

# TERROIR

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## Ed Square TCW – MOD 12 Response to Agency Submissions

This memo provides context and clarification relative to the following comment received from Liverpool Council:

*12. A North-South alignment and additional modulations are explored as part of the built form for the proposed high school to increase solar amenity for the Town Plaza West (especially for 21 June).*

With reference to the attached, we note that safeguarding and maximizing the solar amenity to Town Square West was a key design parameter in developing the proposed envelope massing for the new high school. We would also note two key contextual changes between the approved MOD4 scheme and the adjusted MOD12 (see Diagram 1):

- The laneway condition originally noted between NW & SW quadrants in MOD4 is now proposed as a generous public plaza space, extending the new Town Square through to MacDonald Road
- The former at grade commuter carpark north of the site is now the location of a 5 level (RL87.0) multi-deck commuter carpark, which has view, daylighting, and amenity implications for both the school and the public domain

As per Diagram 2, the school site acts as an anchor along the east-west Park to Park link that connects Edmondson Park Reserve to the Regional Parklands (via the Town Park, Eat Street and Town Squares). As such, it was understood that the provision of solar access to each of these key open spaces should be prioritised, and the height limit imposed along the northern edge of Town Centre East of 2-3 storeys should be extended through Town Centre West.

With this principle established, Diagram 3 highlights a series of early massing that explored how to best refine the approved residential MOD4 massing to accommodate the change in use and programmatic requirements of the school. These included a singular floorplate of suitable size/proportion, increased GFA and building height, and access to high amenity elevated open space for students (including playing courts).

From these tests an east-west orientation was selected as the best outcome for the project, balancing the numerous requirements of the school programme and maximising the public amenity (see Diagram 4). These considerations included:

- Minimising additional overshadowing to the existing Town Square (East)
- Targeting similar or better solar amenity to the extension of the Town Square (West)
- Maximise amenity opportunity of the public domain including increased views to park and sky from the Town Square

- An elongated tower floorplate profile that aligns with the nominated flexible planning grid for schools (9 x 7.5m)
- Utilising the building massing to screen the commuter carpark from high amenity public domain areas (Sergeant Street and Town Square)
- Locating the school to the north to enable use of Henderson Lane for priority drop-off/pick-up near the building's central core
- Orienting the school play space towards the park and plaza (not facing the commuter carpark), so the podium can serve as an extension of the plaza and invite community use outside of school hours

For these reasons we reaffirm our view that the proposed east-west orientation of the school tower gives the best outcome for amenity to the Town Square and aligns to the urban design and public domain principles established in the Concept Masterplan for the Ed. Square precinct. We would further note that despite an increase to the approved GFA and building height for the site, the reference design outlined in the MOD12 application offers an improved solar amenity and great access to park and sky views from the extended Town Square (refer to *Ed. Square TCW & RP3 (MOD 12) Illustrative Design Scheme & Design Report* pg. 28-36).

Should you have any questions regarding the above/attached or require further information, please feel free to contact me on the details provided below.

