

Thursday, 20 April 2023

Attention: Holly Hutchens, Senior Development Planner

Response to JRPP Record of Deferral- MA2022/00286 – S4.56 Modification to DA2019/00711- Mixed Use apartment building- 1 National Park Street, Newcastle West

This document has been prepared in response to the Record of Deferral issued by the Hunter and Central Coast Regional Planning Panel on the 21st of December 2022 in relation to the proposed modification of DA2019/00711 at National Park Street, Newcastle West. Since the panel meeting, amended documents and plans have been prepared to allow the panel to undertake a complete quantitative and qualitative assessment of the proposed changes. The documents include detailed comparison plans that outline changes level by level, amended architectural and landscape plans, detailed FSR plans and a comprehensive ADG assessment. A further quantitative and qualitative assessment has been prepared and is an addendum to this response.

Note: JRPP Requests are shown in bold, with the GWH response below

a) Detailed comparison of the proposed plans against the original approval in plan and elevations.

Response

Detailed comparison plans prepared by Marchese Partners & CKDS Architects dated 27th February are attached (Attachment 2). The plans go level by level identifying and describing each change. These plans will allow the JRPP to understand the degree of change proposed for this modification.

It should be noted, that the JRPP document references “*There is insufficient detail on the plans in terms of dimensions- e.g., separation between towers and oversized carparks and landscape areas*”. The architectural plans have been updated to include accurate dimensions and detail. It should be noted that there is no proposed change to the approved separation of the towers.

b) Detailed comparison with the ADG and the difference between the original approval and proposed

Response

Both the ADG compliance and SEPP 65 assessment tables have been updated to reflect the proposed changes. Both assessments are now comprehensive and explicity detail the overall improvement of the development in relation to compliance with the ADG

requirements. Please Attachments 3 and 4- 4. Updated SEPP 65 Report prepared by Marchese Partners & CKDS Architects, dated 28th February and Updated and Updated Design Quality Statement prepared by Marchese Partners & CKDS Architects, dated 28th February.

c) GFA plans showing what has been included in GFA and a comparison against the original approved plans- any car parking above Council requirements is to be included as GFA.

Response

Updated comprehensive GFA plans been included in the updated Architectural set (Attachment 1) refer drawings S455-A31-001 – S455-A31-003.

The extended / non-standard car parks have been increased to provide double stack parking. Clearance heights have now been identified on the Plans. The area of the surplus car parks has been measured and is captured on the FSR Calculation Plans. The total number of excess car parks is 32 based on the parking calculation with the updated TIA. The total GFA is 23,207.5sqm, 103.32sqm under the maximum permissible GFA of 23,310.85sqm and 171sqm more than the approved DA.

d) Amended plans providing for:

(i) Dedicated waste area collection providing sufficient bin space to meet Councils requirements;

The plans have been amended to reflect the required change to the waste rooms. An updated waste management plan has also been prepared and can be found at Attachment 5- Revised Waste Consultant report, prepared by Elephants Foot

(ii) Deletion of level 19 on the northern tower- including RLs and layout and elevation details;

The updated architectural set have removed level 6 from the northern tower, reducing the height by one level as requested. All elevations and sections have been updated to reflect the changes and included RLs.

(iii) Cross section through oversized car spaces showing ceiling heights;

The oversized carparks have been amended to be a double space stacked car park that complies with the relevant standards. All excess car parking has been included in the GFA calculations. Relevant clearance heights have now been identified on the plans.

(iv) Dimensions to be included on plans-specifically setbacks from boundary, spacing between buildings and car park lengths;

The architectural plans have been updated to show all required dimensions. It should be noted that separation distances and setbacks remain generally unchanged from the

approved plans and were provided on the previous set of plans.

(v) Turning circle for MRV;

MRV turning circles have been added to the ground floor plan- refer drawing S455-A2-001. Separate swept path analysis' have also been provided for different size vehicles and can be seen at Attachment 6.

(vi) Inclusion of common end of trip facilities;

End of trip facilities are highlighted on the bike parking plans, refer drawings S455-A27-501 – S455-A27-506. Each EOT provided includes an accessible toilet & shower with provision for 4-6 lockers. The end of trip facilities has been considered to provide appropriate amenity for the various users.

(vii) Elevational treatment including streetscape presentation that demonstrates design excellence;

The architectural design will bring a distinguished presence to the Newcastle streetscape and skyline, as it has been subject to extensive external design review. The scheme has a considered material palette that considers aesthetics, durability and maintenance. (Refer to detail design drawings A3-010 to A3-026).

