpool Station and 140m of the Liverpool-Parramatta Transitway.

The site is highly walkable in terms of access to the remainder of the Liverpool CBD, including other government, business, commercial and educational land users. Patrons of the site can access various key sites in the Liverpool CBD within 10 minutes of walking (refer to **Figure 11** in **Section 5.2.3**).

5.2.6 Earthworks

Enabling earthworks would be undertaken at the site to facilitate the proposed Tower foundations, as well as the two proposed levels of basement carparking. Given that the site is within adjacent Class 1 acid sulfate soils land, acid sulfate soils are likely to be encountered and an acid sulfate soils management plan would therefore be prepared. Excavated materials which are deemed unsuitable for reuse as onsite fill would be transported to an offsite waste facility licensed to deal with that type of waste.

Standard construction management measures are considered adequate to manage potential environmental impacts resulting from these works.

5.2.7 Heritage Conservation Works

The proposed development would include the conservation and adaptive reuse of the local heritage listed Commercial Hotel.

5.2.8 Signage

This DA also seeks consent for Business Identification Signage at the site.

5.3 CONSULTATION

A Pre-Lodgement Meeting was held with Liverpool City Council on 16 May 2018. A Design Excellence meeting was held with the Design Excellence Panel on 14 June 2018.

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PART F CONCLUSION

4.6 SUMMARY OF DESIGN EXCELLENCE IMPLEMENTATION

Ultimately Mackycorp considers that the chosen design for the proposed development represents a manifestly outstanding building design, and has been prepared by an architect with a reputation for delivering buildings of the highest quality. Given the extensive draft preliminary options that have already been commissioned as well as the site's unique constraints, it is considered that a Design Excellence Competition would be unreasonable and unnecessary.

Mackycorp proposes to commission a Design Integrity Panel to oversee the ongoing design integrity of the proposed development. Membership of this Design Integrity Panel will consist of candidates who would otherwise be suited to sitting on a Competition Jury. Mackycorp will therefore ask Liverpool City Council and the NSW Government Architect to each nominate a Design Integrity Panel member. Mackycorp will then appoint its own Design Integrity Panel member. As a DA for the proposed development has already been submitted to Liverpool City Council, the Design Integrity Panel would review the design integrity of the proposed development:

- During the current DA stage;
- Prior to lodgement of any Section 4.55 Modification which amends the design;
- Prior to issue of the Construction Certificate; and
- Prior to issue of the Occupation Certificate.

With these protocols in place, it is considered that the proposed development adequately demonstrates Design Excellence, and that an exemption can therefore be provided under Clause 7.5(4) of the (LLEP 2008).

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APPENDIX 1 CHOSEN ARCHITECTURAL PLANS

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APPENDIX 2 MPA DESIGN OPTION

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APPENDIX 3 GROUP GSA DESIGN OPTION

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APPENDIX 4 SJB DESIGN OPTIONS