Yours sincerely,



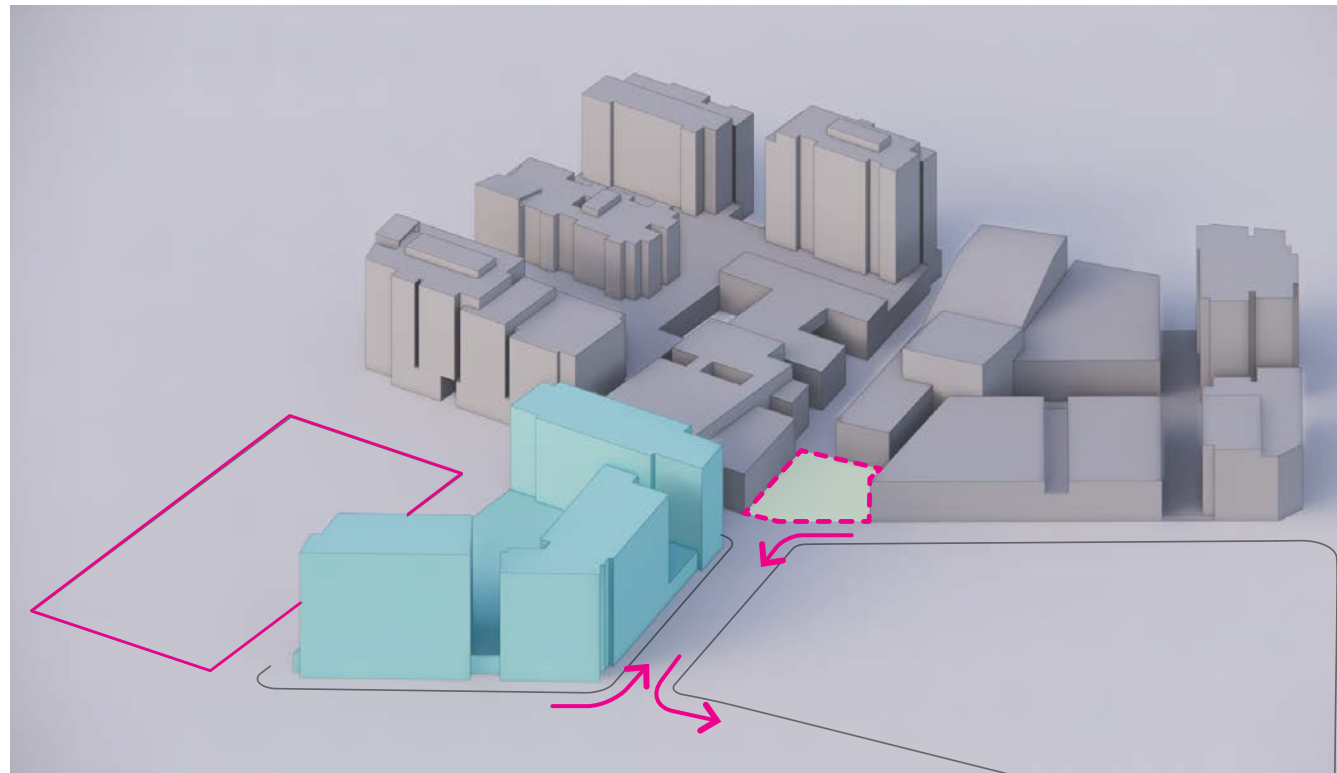
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DIAGRAM 1