The design has been developed with extensive consultation with Council's Design Review Panel: the Government Architect's appointed Design Excellence Panel and is a considered response to the scale and character of site and the area's evolving urbanity.

The King Street façade is a grand urban façade, in the tradition of street wall buildings that define and reinforce the space of the street. The façade has a calm arrangement of horizontal projections, which are counterpointed by a range of minor and major vertical elements (Refer to Architectural Plans A3-001).

The National Park Street façade is generously recessed to denote the main entrance into the site, creating a well-proportioned plaza sheltered from the hustle and bustle of King Street. The setback appears to be carved out of the podium and presents a softened edge to the public domain through the use of a sculptural vertical batten screen and vegetation. A cantilevered street awning provides protection for pedestrians and further defines the main entrance into the site (Refer to Architectural Plans A3-002).

The towers' side facades have horizontal architectural expression that integrates overhangs and shading into the north facing windows along these façades. Full-height window assemblies, vertical louvres and slatted screens reminiscent of the podium expression sit between or proud of the expressed slab edges adopted for the upper parts of the building.

(viii) Improved street activation and internal amenity

The apartments, commercial and retail spaces will provide excellent animation and passive surveillance of King and National Park Street, whereas currently there is minimal activation or passive surveillance along these street frontages. The amended

plans have improved the overall appearance and finish of the ground floor, including the landscaped plaza area. These changes improve the overall street activation and interaction.

As can be seen in the updated design statement, the amended development achieves improved outcomes for internal amenity of the apartments. All apartments meet minimum size, circulation and open space requirements. 83% of all apartments benefit from 2 hours of northern sun, with 85% of apartments having an outdoor area orientated towards the north, north-east or west.

A thin cross section is adopted throughout, maximising the buildings' perimeter and therefore windows and available orientations. The depth of dwellings is typically 8 m for optimised solar access and ventilation internally.

All the common lift lobbies from Level 4 and above are close to external glazing providing ample natural light and ventilation. Care has been taken with the section and detailed design of the communal spaces.

e) Operational management plan outlining how proposed stack car parking is to be allocated and managed

Response

An amended Traffic Impact Assessment has been prepared by Intersect Traffic (Attachment 7) which includes an on-site parking operational management plan that indicates how stacked car parks will be allocated and managed.

(f) Identification of EV charging points in accordance with Council's Policy

Response

Please refer enclosed ground floor plan drawing S455-A2-001, which includes 13 EV charging points for vehicles and 11 bicycle charging points in a secure bike store. The EV charging points have been proposed to be allocated to the visitor car spaces rather than distributing amongst the different users. This has been considered most appropriate to provide access to all users of the building, providing the best use of the EV charging points.

It is further noted that the provision of EV charging points is not a requirement under the DCP of the approved DA, and that no EV charging points were proposed in the approved DA. Therefore, the addition of the 13 EV charging points provides improved amenity compared to the approved DA.

(g) Revised landscaping plan that integrates public and private domain and provides for design excellence in the landscape outcome. Street tree planting need to be included.

Response

Landscape Documentation prepared by Xeriscape Architects, dated 24th February

(Attachment 8) has been provided to Council, with the overall landscape amount and quality substantially improving from the previous plans.

A generous landscaped setback along National Park Street will provide an inviting urban plaza as the main entry to the residential towers, which will then be visually linked to the level 4 podium communal landscaped area. Multiple other opportunities for landscaping throughout the design have been identified to reintroduce a softened edge to an urban area dominated by hard stand surfaces, as well as provide visual amenity to the residents.

Areas of communal landscape, with opportunities for deep soil in the ground level forecourt define the entry to the residential complex and allow outdoor seating for the retail offerings.

On the extensive podium above the car park structure is an expansive communal landscaped space. Due to the available depth of the car park structure, there will be a minimum of 300mm depth of soil, rising to more than a metre depth in places. This green oasis in the heart of the site is readily accessed from every residential core and is directly addressed by the level 4 podium units. Additionally, many units will overlook this space, providing a treasured green foreground.

Along the eastern and Northern boundary at Level 4 Podium, there is also a 6-metre-wide band of private courtyards with hard and soft landscaping, which open directly to the podium units on this side.

The scheme significantly increases the area available for soft landscaping on the site over the current built and paved situation. The proposal creates 1,154m² (27%) of soft landscaping throughout the development.

