

## Block 4N SSD and Concept Plan Mod 10, Central Park

### Additional Information Response

Item	Response
<b>Both Applications:</b>	<b>Response</b>
1) I have reviewed the files and am unable to locate confirmation of landowner's consent (LoC). Please provide a copy of LoC for both applications;	<ul style="list-style-type: none"> <li>Please find attached the Block 4N SSD Letter as requested (<b>Attachment A</b>)</li> </ul>
<b>Concept Plan Modification Application:</b>	
2) for clarity, please provide annotated drawings indicating the proposed increases/decreases of building envelope heights and widths, in particular confirm:	<ul style="list-style-type: none"> <li>Please find attached a revised package prepared by Foster + Partners that responds to the items requested (<b>Attachment B</b>).</li> </ul>
a) the increases in height at the roof levels of Block 4N;	
b) the increase in height to the infill section (central part) of the southern elevation of Block 1; and	
c) the depth of the proposed setback to eastern (Chippendale Way) elevation of Block 1.	
3) a detailed response to Council's concerns on page 3 of its RtS submission regarding pick-up/drop off spaces is required, including:	<ul style="list-style-type: none"> <li>Please find attached a traffic and parking response (<b>Attachment C</b>), that addresses the relevant items</li> <li>The proposal for parking, and associated time limitations of the parking bays will be referred the LPCTCC (i.e. Traffic Committee) for endorsement</li> </ul>
a) ability of pick-up/drop off spaces to accommodate coaches safely and the impact on vehicle movements on Central Park Avenue;	<ul style="list-style-type: none"> <li>Please refer to the Traffic and Parking Response prepared by GTA (<b>Attachment C</b>)</li> <li>The analysis indicates that mini-buses (up to 7.9m long 22-seater) can satisfactorily access the proposed drop-off spaces at the corner of Central Park Avenue.</li> </ul>
b) swept path analysis at Central Park Avenue for garbage trucks and coaches;	<ul style="list-style-type: none"> <li>Please refer to the swept path analysis prepared by GTA, provided at <b>Attachment C</b>.</li> <li>The swept path diagram shows that a 9.5m long waste collection vehicle could travel around the bend without overhanging into the proposed drop off spaces or crossing on to the wrong side of the road.</li> </ul>
c) justification for providing only three pick-up/drop off spaces, to be shared between the hotel and childcare facility;	<ul style="list-style-type: none"> <li>Please refer to the Traffic and Parking Response prepared by GTA (<b>Attachment C</b>).</li> <li>A total of six drop-off spaces are proposed along Central Park Avenue – three on the bend, adjacent the hotel, and an additional three spaces adjacent to Building 4S on the western side of Central Park Avenue (refer to Concept Plan Drawings).</li> <li>A total of five spaces are located in the basement and have been allocated to the childcare centre.</li> </ul>

Item	Response
	<ul style="list-style-type: none"> <li>Therefore, a total of 11 car parking spaces would be available for use by the proposed childcare centre. This may also be assisted through time restrictions during certain hours of the day, to be confirmed with the LPCTCC.</li> <li>Notwithstanding this, the proposed childcare centre (as well as the proposed 90 place childcare in Block 11 of Central Park) is provided primarily to service residents and employees within the Central Park development and immediate surrounds.</li> <li>In addition, the wider Central Park development site is located within walking distances to existing good quality public transport services including bus services along Broadway and at Railway Square as well as train services at Central Railway Station.</li> <li>As such, it is anticipated that parking demand associated with the proposed childcare centre will be less than a typical centre proposed childcare centre would only be moderate.</li> <li>Given the items outlines above, the proposed parking provision is considered to be sufficient.</li> </ul>
d) justification for the '5 minute' pick-up/drop off restriction, including confirmation that the restriction is appropriate to accommodate coaches; and	<ul style="list-style-type: none"> <li>The proponent accepts Council's recommendation that all drop-off spaces on Central Park Avenue be signed as 15 minute parking spaces.</li> <li>It is noted that these will ultimately be determined by the LPCTCC.</li> </ul>
e) provision of adequate footway widths.	<ul style="list-style-type: none"> <li>Please refer to the Traffic and Parking Response prepared by GTA (<b>Attachment C</b>), including relevant discussion.</li> <li>The average available footpath width in this location behind the parking bays is 3m.</li> </ul>
4) provide justification for the provision, and the impact of the additional 3 parking spaces outside Block 4S (eastern elevation);	<ul style="list-style-type: none"> <li>Please refer to the revised Concept Plan Drawings that will be provided separately.</li> <li>These spaces are included in the Stage 1 Infrastructure Project Application (MPO 09_0164 MOD 1) and have also been included (indented) as part of the current concept Plan MP 06_0171 MOD 9. The parking bays in this location were also considered as part of the Block 4S SSD.</li> </ul>
5) drawings 1254, 1257, 1258 need to be updated to reflect any changes to the traffic/parking, including pick-up/drop-off. Please also review the consistency between drawings 1257 and 07S628 C-495 Rev24 as there appear to be additional on-street spaces shown throughout the concept plan site;	<ul style="list-style-type: none"> <li>Please refer to the revised Concept Plan Drawings that will be provided separately.</li> </ul>
6) to ensure compliance with Modification A1 'Gross Floor Area Controls' is maintained, please provide a table confirming the approved (MOD 9) and proposed (MOD	<ul style="list-style-type: none"> <li>Please refer to the revised Concept Plan Drawings that will be provided separately</li> <li>These plans address the additional request to ensure relationships with Block 1, Block 4N and Mod 10.</li> </ul>

Item	Response
10) split between non-residential and residential GFA for each block.	
7) can you confirm whether a new modification application will be submitted that deletes Block 4N from MP08_0253?	<ul style="list-style-type: none"> <li>▪ A modification has been submitted to excise Block 1 from Block 4N as part of MP 080253 (MP 08_0253 MOD 5).</li> <li>▪ We suggest that this be conditioned as part of any approval, if required.</li> </ul>
<b>SSD Application:</b>	
8) I have reviewed the files and am unable to locate a completed SSD Application Form (blank form attached), please ensure to provide confirmation of political disclosure statement, LoC and the number of construction and operational jobs;	<ul style="list-style-type: none"> <li>▪ The details were completed when the application was lodged online, including construction and operational jobs etc.</li> <li>▪ If required we can complete the attached form and return.</li> </ul>
9) a compliance table responding to the relevant criteria of the draft Apartment Design Guide (ADG) is required. The Department considers the following sections of the ADG to be relevant: 3B, 3C, 3D, 3F, 3G, 3H, 3J, 4A, 4C, 4D, 4F, 4G and 4J to 4X.	<ul style="list-style-type: none"> <li>▪ Please refer to the draft ADG Compliance Table at <b>Attachment D</b>.</li> </ul>
10) a number of apartments have study rooms that are of a size that enables them to be occupied as a bedroom, but without access to a window for natural light or ventilation. Consideration should be given to revising the internal apartment layout in these locations (this matter was also discussed with regard to apartments within Block 11); and	<ul style="list-style-type: none"> <li>▪ No further response is required to this item, as per your email dated 25 May 2015.</li> </ul>
11) please confirm the proposed use of the heritage buildings.	<ul style="list-style-type: none"> <li>▪ The heritage buildings are proposed to be used for non-residential/retail uses. Approval for fit out and use of these buildings is proposed to be subject to separate approval.</li> <li>▪ Current works includes make good of the Pub and terraces, and the addition of the external stair and lift.</li> </ul>