KEY CONTEXTUAL CONDITIONS

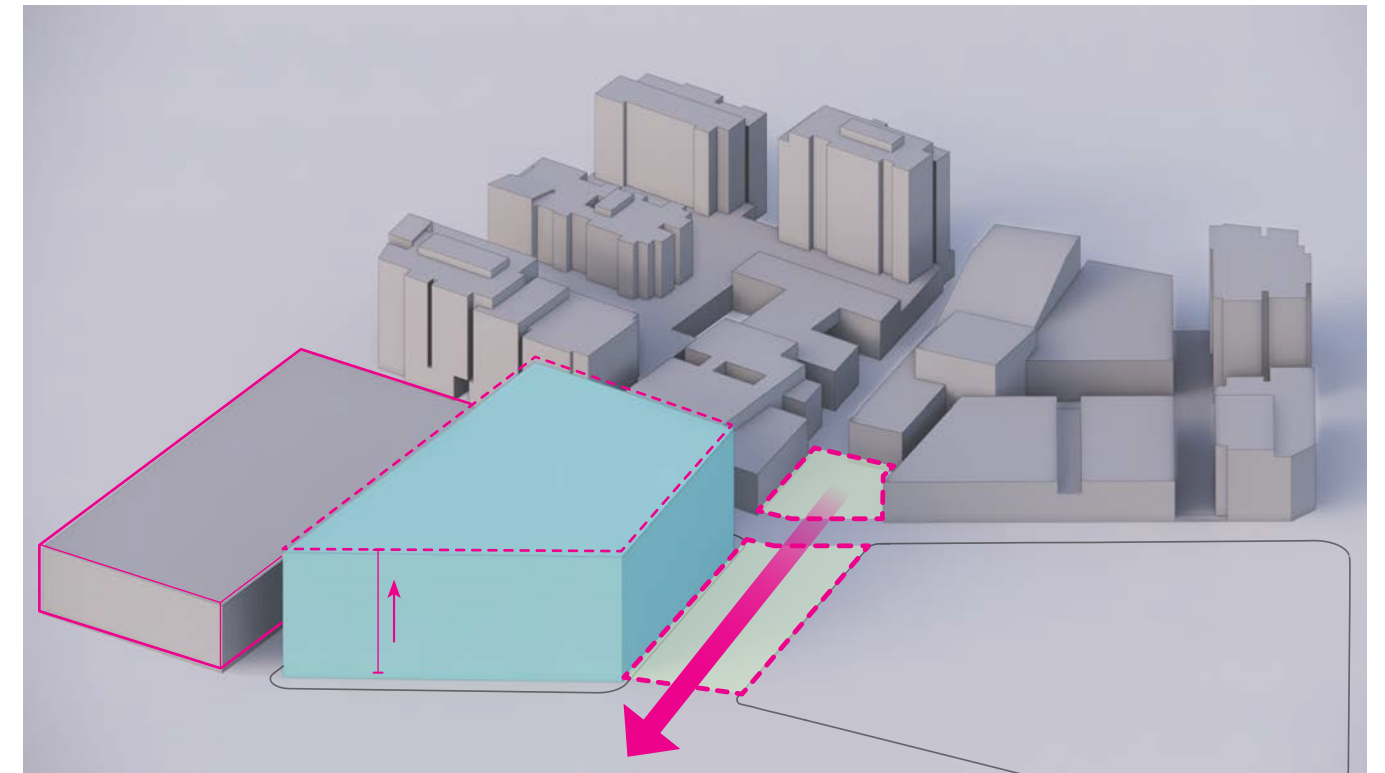
MARCH 2016



APPROVED MOD4 RESIDENTIAL SCHEME

LANEWAY CONDITION PROPOSED BETWEEN NW & SW LOTS  
AT GRADE COMMUTER PARKING ONLY TO NORTH  
APPROVED MAXIMUM RL 99.5

MAY 2020



SITE MASSING CONSIDERATIONS

PROPOSED EXTENSION OF TOWN SQUARE (30m WIDTH)  
THROUGH TO MACDONALD ROAD  
NEW 5 x LEVEL (TO RL 87.0) MULTI-DECK COMMUTER  
CARPARK BUILDING TO THE NORTH  
MINIMISE INCREASE TO APPROVED MAXIMUM RL



DIAGRAM 2

PRECINCT MASTERPLAN AMENDMENT - EXTENSION OF TOWN SQUARE

Solar access to the series of key open spaces along the east-west link are prioritised. Built form along the northern edge is two to three stories in height, increasing solar access year-round.



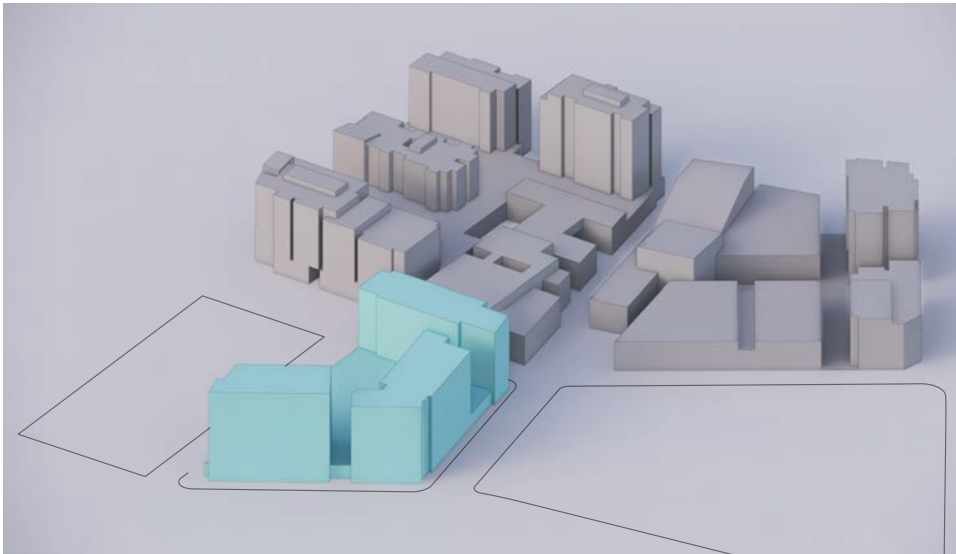
SOLAR ACCESS TO TOWN SQUARE EAST PRIORITISED