(h) Detailed construction management plan that demonstrates:

(i) How the site will be staged and impacts on residents managed;

(ii) How new residents will be advised; and

(iii) How workers park during the construction is to be managed.

Response

A detailed construction management plan including updated staging plans has been provided to Council. The plan provides details into how each stage of the development will be managed, and how impacts on residents will be minimised and dealt with. The construction program has also been provided that indicates that the carcass of the second tower will be complete when stage 1 is finalised, with a lag of 6 months between completion of stage 1 and stage 2. The CMP is provided at attachment 9.

ADDENDUM 1: Qualitative and Quantitative Assessment

The below updates the comprehensive assessment provided in the original statement of environmental effects, to provide further analysis of the qualitative and quantitative changes to the approved development. As outlined below, the proposed changes improve the overall design of the buildings, increases efficiency in construction whilst maintaining required design excellence. The update of all the documents provided to Council in the response to the RFI will allow for the JRPP to undertake the required assessment to make a determination.

Quantitative changes

	Total		South Tower		North Tower	
Issue / Control	Approved	Proposed	Approved	Proposed	Approved	Proposed
Site Area	4238	No change				
GFA	23,036	23,207.5. Increase of 171.5m ²				
FSR 5.5 (23310.85 m ²)	5.435	5.48				
Commercial / Retail GFA	1406	1233.5 Reduction 172.5m ²	N/A	N/A	N/A	N/A
Dwellings	193 62 x 1 Bed 108 x 2 Bed 23 x 3 Bed	194 36 x 1 Bed 127 x 2 Bed 31 x 3 Bed	116 34 x 1 Bed 68 x 2 Bed 14 x 3 Bed	117 21 x 1 Bed 76 X 2 Bed 20 X 3 Bed	77 28 x 1 Bed 40 x 2 Bed 9 x 3 Bed	77 15 x 1 Bed 51 x 2 Bed 11 x 3 bed
Communal Space	Overall 1552.3m ²	Overall 1804.7m ² Increase of 252.4m ²				
Landscape area	Overall 1006m ²	Overall 1154m ² increase of 148m ²				

	Total		South Tower		North Tower	
Issue / Control	Approved	Proposed	Approved	Proposed	Approved	Proposed
Carparking Numbers	Approved 248 carpark	Proposed 303 32 carpark over the DCP requirement . Excess parks have been included in GFA calcs.				
Height of building (66m)	78.380 AHD 76.18m	80.00 AHD 77.8m	78.380 AHD 76.18m	80.00 AHD 77.8m + 1.62m	65.98 AHD 63.78m	69.750 AHD 67.55m + 3.77m (Rooftop terrace)

Qualitative Changes

The below outlines the below requested changes, with the 2nd table offering an assessment of the design changes level by level.

Modification	Assessment
Subdivision	<ul style="list-style-type: none"> The approval does not make provision for subdivision. Modification proposes 1 into 4 strata to separate non-residential uses and reflect construction staging / financing of residential towers. This cannot be achieved using Complying Development Provisions and is proposed as part of the modification, along with proposed strata subdivision of the strata. The proposed stratum subdivision is consistent with the requirements under relevant legislation. The proposed stratum subdivision is consistent with the requirements of the relevant legislation.
Staging/ Sequencing	<ul style="list-style-type: none"> The approval makes no provision for staging or sequencing of the construction. Staging/Sequencing is required for construction of the towers and to facilitate financing by staging the total development costs into feasible portions. The proposed stages/sequences are as follows: Stage 1- Includes all site preparation and construction and fit out of the podium levels and southern residential tower. Stage 2- Includes the construction of the northern tower.

Modification	Assessment
	<ul style="list-style-type: none"> • A staging plan has prepared to accompany application. • As a result of staging, the conditions of consent will need to align to reflect the appropriate stages. • The prepared CMP outlines the timing and delivery of each stage, along with how the impacts of the staging will be mitigated. • There will be a 6-month lag in the completion of stage 1 works and stage 2 works, with the majority of works for stage 2 within the northern tower. All shared facilities and communal open space will be complete as part of stage 1. • The sequencing of construction through the appropriate wording of conditions of consent has been adopted by a number of councils across NSW, including being common practice for State approved State or Regionally significant developments. • Attachment 10 provides the updated conditions of consent
Residential	<ul style="list-style-type: none"> • Per table above, dwelling mix is adjusted with 36 less 1 bed designs replaced by additional 19 x 2 bed options and 8 x 3 bed dwellings including: <ul style="list-style-type: none"> ◦ Replacing aboveground office space in the southern tower with additional dwellings; and ◦ Moving the communal open space in the northern tower to the rooftop • Reconfigure floor plates to reflect the revised core and structural design. • Changes to dwelling configuration to reflect new dwelling mix and floor plans. • Dwellings remain ADG compliant. • The table below outlines the changes floor by floor changes

