

# State Significant Development Application - SSD 6673 and Concept Plan Modification MP 06\_0171(MOD 10) Response to Submissions/Preferred Project



## Block 4N, Central Park

### Mixed Use Residential Development

Submitted to Department of Planning and Environment  
On Behalf of Central Park JV No 2

March 2015 ■ 14642

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This report has been prepared by:

A handwritten signature in blue ink, appearing to read 'Stephen Gouge', written in a cursive style.

Stephen Gouge

24/03/2015

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## 1.0 Introduction

This Response to Submissions (RTS) and Preferred Project Report (PPR) is in relation to an Environmental Impact Statement (EIS) for a State Significant Development Application (SSDA) for a residential mixed use development known as Block 4N at Central Park, Chippendale (SSD – 6673). The application was publicly exhibited for a period of 4 weeks between 19 November 2014 and 19 December 2014.

The RTS/PPR also relates to the an Environmental Assessment Report (EAR) for a Section 75W Modification Application for amendments to the approved Concept Plan (MP06\_0171) for a mixed use precinct at Central Park, Chippendale. This modification application was publicly exhibited concurrently with SSD 6673.

### 1.1.1 Block 4N Mixed Use Development, SSD - 6673

The proponent, Central Park JV No 2, has reviewed and considered the submissions and has responded to the issues raised. The RTS/PPR sets out the proponent's response to the issues raised, and details several amendments to the proposed development.

A total of six (6) submissions were received by the Department of Planning and Environment (DPE) in response to the exhibition for SSD as follows:

- State authorities and agencies
  - Road and Maritime Services (RMS)
  - Sydney Water
  - NSW Office of Environment and Heritage (OEH)
  - Transport for NSW (TfNSW);
- City of Sydney Council (CoS); and
- One Public Submission.

Of the four agency submissions, RMS, Sydney Water, and TfNSW, did not raise any objections to the proposed development, and OEH identified no interest in the matter and no need for further involvement. Rather, the submissions suggested comments for consideration by DPE in its determination of the application, most of which to be undertaken prior to the commencement of, or during the works.

**Section 2** of this RTS addresses the key issues as raised by City of Sydney Council (CoS), State agencies, and the DPE. **Section 3** outlines the key changes made to the proposal as a result of the submissions received.

### 1.1.2 Concept Plan Modification

This RTS should be read in conjunction with the Modification to the Approved Concept Plan (MP 06\_0171 Mod 10) which was submitted concurrently. During exhibition, comments were received from CoS, RMS, as well as single public submission. These are addressed below, as relevant to the Concept Plan Modification.

Consideration should also be given to the Block 1, central Park SSD (6654) and accompanying EIS which is currently under assessment by the DPE.

## 1.2 Additional Consultation

Following receipt of the submissions from state and local agencies (including the DPE), the proponent has consulted further with both CoS and the DPE. These meetings were carried out on 16 December 2014 (DPE) and 18 February 2015 (CoS and DPE), and on 16 March 2015 (DPE and Council).

## 2.0 Key Issues and Proponent's Response

This section identifies the submissions received and provides the respective response, broken down by category. The submissions from the DPE, City of Sydney Council and Transport for NSW have been addressed in detail. The submission received from OEH, RMS and Sydney Water have been noted, but do not require a detailed response. A response to Concept Plan submissions as relevant have also been included in this section.

### 2.1 DPE and City of Sydney Council Submissions Summary

This section looks to address the main issues raised by the DPE and CoS in their respective submissions. To avoid duplication, the response has been arranged by issue. A summary of each of the submission is provided below.

#### ***DPE Submission***

The DPE provided their letter on 27 November 2014, with the key items raised set out below in **Table 1**, along with where they are addressed in detail as part of this RTS.

**Table 1** – DPE Submissions Items Table

Item	Location Addressed in this PPR
▪ Heritage	Section 2.2
▪ Parking and Access	Section 2.3
▪ Childcare	Section 2.4
▪ Through Site Link	Section 2.5
▪ Additional Information	Section 2.6

#### ***City of Sydney Council Submission***

The City of Sydney provided their comment on 29 December 2015, and did not raise objection. The key items raised by CoS are set out below in **Table 2**, along with where they are addressed in detail as part of this RTS.