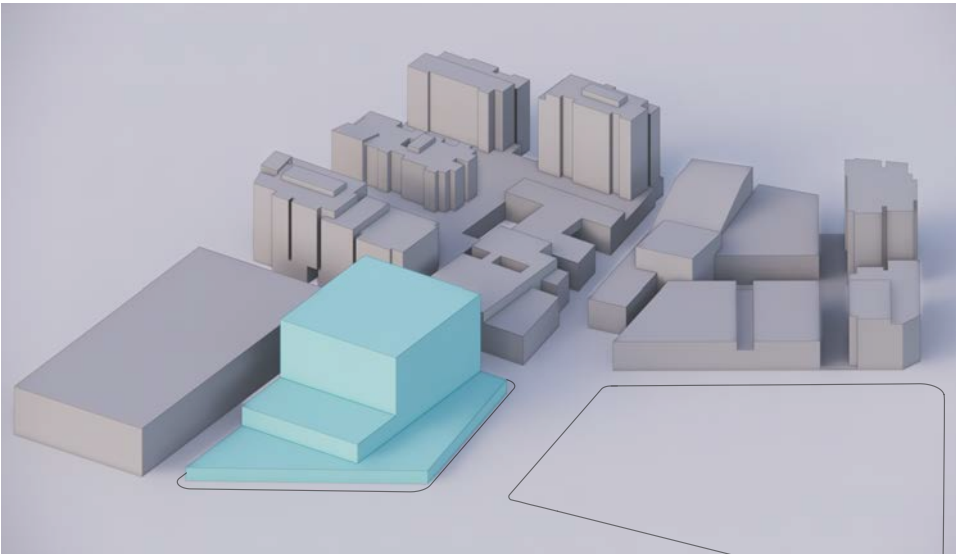
DIAGRAM 3

**EARLY MASSING STUDIES**



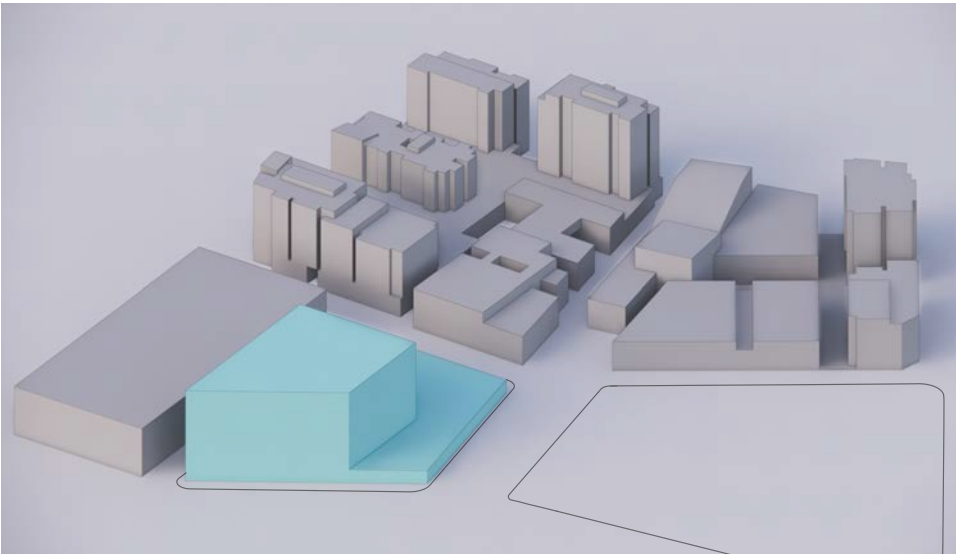
**BASELINE**

**APPROVED MOD 4 RESIDENTIAL SCHEME**



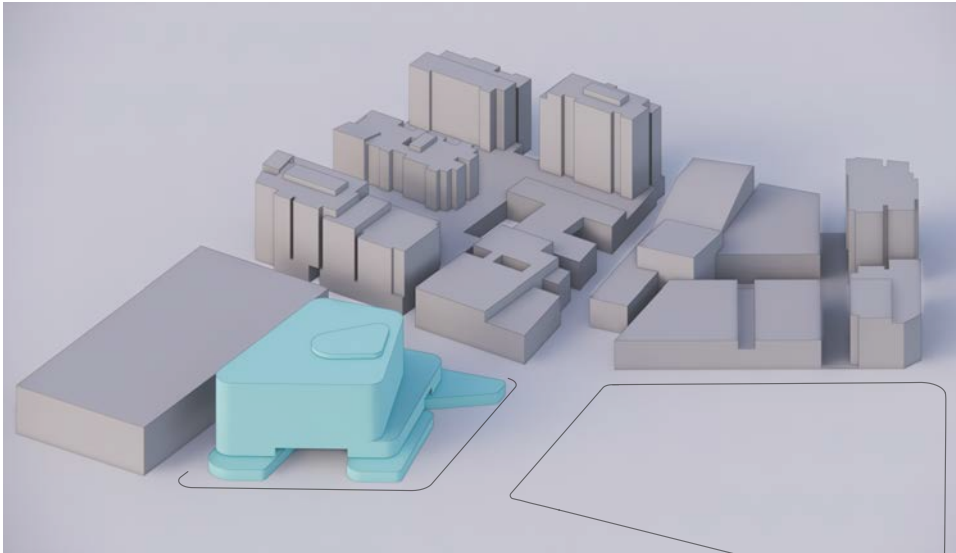