Modification	Assessment
Height of Building	<ul style="list-style-type: none"> • Increase maximum HOB on Southern Tower by 1.62m to adjust for structural transfers and servicing requirements, incorporating changes to the southern tower rooftop communal space, lift over run and screening of services on roof. • Height of northern tower to increase by the inclusion of a roof top communal space, increasing in height by 3.77m metres to 67.55m, which is below overall approved maximum height (southern tower). • The additional communal open space on the Northern tower was suggested by the UDRP to allow for equitable access for all residents to a suitable rooftop space. The change in height is considered minor and maintains the stepped height architectural approach which has been supported by the UDRP. • The movement of the communal space for the northern tower to the rooftop enhances the amenity of the development for the residences and was supported by the UDRP. The proposed rooftop level has incorporated substantial landscaping to introduce visual interest. The provision of this terrace and associated communal areas results in positive social and amenity outcomes for future users, without resulting in any unreasonable impacts such as overshadowing. • The extent of the height variation to the main roof lines is in part reflective of the variation change in levels of the towers. The UDCG supports providing some variation in the skyline which in turn is dependent on providing some height disparity between the two towers
Parking	<ul style="list-style-type: none"> • Increase the number of car spaces to facilitate the increase in dwellings and to reflect a more efficient design of the car parking levels. • Parking remains AS2890 compliant. • The extended / non-standard car parks have been increased to provide double stack parking. Clearance heights have now been identified on the Plans. The area of the surplus car parks has been measured and is captured on the FSR Calculation Plans. The total number of excess car parks is 32 based on the parking calculation with the updated TIA. The total GFA is 23189.6sqm, 121.25sqm under the maximum permissible GFA of 23,310.85sqm and 268sqm more than the approved DA. • 13 EV chargers provided to satisfy council requirements
Communal Space	<ul style="list-style-type: none"> • The overall quality and amount of communal space has been improved, with a pool, cinema and gym now incorporated into the podium level. • A rooftop communal space has been moved to the roof top of the northern tower. • Landscaping has been rationalised with a slight increase in the amount provided, the overall quality and survivability increased.
Amended Conditions	<ul style="list-style-type: none"> • See attached updated conditions of consent. The re-wording and staging of conditions will enable the sequencing of the development. Further information has been provided in relation to the impacts of staging in the CMP.

Proposed Changes- Level by Level	Assessment
<p><u>Ground Floor</u></p> <ol style="list-style-type: none"> Lobbies changed: <ol style="list-style-type: none"> Lift locations consolidated with stair following structural input. South Tower only, ground to level 04 - 3 lifts changed to 2. Carpark rationalised to increase efficiencies: <ol style="list-style-type: none"> Vehicle ramp moved to the West Double stack car parks added. Notes added to confirm carpark clearances. Secure roller gate & pedestrian access added to carpark entry. MRV turning circles added Traffic Mirror & card reader End of Trip Facility added. Bike storage reconfigured to include secure storage. 13 EV charging points added to visitor car space. Detention tank added. Commercial changes <ol style="list-style-type: none"> Minor adjustments to floor plan geometry G.02 integrated into podium to increase forecourt Accessible bathroom added to G.02 G.02 shopfront extended to the West G.03 shopfront extended to the West Columns adjusted following structural feedback. Increase depth of forecourt <ol style="list-style-type: none"> Improved design and access - north ramp deleted. Public art location Additional external cafe seating Address, feature, and public interface of the development Increase to substation size & main switch room added Entry to commercial adjusted 	<ul style="list-style-type: none"> The changes to lobbies have improved amenity for residents and improved efficiency in relation to layout of core. Lift studies have been prepared to support the reduction in lifts for the southern tower. Car park changes provides more efficient car parking layout, and in turn provides greater amount of parking per floor. All car park areas comply with relevant standards and DCP requirements. The MRV turning template has been added to plans to assist with the assessment of truck movements in the driveway area. The manoeuvrability remains unchanged from the approved DA. End of trip facilities provided in accordance with DCP improves facilities and amenity available for commercial users and encourages the use of greener forms of transport. Changes to detention tank are compliant with DCP and AS requirements. The changes to the commercial spaces are considered to provide a more efficient and usable space, which in turns improves external appearance. The columns have been rationalised the improve these spaces further, with a uniform configuration provided. The provision of internal services will improve usability for employees and customers alike. The improvements of the forecourt area increase overall amenity of the development and increase space for interaction with the street. The area provides for improved streetscape appearance, with generous landscaped areas provided, and public art to be installed overhead. The area now links seamlessly with public domain and also provides for clear delineation to lobbies and private/public space. The changes to the King Street commercial interface improve overall appearance of the development and improve accessibility and streetscape. The appearance of service areas on King Street have been improved, providing a better outcome in relation streetscape appearance
<p><u>Mezzanine</u></p> <ol style="list-style-type: none"> Lobbies changed: <ol style="list-style-type: none"> Lift locations consolidated with stair following structural input. 	<ul style="list-style-type: none"> Carpark and core changes are the same as on ground floor, improved layout and efficiency provides for a better design and building