**Table 2** – Submissions Items Table

Item	Location Addressed in this PPR
▪ No Crime Prevention Through Environmental Design Report for Block 4N was included in the exhibition package;	Section 2.6
▪ Parking allocation	Section 2.3
▪ Confirm the total floor space allocated for the two level child care centre. A reduction in the proposed number of child care places may be necessary as a result;	Section 2.4
▪ The delivery of the through-site link between Block 4N and Block 4S may be delivered in two stages and may result in issues with established planting. It is recommended that the boundary line is moved to the north or south of the site;	Section 2.5
▪ More detailed heritage studies, including Conservation Management Plans (CMPs) that include detailed schedules of conservation works, should be prepared and lodged for approvals prior to relevant works commencing; and	Section 2.2
▪ Further information within the Acoustic Report is necessary for a full and proper assessment of the acoustic issues with the application.	Section 2.6

## 2.2 Heritage

The DPE have requested that further consideration be given to the relationship between the proposal and the Australian Hotel and terraces. They have also requested elevation plans and details of proposed materials and finishes be provided. Additionally, CoS have noted the requirement for the preparation of a Conservation Management Plan and Heritage Interpretation Plan.

In response to the comment from both DPE and CoS additional information has been prepared, including detailed heritage drawings and elevations (**Appendix J**), further analysis and perspectives of the Heritage Courtyard (**Appendix C**), and a Heritage Interpretation Plan, prepared by Urbis (**Appendix K**).

The intent of this Heritage Interpretation Strategy is to seek to ensure the cultural and historic significance of the Brewery Buildings (Including the Australian Hotel and terraces) are readily apparent to all who visit or are involved with the site. The strategy details the built form interpretation, provision of historic makers, plaques and signage as well as images and graphics within the site for interpretation.

Foster + Partners have considered the relationship and interface between the new and old building carefully. This relationship, as well as intended materials and finishes is described in details, and graphically displayed as part of the PPR Report (**Appendix C**). The rear of the Hotel and terraces has always been embraced as part of the design of this space of the Block 4N as a whole, forming the Heritage Courtyard. In their Report, Foster + Partners describe the rationale behind the design:

*The proposed design for the commercial entrance lobby for Block 4N has been developed with the intention that the Heritage Courtyard is an extension of the commercial entrance lobby and the lobby read as part of the courtyard. This is expressed in deliberately blurring of the boundaries between the two space (lobby and Heritage Courtyard) through the continuation of the materiality of the stone floor finish between the two. Though the material finish may vary (polished and honed), this connection helps to unite the space and to read the overall volume together. A subtle change in level is required however to delineate the rear terrace of the Australian Hotel from the main thoroughfare and circulation route to the office lobby. The commercial and childcare lobby is then defined by “the glass box” which weaves between the structural concrete elements of the main core and transfer structure which supports the commercial and residential accommodation above the Heritage Buildings. The use of a glazed design for the lobby was also important to ensure natural daylight illuminated the space, particularly the “passageway,” as well as ensuring good visual connection within the space and between the various levels.*

*The proposal provides a degree of honesty and simplicity between the old and new but also aims to ensure the final façade design complements that of the Heritage Buildings.*



## 2.3 Basement/Parking/Access

### 2.3.1 Basement Construction

In response to the request from the DPE, revised basement plans have been prepared by PTW to clearly articulate that the construction of the combined basement structure (below Block 1 and 4N) is sought for approval as part of this SSD (Block 4N). The revised basement plans are provided at **Appendix B**.