**TEST 1**

**TOWER IN NORTH EAST CORNER**



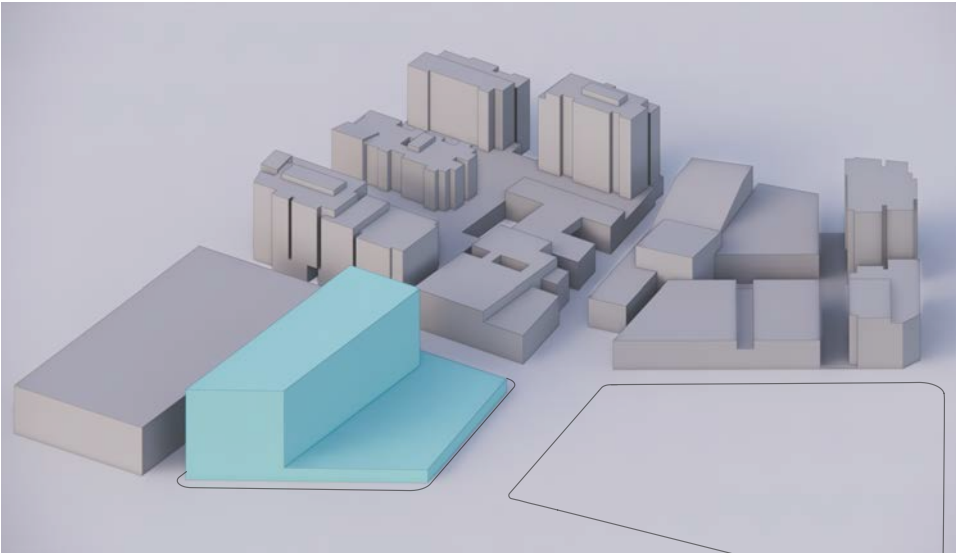
**TEST 2**

**TOWER IN NORTH WEST CORNER**



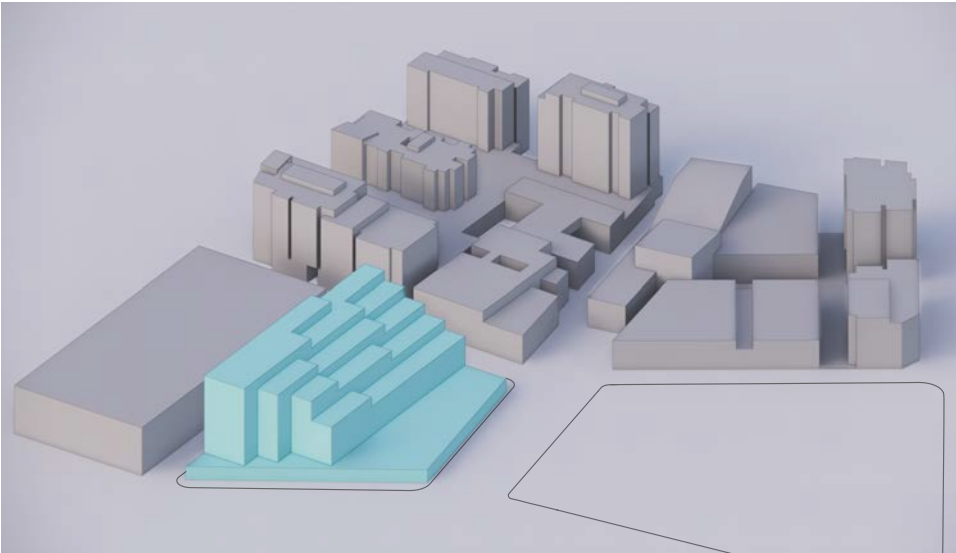
**TEST 3**

**SCULPTED TOWER IN NORTH WEST CORNER**



**TEST 4**

**ELONGATED