<p>b) South Tower only, ground to level 04 - 3 lifts changed to 2</p> <p>2. Carpark rationalised to increase efficiencies:</p> <p>a) Vehicle ramp moved to the West</p> <p>b) Double stack car parks added</p> <p>c) Bike storage replaced with storage allocated to units.</p> <p>3. rain water reuse & chamber added</p> <p>a) Commercial changes</p> <ul style="list-style-type: none"> • Minor adjustments to floor plan geometry • G.02 pushed back to provide more generous forecourt • G.02 shopfront extended to the West • G.04 shopfront extended to the West • Columns adjusted following structural feedback. <p>b) Increase depth of forecourt</p> <ul style="list-style-type: none"> • Improved design and access • Public art location • Additional external cafe seating • Address, feature and public interface of the development <p>c) Increase to substation size.</p> <p>d) Entry to commercial adjusted</p> <p>4. Minor back of house changes following detailed service review</p>	<p>outcome.</p> <ul style="list-style-type: none"> • Stacked car parks area increase availability of parking, with stacked spaces to be allocated to individual commercial units or dwellings. All excess parking has been included in the overall GFA calculations. • Storage changes improve overall storage availability and allows compliance with ADG requirements. • Rainwater reuse and chambers are compliant with Council DCP requirements. • Changes to services on driveway side are considered minor and improve accessibility and efficiency
<p><u>Level 1</u></p> <p>1. Lobbies changed:</p> <p>a) Lift locations consolidated with stair following structural input.</p> <p>b) South Tower only, ground to level 04 - 3 lifts changed to 2</p> <p>c) Geometry of lobbies adjusted following detailed planning.</p> <p>2. Carpark rationalised to increase efficiencies:</p> <p>a) Vehicle ramp moved to the West</p> <p>b) Double stack car parks added</p> <p>c) Bike storage replaced with storage allocated to units</p> <p>d) Car spaces added to the South</p> <p>3.</p> <p>a) Unit Planning changes</p> <ul style="list-style-type: none"> • Minor adjustments to floor plan geometry • G.02 pushed back to provide more generous forecourt • G.02 shopfront extended to the West • G.04 shopfront extended to the West • Columns adjusted following structural feedback. <p>b) Changes near forecourt</p>	<ul style="list-style-type: none"> • Carpark and core changes addressed above. • Additional car parks added to this level increase availability of parking. • The proposed changes to the office layout improve overall usability. Adequate servicing and separation are proposed to keep the different uses on the floor separate from one another. The office space has been provided with suitable and compliant toilets etc. • The landscape on this level has been increased to improve amenity of users. • Changes to residential units increases amenity for future residents by increasing unit size and improving layouts. Apartments comply with ADG size requirements and have appropriate outdoor private space.