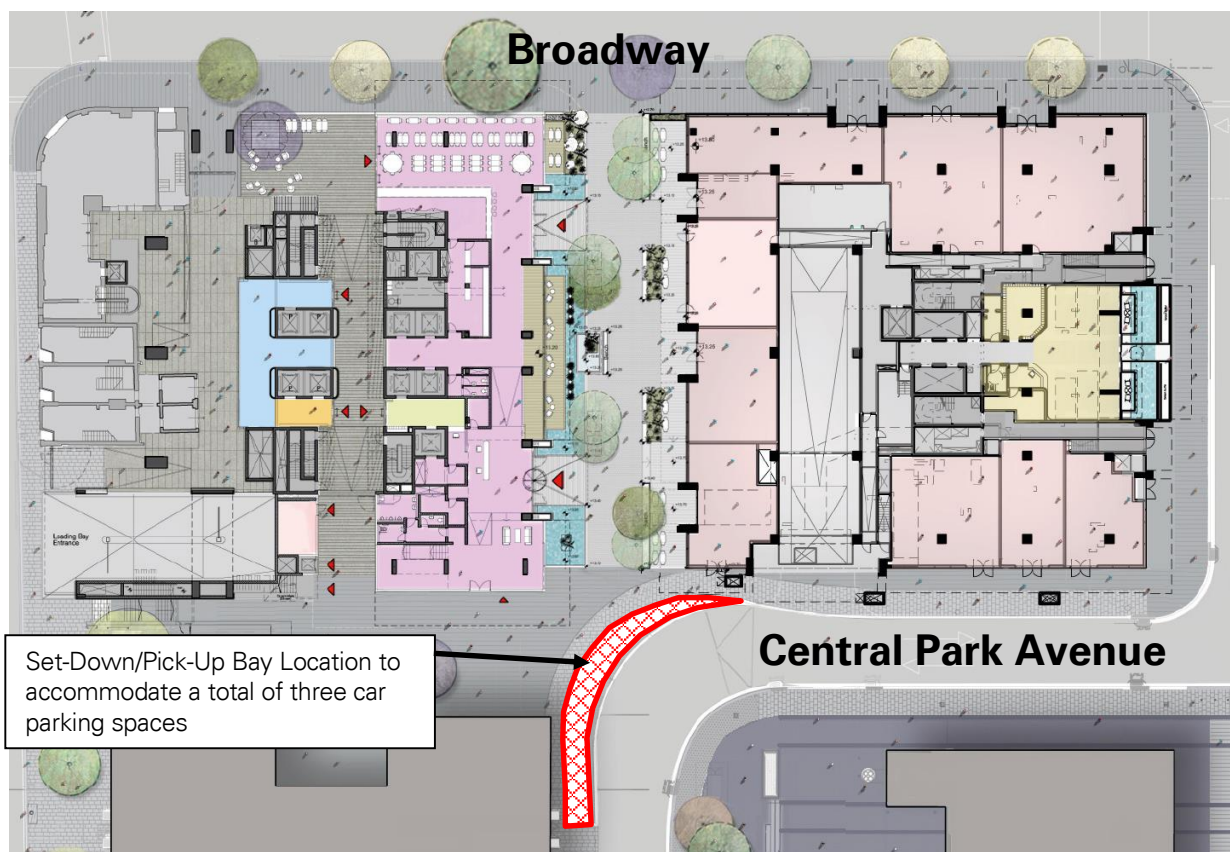
The remainder of the detailed basement layout subject to the determination of the Block 1 SSD has been shaded (shown as indicative). The fitout/layout of the Block 1 Basement elements will be sought for approval as part of the Block 1 SSD separately.

### 2.3.2 Pick up and Drop Off

Both the DPE and CoS have requested further consideration be given to options to provide additional drop-off/pick-up spaces on the site.

In response, the proponent and civil engineer have reviewed the design of Central Park Avenue, namely the north-western corner between Block 4N and 1, exploring the options for the inclusion of a lay back and pick-up/drop-off bays. The revised Central Park Avenue Plan is provided at **Appendix I**.

The north western curb line on this corner is proposed to be amended to allow for vehicle set-down and pick-up spaces including taxis, buses, and private vehicles. This space is equivalent to three car parking spaces, with an approximate length of 21m. In addition to the kerb alignment amendments on the corner, revised street signage is also proposed adjacent to the existing approved parking spaces along the western side of Central Park Avenue. The proposed signage amendments to these three parking bays will provide additional drop-off bays during peak mornings and afternoons.