TOWER TO NORTH EDGE**

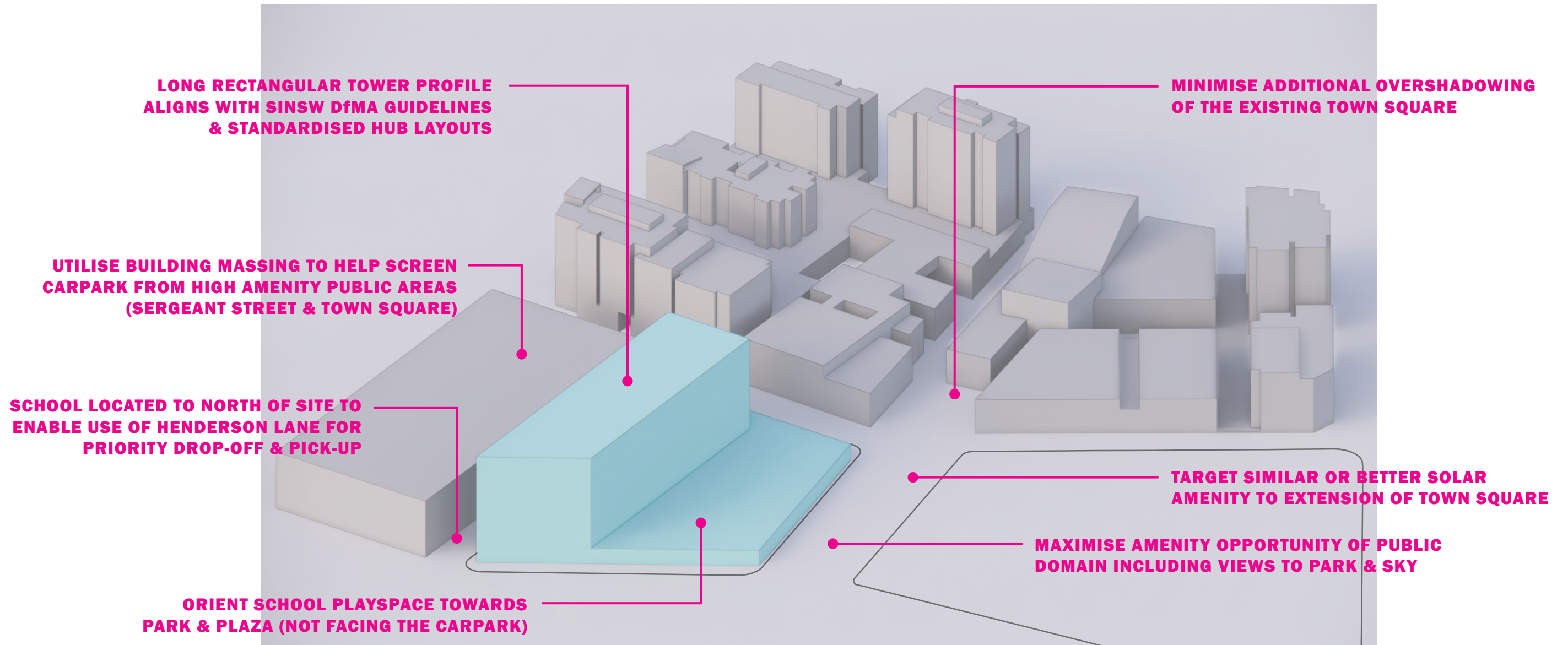


**TEST 5**

**ERODED ELONGATED TOWER TO NORTH EDGE**

DIAGRAM 4

KEY MASSING PRINCIPLES



**A BALANCED OUTCOME  
MAXIMISING PUBLIC AMENITY**



DIAGRAM 5

# ATRIUM TO PARK