<ul style="list-style-type: none"> • Increase depth of forecourt c) Commercial roof & void removed 	
<p><u>Level 2</u></p> <p>1. Lobbies changed:</p> <ul style="list-style-type: none"> a) Lift locations consolidated with stair following structural input. b) South Tower only, ground to level 04 - 3 lifts changed to 2 c) Geometry of lobbies adjusted following detailed planning <p>2. Carpark rationalised to increase efficiencies:</p> <ul style="list-style-type: none"> a) Vehicle ramp moved to the West b) Double stack carpark added c) Bike storage replaced with storage allocated to units <p>3.</p> <ul style="list-style-type: none"> a) Unit Planning changes <ul style="list-style-type: none"> • Minor planning changes to Units P0206-09, P0211 • Unit P0210 changed from 1 bed to 2 bed. • Upper-level office spaces changed to 4 units b) Changes near forecourt <ul style="list-style-type: none"> • Increase depth of forecourt c) Commercial roof & void removed 	<ul style="list-style-type: none"> • Lobby and carpark changes addressed above. • Additional 4 units added to this level in lieu of previous commercial space. The additional units comply with ADG and council requirements. • Minor changes to units facing National Park Street have improved layouts and available space. • All amended units meet minimum size requirements in ADG and are provided with appropriate outdoor open space, solar access, and ventilation.
<p><u>Level 3</u></p> <p>1. Lobbies changed:</p> <ul style="list-style-type: none"> a) Lift locations consolidated with stair following structural input. b) South Tower only, ground to level 04 - 3 lifts changed to 2 c) Geometry of lobbies adjusted following detailed planning d) Corridor added to South tower to access units. e) Lobby adjusted to North tower. <p>2. Carpark rationalised to increase efficiencies:</p> <ul style="list-style-type: none"> • Vehicle ramp moved to the West. • Double stack carpark added. • Bike storage replaced with storage allocated to units. • Motorbike spaces added. <p>3. Fire stair & carpark exhaust revised</p> <p>4. Unit Planning changes</p> <ul style="list-style-type: none"> • Minor planning changes to Units P0306-09, P0311 • Unit P0310 changed from 1 bed to 2 bed. • 9 x 2 bed duplexes to the South changed to 3 x 2 bed, 1 x 1 bed. <p>5. Changes near forecourt</p>	<ul style="list-style-type: none"> • Lobby and carpark changes addressed above. • Storage changes improve overall storage availability and allows compliance with ADG requirements. • Changes to fire stair and car park exhaust improve compliance with relevant standards and improve alignment to outlet for exhaust on level 6 which is considered an improvement. • Minor changes to units Street have improved layouts and available space. • All amended units meet minimum size requirements in ADG and are provided with appropriate outdoor open space, solar access, and ventilation. • The mix of units on this floor has been changed to provide greater diversity in housing choice. • Plant area for pool provided within void area, improved efficiency for servicing in a location that is not visible from open space areas

<ul style="list-style-type: none"> • Increase depth of forecourt • void removed, pool plant added. <p>6. Services removed from carpark and replaced with storage open to carpark</p>	
<p><u>Level 4- Podium</u></p> <p>1. Lobbies changed:</p> <ol style="list-style-type: none"> a) Lift locations consolidated with stair following structural input. b) South Tower only, ground to level 04 - 3 lifts changed to 2 c) Geometry of lobbies adjusted following detailed planning <p>2. Communal Facilities enhanced:</p> <ul style="list-style-type: none"> • Pool added to void. • Cinema room added. • Recreation room added with end of trip facilities. • Minor adjustments to landscaping responding to new planning. <p>3. Fire stair & carpark exhaust revised</p> <p>4. Unit Planning changes</p> <ul style="list-style-type: none"> • Minor planning changes generally • Unit P0409 changed from 1 bed to 2 bed. • 9 x 2 bed duplexes to the South changed to 3 x 2 bed, 1 x 1 bed. • Unit P0409 changed from 1 bed to 2 bed. <p>5. Separation between North and South towers decreased</p> <ul style="list-style-type: none"> • minor decrease in landscaping and balcony <p>6. Balcony articulation revised</p> <p>7. Apartments reconfigured:</p> <ol style="list-style-type: none"> a) Through link removed b) number of duplexes to the east changed from 6 to 4, and 1 2 bed unit. <p>8. Landscape removed to provide maintenance access</p>	<ul style="list-style-type: none"> • Lobby changes addressed above. • The addition of communal facilities including the pool, cinema and recreation room improve overall amenity for residents and encourages social interaction along with active and passive interaction. The changes are an overall improvement to the development when compared to the original. • Landscaping has been significantly improved on this level, which improves the overall appearance of the accessible podium areas and improves amenity for apartments all the way up the towers. The amount of landscaping on this level exceeds the original approval. • Changes to apartment mix are considered to have minimal impact. • All amended units meet minimum size requirements in ADG and are provided with appropriate outdoor open space, solar access, and ventilation. • Minor change to the setback between townhouse apartments and southern tower has been improved with enhanced landscaping. Minimal impact expected.
<p><u>Level 5</u></p> <p>1. Lobbies changed - lift locations, consolidated with stair following structural input</p> <p>2. Awning extended across unit S0504, landscaping increased</p> <p>3. Minor alterations to unit layouts and circulation</p> <ul style="list-style-type: none"> • a) Units N0502 & N0503 changed from 1 bed to 2 bed • b) Unit N0404 external footprint adjusted • c) North tower units reconfigured & numbers reduced from 10 to 9 (1 duplex removed) • d) South tower units reconfigured & numbers reduced 	<ul style="list-style-type: none"> • Lobby and core changes addressed above. • Increased landscaping on this level improves amenity for residents and improves overall appearance of the development when viewed from the street. • Changes to apartment mix are considered to have minimal impact. • All amended units meet minimum size requirements in ADG and are provided with appropriate outdoor open space, solar access, and ventilation. • Only upper-level balconies of units 401-404 have decreased, to improved privacy concerns