**Figure 1 – Central Park Avenue Drop Off/Pick Up**  
Source: Foster + Partners and JBA

The revised parking/road layout in this location is sought as part of this SDD, however it is noted that a subsequent modification may be required to the Stage 2 Infrastructure Project Application (MP 09\_0164).

The revised design is considered to provide a well-designed, well located, and safe drop-off and pick up space to service the proposed uses within Block 4N in particular. The revised road layout and proposed sign posting amendments offers a suitable response to the issue raised by both the DPE and CoS.

### 2.3.3 Car Parking

Council raised concerns over the proposed number of car parking spaces provided in the basement for the hotel use. A question was also raised over the allocation of car parking spaces for the childcare centre and whether these were allocated to staff or drop-off/pick-up.

The car parking allocation proposed for the hotel use is consistent with the maximum permissible parking rate as set out within Sydney LEP 2005. It is also noted that consistent with Condition B5 of the Central Park Concept Plan.

Given the proposed amendment to Central Park Avenue, including the layback on the north-western corner and proposed changes to the western side parking bay (adjacent Block 4S), it is anticipated that childcare centre drop off and pick-up will predominantly occur on-street. The spaces allocated within the basement will be used by staff.

### 2.3.4 Bicycle Parking Spaces

CoS has requested clarification on the number of bicycle parking spaces provided within the basement and at grade as part of the proposed development of Block 4N. The provisions of DCP 2012 requires 48 spaces for residents, 54 for staff and 40 for visitors. However, a condition is recommended by CoS to cap the total number of visitor bike parking spaces to 20. The provision of fewer visitor bike parking spaces is justified given the number of spaces provided within the public domain.

In response to CoS, the number of bicycle parking spaces is set out below.

A Total of 54 bicycle spaces are provide for staff (13 hotel and 41 for commercial) within the basement (Basement Level 01). The location and arrangement of these spaces is also shown on the revised basement layout plans provided at **Appendix B**.

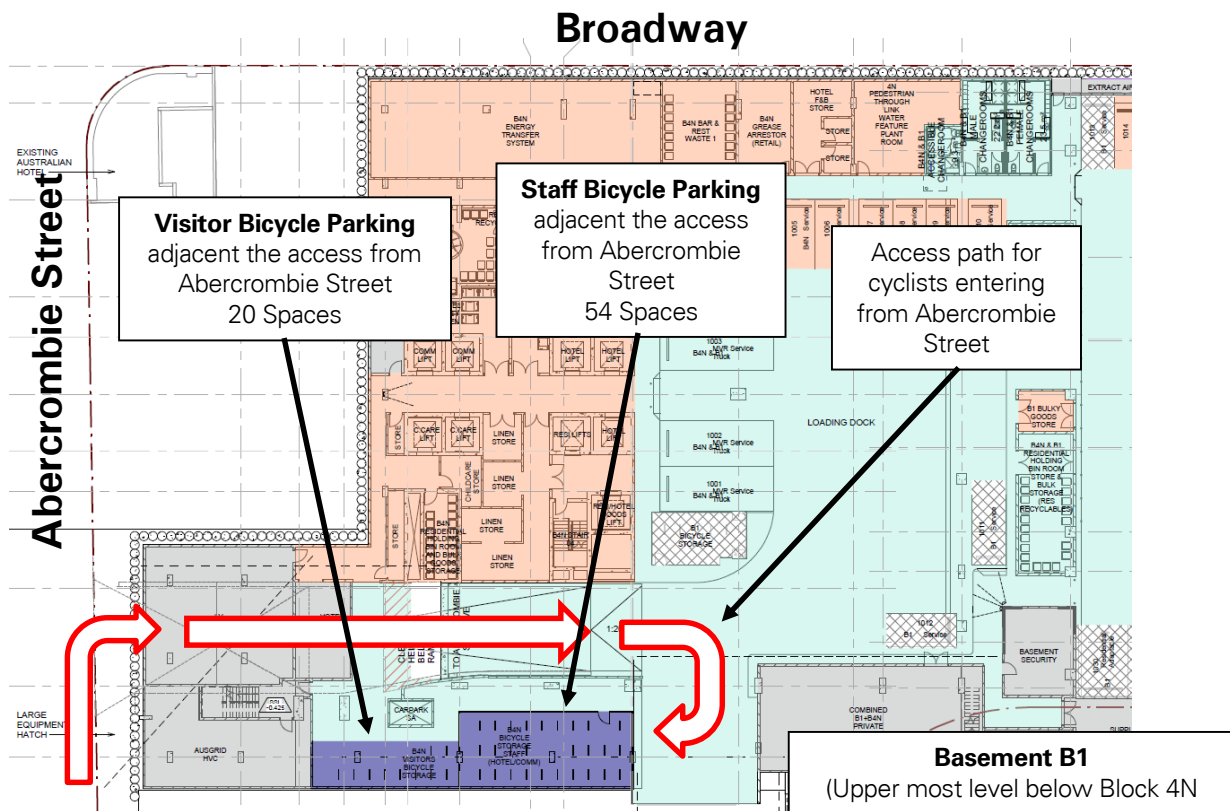
A total of 20 visitor bicycle parking spaces are provided on Basement Level B1 (refer to the revised basement layout plans at **Appendix B**). The reduction in visitor bicycle parking spaces and recommended condition by City of Sydney relating to the number of visitor spaces is agreed.

### 2.3.5 Location of Bicycle Parking

The DPE requested the location of visitor and staff bicycle parking be reviewed in order to ensure they are suitable located and designed.

Staff and visitor bicycle parking is located on the upper most level of the basement (basement Level B1), with access from the Abercrombie Street ramp. As shown on Basement Level 1 plan (**Appendix B** and **Figure 2**), the staff parking secure storage area, and visitor parking spaces are located directly adjacent the access ramp, removed from vehicle access pathways, providing a safe area for cyclists. The location and design of the staff bicycle parking (in one secure location), and visitor bicycle parking on Basement Level 1 is therefore considered to be suitable.

A noted above, visitor bicycle parking will be provided at ground level surrounding the site. This will allow these spaces to be visible and highly accessible by visitors to the site.



**Figure 2 – Location and Access path to staff bicycle parking Basement B1**  
*Source: PTW + JBA*

### 2.3.6 Loading Dock Access

The DPE have requested that further consideration be given to the loading dock driveway access from Abercrombie Street, and to explore the option of reducing the width, or providing a pedestrian refuge. CoS also raised concern over the width and layout of the driveway, recommending a condition of consent to ensure the maximum width for pedestrian crossing is reduced.

In response to both the DPE and CoS, GTA were engaged to review the current arrangement, with the entry and exit lanes separate by a width of 0.8m. Their response letter, including swept paths is included at **Appendix D**.

GTA notes that the extent of the driveway crossing has been minimised as far as practical, to ensure a Medium Rigid Vehicle (MRV) (8.8m Length) is still capable of entering and existing the site, for deliveries and waste collection. The current design of the driveway is fully compliant with AS2890.0:2002. Additionally, the total width of the combined driveway being 8.3m is significant less than the maximum Australian Standard for acceptable distances for pedestrians to cross.

As shown in the swept path diagrams provided at **Appendix D**, the swept paths of a MRV entering and existing the site would conflict with a refuge island, and therefore is not a feasible option. Consideration of widening the vehicle driveway to allow for a refuge island is not considered to be practical, nor desirable from an urban design and streetscape outcome.

It is important to note that the number of movement by large MRV will be minimal, and will be actively managed by an appointed loading dock manager located on Basement Level 1 to ensure its efficient and safe operation. GTA consider that the proposed pedestrian cross and driveway width is acceptable for the site.

## 2.4 Childcare

Clarification of the size of the proposed childcare centre including indicative internal and external areas to enable a capacity of 90 children has been requested by CoS. The DPE also requested that consideration be given to the provision of an interconnecting stair between the two levels as an option.