<p>from 9 to 8 (2 x 1 bed changed to 1 x 3 bed unit)</p> <p>4. Separation between north and south tower has decreased and balcony size to units S0401-S0404 decreased</p> <p>a) Setbacks to boundaries remains the same</p> <p>b) Minor alterations to tower geometry and construction detail</p> <p>7. Carpark exhaust has been relocated to southeast</p> <p>8. Balconies added to duplexes as a privacy buffer</p>	<p>with adjoining apartments.</p> <ul style="list-style-type: none"> The minor changes to the geometry and configuration of the towers will have minimal impact on overall appearance but will improve function and construction efficiency. Carpark exhaust has been addressed above. Townhouse upper-level balconies provide further separation from common open space areas. This is considered an improvement
<p><u>Level 6</u></p> <p>1. Lobbies changed - lift locations, consolidated with stair following structural input.</p> <p>2. Setbacks to boundaries remains the same</p> <p>3. Minor planning changes to units generally including external footprint:</p> <ul style="list-style-type: none"> N0602 changed from 1 bed to 2 bed. S0604 changed from 1 bed to 2 bed. <p>4. Minor alterations to tower geometry and construction detail</p> <p>5. Landscaping removed from buildings central axis</p> <p>6. Carpark exhaust has been relocated to southeast</p> <p>7. Additional landscaping and solar panels added to townhouse roof area</p>	<ul style="list-style-type: none"> Lobby and core changes addressed above. Changes to apartment mix are considered to have minimal impact. The minor changes to the geometry and configuration of the towers will have minimal impact on overall appearance but will improve function and construction efficiency. The removal of the landscaping from the end of corridors is considered to have minimal impact on overall appearance. The original landscape areas were unlikely to receive appropriate solar access, and would become barren, unkempt areas where little landscape would survive. The car park exhaust is provided within the screened landscape area, in a position that complies with relevant standards. The relocation of the exhaust is considered to be an improvement to the overall design. The landscaping on the townhouse roof area improves the outlook and amenity for adjoining units.
<p><u>Level 8 to Level 17- Typical Tower</u></p> <p>1. Lobbies changed - lift locations, consolidated with stair following structural input.</p> <p>2. Setbacks to boundaries remains the same</p> <p>3. Minor alterations unit layouts and circulation</p> <p>a) Unit S0804 changed from 1 bed to 2 bed</p> <p>b) Unit N0802 changed from 1B to 2B</p> <p>c) Minor planning changes to units generally including external footprint</p> <p>4. Minor alterations to tower geometry and construction detail</p> <p>5. Landscaping removed from buildings central axis</p>	<ul style="list-style-type: none"> Lobby and core changes addressed above. Changes to apartment mix are considered to have minimal impact. The minor changes to the geometry and configuration of the towers will have minimal impact on overall appearance but will improve function and construction efficiency. The removal of the landscaping from the end of corridors is considered to have minimal impact on overall appearance. The original landscape areas were unlikely to receive appropriate solar access, and would become barren, unkempt areas where little landscape would survive. All amended units meet minimum size requirements in ADG and are provided with