In response to the DPE and CoS comments, two indicative layout options of Level 3 and 4 (future childcare centre levels) were further developed by Future Space in conjunction with Foster + Partners, one of which includes an interconnecting stair.

The space allocated for the childcare centre for both Level 3 and 4 combined is a total of 1442sqm (including Unencumbered indoor play space, indoor support space and outdoor areas). The detailed breakdown is provided within the PPR Report at **Appendix C** and Peer Review at **Appendix E**.

The detail and layout of each of the two options is included as part of the PPR document prepared by Foster + Partners – Section 3 (**Appendix C**) as well as the calculations of the spatial requirements for the proposed 90 child capacity. Both layouts have demonstrated that the Child Care levels can cater for 90 children. The installation of the internal connecting stair would be subject to the child care operator's preferred layout and operational requirements.

Foster + Partners and Future Space (specialist childcare centre designer) worked together to develop the options, including an indicative internal fitout (provided at **Appendix E**). The objective was to establish if a 90 children facility is viable and within the proposed base building footprint.

They note that the drawings provided demonstrate 90 place child care centre can be accommodated on Level 3 and Level 4 of Block 4N, Central Park. The drawings provided as part of the PPR package (**Appendix C**) reflect those reviewed by Future Space. Future Space also noted the drawing were prepared according to the following regulations and guidelines:

- Children (Education and Care Services National Law Application) Act 2010 No 104;
- Education and Child Care Services National Regulations;
- Child Care Centres Development Control Plan 2005;
- Guidelines Childcare Centres City of Sydney 2012;
- Department of Education and Communities (DECS) guidelines;
- Cancer Council Australia SunSmart Recommendations for Childcare Services; and
- Building Code of Australia Class 9b buildings.

It is further reiterated that the detailed design and layout of the childcare centre is not the subject of this SSDA and will require separate approval by the future operator. However, the analysis undertaken by Future Space confirms the ability for the space to adequately cater for 90 children.

## 2.5 Through Site Link

To ensure the vision for the link (between Blocks 4N and 4S) can be delivered, CoS has recommended that the boundary line is adjusted (either north or south). CoS also raised concern that the delivery of this link in two sections may result in problems with established planting not being delivered in a co-ordinated manner. The DPE have also request consideration be given to the options to deliver the through side link holistically.

The delivery of the through site link between Block4N and 4S has been addressed by Foster + Partners in their PPR Report (**Appendix C**). The staging diagrams in Section 2 shows that whilst the delivery of the link is divided between Block 4S and Block 4N, temporary access will be maintained between Abercrombie Street and Central Park Avenue. This stair will be demolished at the completion of Block 1 and 4N, and permanent stair as shown, will be constructed.

The current arrangement as shown in Appendix C is required in order to deliver both Blocks, given the timing and staging required. It is also noted that whilst the link is separated, the trees to be planted in this space form part of the Block 4S construction programs (which will precede Block 1 + 4N).

In summary, the proposed delivery methodology of the through-site link allows for access to be maintained east/west and to the main entry of Block 4S during construction of Blocks 1 + 4N. Furthermore, it will not adversely impact on the co-ordinated delivery of planting in this space.

## 2.6 Additional Information

### 2.6.1 Acid Sulphate Soils and Dewatering

CoS have requested a preliminary assessment of Acid Sulfate Soils should be undertaken, given the extent of basement proposed to be excavated, as well as the location of the site within 500m of a Class 1 Acid Sulfate Soil Locations. CoS also included commentary in relation to dewatering

As requested, JBS&G have undertaken a Review of Potential for Dewatering and Acid Sulfate Soil (ASS) Management Requirements (provided at **Appendix F**). The review notes that the Central Park site has previously been the subject of various site assessment activities that resulted in the documentation of an Acid Sulfate Soil Management Plan (ASSMP) applicable during site development activities. This work was undertaken as part of a site wide Project Application for remediation and transitional works.

Site conditions reported during remediation of the Block 4N site as documented in the JBS&G validation report prepared for the Block 4N site confirmed this area was underlain by residual clay soils and shallow sandstone bedrock. On this basis, no specific ASS management was required during the completed excavation works within the basement envelopment. It is also anticipated that the limited additional soil disturbance/excavation works required to the west of the basement will encounter similar residual conditions, inconsistent with material requiring ASS management.

### 2.6.2 Reflectivity

In their response letter, the DPE have requested revised plans be provided to detail the implementation of the recommendations of the reflectivity analysis submitted with the SSD. For reference, the recommendation of the Cermak Peterka Petersen (CPP) Reflectivity report for the Block 4N SSD were to install vertical fins along the northern facade to block high incident angle reflections off the northern façade



Foster + Partners have provided a section within their PPR Report (**Appendix C**) detailing the response to reflectivity and the recommendation of the CPP report. It is noted that this detail was also included in the Architectural Design Report submitted with the SSDA.

The proposed façade design seeks to address the issue of reflectivity along Broadway by incorporating vertical mesh screens within the façade design of the building, as well as the use of a double vertical fin which protrudes from the outer glazing line as shown in the diagrams within the PPR report. These responses

### 2.6.3 CPTED Report

CoS have requested that a CPTED report for Block 4N be provided, as the report submitted with the SSD inadvertently related to Block 11 at Central Park. Additional comments were also provided by CoS regarding the level of detail within the reports and any future licensed premises.

The Block 4N CPTED Report prepared by Elton Consulting is provided at **Appendix H**. In preparation of this, and other reports across Central Park, Elton Consulting have sought to involve the Police as much as possible and are bound by the established and agreed CPTED strategies that were identified in the CPTED report that accompanied the approved Concept Plan. The design of stairwells and letterboxes are not considered to create opportunities for crime or safety concerns.

With regard to CoS comment relating to the operation of any licensed premises, it is noted that this application does not seek approval for the fitout and use of these tenancies. The carrying out of detailed CPTED and/or Social Impact Assessment at the fitout and use stage for any licensed premises is anticipated. Should any further CPTED or social impact assessment be required by CoS at this phase, it will be provided as part of the future applications, but does not form part of this application.

### 2.6.4 Noise Impact Assessment

CoS assessed the Noise Impact Assessment submitted with the SSD and have requested further information be provided. The DPE also requested that a revised Noise Impact Assessment Report be prepared in response to Council's comments.

Acoustic Logic have prepared a response (provided at **Appendix G**) to each of the specific items raised by CoS in their submission. The response provided by Acoustic Logic confirms that there is not requirement for a revised report to be prepared.

## 2.7 Transport for NSW Submission

TfNSW reviewed the SSD application, including the supporting documentation and noted their appreciation of the proponent's efforts to support and promote active transport within Central Park. Their comments, and proponent response, are provided below.

### 2.7.1 Bicycle Parking Location

TfNSW commented that bicycle parking for staff be provided at the upper level basement, not located within or near any reverse manoeuvre paths of vehicles, and for visitor parking to preferably be placed at ground level in accessible and visible areas.

As noted above in **Section 2.3**, and **Figure 2**, the staff bicycle parking area has been well located at the upper most level of the basement, accessed from Abercrombie Street. As shown in **Figure 2**, this area is located outside of the line of any vehicle movements, and is not located adjacent any areas of reverse manoeuvre paths.

Visitor cycle parking as part of Block 4N will be provided at grade, surrounding the site and within the Central park development, in accessible and visible locations, consistent with the comments from TfNSW.

## 2.7.2 Construction Management Plan

TfNSW has requested the Construction Traffic Management Plan (CTMP) include a requirement that pedestrian and cycle movements will be maintained along footways and cycleway at all times.

In accordance with the recommended condition of CoS, A Construction Traffic Management Plan will be submitted and approved by Council prior to a Construction Certificate being issued. This CTMP will include the requirement for pedestrian and cycle movement to be maintained along footways and cycleway, where possible. As noted by TfNSW, should construction activities require closure of either, adequate safety and diversion measures should be put in place to minimise time delay and detour distances.