	appropriate outdoor open space, solar access, and ventilation
<p><u>Level 18</u></p> <ol style="list-style-type: none"> 1. Lobbies changed - lift locations, consolidated with stair following structural input. 2. Communal space removed in line of unit too NW corner of north tower 3. Setbacks to boundaries remains the same 4. Minor alterations unit layouts and circulation <ul style="list-style-type: none"> • Minor planning changes to units generally including external footprint. <ol style="list-style-type: none"> 5. Minor alterations to tower geometry and construction detail 6. Landscaping removed from buildings central axis 	<ul style="list-style-type: none"> • Changes have been addressed elsewhere. Minor changes proposed with minimal impact
<p><u>Level 19</u></p> <ol style="list-style-type: none"> 1. Lobbies changed - lift locations, consolidated with stair following structural input. 2. Setbacks to boundaries remain the same 3. Minor alterations unit layouts and circulation <ul style="list-style-type: none"> • Minor planning changes to units generally including external footprint. <ol style="list-style-type: none"> 4. Minor alterations to tower geometry and construction detail 5. Landscaping removed from buildings central axis 6. Additional level added to North tower, comprised of communal space, solar and services 	<ul style="list-style-type: none"> • The impact of changes has been addressed above. • The additional communal open space on the north tower provided equitable access to superior common open space for both towers and provides improved amenity for residents. The rooftop area is supported by UDRP.
<p><u>Level 21/Roof</u></p> <ol style="list-style-type: none"> 1. Lobbies changed - lift locations, consolidated with stair following structural input. 2. South tower communal space increased and enhanced 3. Setbacks to boundaries remains the same 4. Minor alterations to tower geometry and construction detail 5. Plant service room location changed 	<ul style="list-style-type: none"> • The increase to the southern tower rooftop communal open space will increase amenity and usability for residents which is an overall improvement. Impacts from the proposed changes are minor, and not noticeable from the public domain. • Relocation of roof services has negligible impact
<p><u>Elevational Changes</u></p> <ol style="list-style-type: none"> 1. The height of the northern tower has increased from 65.98m (top of lift overrun) in the approved DA to 69.75m in the amended DA. An increase of 3.77m. 2. The height of the southern tower has increased marginally from 78.38m (top of lift overrun) in the approved DA to 80.02m in the amended DA. The actual roof level of the South tower has increased by just 630mm from FFL 76.87 TO 77.50. 3. The entire top floor of the Northern tower has now been dedicated entirely to communal functions. 4. Rooftop communal area on South building have been increased. 5. Reduce glazing / integrate the proposed pre-cast panels in the tower facades. The architectural language uses vertical blades and columns to create varied interest juxtaposing the horizontal language of the balustrades and slab edges. 6. Podium - The podium has been re-evaluated to align with preferred building methodologies reflecting the current economic climate. Anodised aluminium feature columns on the balconies have been proposed and the design simplified. 7. Solid balustrades to podium levels have been introduced along with enclosed sections of glazing to improve resident amenity and address noise and privacy issues particularly along King Street. 8. Enhance communal spaces with better amenity including pool and podium. 	<ul style="list-style-type: none"> • The additional communal open space on the Northern tower was suggested by the UDRP to allow for equitable access for all residents to a suitable rooftop space. The change in height is considered minor and maintains the stepped height architectural approach which has been supported by the UDRP. • The movement of the communal space for the northern tower to the rooftop enhances the amenity of the development for the residences and was supported by the UDRP. The proposed rooftop level has incorporated substantial landscaping to introduce visual interest. The provision of this terrace and associated communal areas results in positive social and amenity outcomes for future users, without resulting in any unreasonable impacts such as overshadowing. • The extent of the height variation to the main roof lines is in part reflective of the variation change in levels of the towers. The UDCG supports providing some variation in the

<p>9. Improved access and amenity to forecourt. Increased landscaping and outdoor seating.</p> <p>10. Width of Forecourt Screening at upper podium levels has decreased due to revised unit planning. Forecourt Screening to be integrated into the Public Art Proposal.</p>	<p>skyline which in turn is dependent on providing some height disparity between the two towers</p> <ul style="list-style-type: none"> • Anodised aluminium is proposed for the feature columns on the podium, which are a metallic colour to match the glazing frames. Anodised is selected for these feature columns to emphasise the materiality and being closer to the street will enhance the look of the podium appreciated by the public from the street level. • The vertical screens on the tower are proposed to be powder-coated aluminium. These screens are designed to align with the lines of the textured concrete (rec/iform liner) and are a dark colour that gain no benefit from the anodised treatment. Additionally, the powder coated treatment provides a more robust finish for the resident. • The improvements of the forecourt area increase overall amenity of the development and increase space for interaction with the street. The area provides for improved streetscape appearance, with generous landscaped areas provided, and public art to be installed overhead. The area now links seamlessly with public domain and also provides for clear delineation to lobbies and private/public space
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