## 2.8 Public Submission

A single public submission was received for the Block 4N SSD. Whilst a number of positive aspects of the project were noted, the key concern related to the proposed street frontage response to the context, with concern it could be improved to better preserve and strengthen the area's sense of place.

Foster + Partners reviewed this submission in detail and have provided the following response as part of the PPR Report (**Appendix C**). Their response relates to the definition of 'the Street' along Abercrombie Street with the heritage buildings (Building the Australian Hotel and terraces). The response states:

*The design of the pavilion building which "completes" the urban block of Block 4N is partly defined by the access ramp down to the loading bay below Block 4N. This partly establishes the massing of this block by dictating the overall width of the building. The massing is then influenced by the change in level from Central Park Avenue down to Abercrombie Street. As part of the design excellence process conducted in the design development process (documented in the original SSDA Summary Report for Block 4N) several massing options were investigated before the final two-storey design with an accessible roof was adopted. The proposed design takes its cues from how other buildings along the full length of Abercrombie Street are grouped, define "the street" and forms the urban block. The final form also took into account key datums or ley lines from the Heritage Buildings in establishing the two-storey height. This is explained further within the SSDA Summary Report for Block 4N.*

*The overall tectonic of the building was again considered carefully in light of the rich architecture along Abercrombie Street. It was felt that the final materials should be influenced and complement the colours and tones seen in the façades of the Heritage Buildings, specifically the Australian Hotel. This is why the sandstone and bronze-coloured metal was chosen. This choice of materiality ties the loading bay access pavilion with the brick colour of the Heritage Pub and the overall podium in line with the Concept Masterplan while the massing compliments the scale of the terraces without clashing with the columns of the transfer structure above allowing these buildings space to be appreciated together. Overall the final loading bay access pavilion design marries the need of "the street" with the principles set out within the*

*Concept Masterplan to provide a discrete but considered solution alongside these historic heritage buildings.*

## 2.9 Concept Plan

In their letter, the DPE requested that further details be provided clarifying the reasons for the change in GFA allocation, particularly to Blocks 1, 4S, 8 and 11.

As detailed in the Concept Plan (MOD 10) S75W modification EAR submitted concurrent to the Block 4N SSD, the proposed modifications to the GFA distribution across the Central Park site is in response to approved developments (and conditions of approval), site constraints, and concurrent application (namely Blocks 1 + 4N). As design development continues on existing projects, as well changes to applications being submitted concurrently, re-distribution of GFA is also required to ensure consistency with the maximum GFA permitted across the Central Park Site.

Block 4S was required to provide an addition separation to Block 4N, which has subsequently resulted in the reduction of GFA. Modification to Block 8 GFA related to design development of this building. Finally, the GFA for Block 1, 4N and 11 are all as a result of the final SSD design for each of the buildings being determined.



## 3.0 Preferred Project

In response to the submissions received, as well as further development of the design, amendments have been made to the proposed development. The following section outlines the scope of development for which approval is sought, based on the revised Architectural Drawings prepared by Foster + Partners and provided at **Appendix A**. These changes are also described in details within the Foster + Partners PPR Report (**Appendix C**).

### 3.1 Summary of Changes to the Proposal

The key revisions which this document looks to further explain are as follows:

- Revised basement layout;
- minor amendments in the residential layouts to include revised bathroom and kitchen designs;
- revised “straight” bridge layout within the residential void space from Level 11 upwards;
- reduced rooftop canopy at top of building;
- revision to the transfer structure design above the Heritage Hotel to mitigate a previously unidentified clash; and
- revised landscape design with minor amendments to the design of water features within the pedestrian link between Block 1 and Block 4N.

The revisions mainly relate to minor design development changes to the building as the design has been further developed and progressed.

As noted above, the Foster + Partners Report identifies the specific changes within the general arrangement plans, sections and elevations which have occurred since the initial SSDA submission. These have subsequently been reflected on the revised Architectural Plans (**Appendix A and B**).