MIXED USE RETAIL, COMMERCIAL & RESIDENTIAL DEVELOPMENT

11 – 13 BARBER AVE, 78 – 88 PARKER STREET AND GREAT WESTERN HIGHWAY _ KINGSWOOD NSW 2747

ARCHITECTURAL STATEMENT

17 September 2010

INTRODUCTION

LOCATION

This submission to the Department of Planning relates to a 2 stage development at 11 – 13 Barber Ave and 78 – 88 Parker Street Kingswood comprising Lot100 DP701623, Lot 1 DP1093052 and Lots 4,5 & 6 DP29524. The total site has frontages to the Great Western Highway, Parker Street and Barber Ave and is situated adjacent to the Nepean Private Hospital. Stage 1 is comprised of 11 – 13 Barber Ave (Lot 100 DP701623) which has a long frontage to Great Western Highway and a shorter one to Barber Ave and Stage 2 comprises 78 – 88 Parker Street (Lot 1 DP1093052 and Lots 4,5 & 6 DP29524) which present a long frontage to Parker Street and shorter ones to the Great Western Highway and Barber Ave. Stage 1 and 2 are the subject of a Concept Application with Stage 1 the subject of the separate Project Application.

USES

The proposed development is a mixed use precinct which is complimentary to the adjacent Nepean Hospital which comprises public and private hospitals, specialist clinics and other health services.

Stage 1 of the development accommodates retail, commercial, serviced apartments and associated off-street parking. The Retail of approximately 2985m^2 nett floor area contains a small grocery supermarket of 965m^2 shop floor area and other convenience services that will provide amenity for the health precinct as well as the new resident and workforce population of the development itself. The commercial area of 20191m^2 will help accommodate some of the demand for professional suites and health related businesses in the precinct. The serviced apartments comprised of 72 x Studio/1 Bed and 12 x 2 Bed will provide accommodation for visiting or short term health professionals, business or product representatives, friends and relations of patients and visitors generally to the area.

Stage 2 of the development accommodates retail at Ground and Level 1, 106 residential apartments above and associated off-street parking. The retail in stage 2 will benefit from the small amount already established in Stage 1 and provide expanded conveniences services for local residents and workers apartments. The residential component provides a mix of 32 x 1 bed and 74 x 2 bed single level units in a range of layouts.

BUILT FORM

Stage 1 is comprised of 2 buildings, one facing the Great Western Highway and the other facing Barber Ave, which are 8 storeys when viewed from the street with 3 levels of Basement parking,. The Commercial building addressing the Great Western Highway is 8 storeys above the highway with a Lower Ground level accommodating a supermarket, loading dock and plantrooms. The 8 storey form is setback from the highway to align with setbacks of approved buildings further along the highway towards Kingswood Station. These approved buildings are 9 storeys and, along with this 8 storey proposal, are considered an appropriate height addressing a State road of 6 lanes and a 23m wide carriageway. The commercial building has a 1 and 2 storey colonnade at Ground that articulates the lower levels of the building and overhangs a large through-site connection at its western end. Through the mid levels the building form is articulated by horizontal bays of glazing that have varying setbacks to create a pattern of shadow and depth. At Level 7 the incorporation of a small terrace articulates the parapet line in a similar way. The floorplate of the building is arranged around a central atrium which provides good natural daylighting and flexibility for single floorplate tenants or smaller strata suites. In overall length and breadth it is slightly longer but shallower than the adjacent Nepean Private Hospital.

The Serviced Apartment building addressing Barber Ave is 8 storeys. With its location on the lower side of the site and with a lesser residential floor to floor height it is lower overall than the Commercial building. The building form is clearly expressed as a base, middle and top. The base is expressed as a 2 storey colonnade with glazed facades appropriate to the retail and commercial uses. The middle, with its ‘residential’ nature, is naturally articulated by balconies and fenestration corresponding to a more compartmentalised floorplate. Levels 5 and 6 form the top to the building, expressed as 2 storey volumes that are differentiated from the horizontal mid levels. The building has a short address to Barber Ave and a longer façade defining the eastern edge of a plaza on Stage 2.

Stage 2 is comprised of a part 7 and 12 storey mixed use building with retail uses at the lowest 2 levels and residential apartments above. It is aligned parallel with, and close to, Parker Street to define a public plaza on its east side. To the plaza it presents as a 7 and 13 storey building due to the fall from the highway to Barber Ave. The 12 storey portion is located at the major intersection of Great Western Highway and Parker Ave and serves as a marker for the development and the hospital. It has a slender vertical appearance due to its shallow depth and profiled form at the corner, however due to the lesser residential floor to floor heights there is only an 8m difference between it and the 8 storey height of the Stage 1 Commercial building which has a more horizontal expression. The building steps down to 7 storeys along Parker Street, in line with the Serviced Apartment building on Stage 1, to define the western edge of the plaza. The lower height in this location provides an appropriate scale, definition and enclosure of the public space. It is further setback from Barber Ave than the Stage 1 Serviced Apartment building so that the plaza has a physical and visual connection to Parker Street and a wide address to Barber Ave.

CONCEPT

The overall concept is to organise the different uses and building forms to take advantage of the sites natural attributes and create a high-quality public domain and level of amenity for the Nepean Hospital Precinct. The approach considers the built form of the development at both the urban scale and at the human scale of the occupant or person in the public domain.

It is a key site located along the Great Western Highway, at the intersection of 2 major RTA roads and at an entry point to the Nepean Hospital Precinct. It's corner position completes the block occupied by the Nepean Hospital and is an obvious site to locate uses and services that are complimentary to the hospital and its related services. It also links the surrounding area with the hospital by providing physical site connections, convenience services and public open space.

The buildings are organised on the site in the most appropriate locations for their scale and use. The Retail is located at Lower Ground and Ground to provide activation of the public domain and to conceal their large footprints and servicing requirements. The Commercial building is located above the Retail along the Great Western Highway where it provides continuity of the eventual redevelopment of the shopping and commercial strip further east at Kingswood Station. The 8 storey form is consistent with the 8 and 9 storey developments proposed at Kingswood Station and the large floorplate provides opportunities for both larger single tenant floors or smaller strata suites that may develop into 'specialist floors'. The horizontal expression of its elevations reflect the long, continuous nature of the highway where buildings are experienced in quick glances whilst driving by, whilst at ground level the retail uses and multiple building entries provide activation at the human pedestrian scale.

The Serviced Apartments are located on Barber Ave where they are screened from the Great Western Highway and address the plaza formed by the development of Stage 2. Its smaller form and lower height is similar in scale to the lower part of the Stage 2 apartment building and forms a transition from the commercial building through to the hospital buildings. Its semi-residential character and finer grain of built form imparts a finer scale to the plaza space which is continued by the residential apartments opposite in Stage 2. Its elevations, whilst more articulated, are composed in an abstracted way to suggest both its residential and commercial nature.

The Stage 2 apartments, as the taller building, becomes the marker for both the major intersection of the Great Western Highway and Parker Street and for the development and hospital precinct. It also forms the termination of the Kingswood retail and commercial strip at its western end before the residential area starts. As such its residential use within the multi-storey form presents an appropriate transition between the multi-storey commercial use to the east and the medium density housing to the west. Its lower 7 storey portion defines the public plaza and presents an active ground plane of retail and commercial uses with the similarly fine grain of residential apartments above.

The proposed materials complement the design approach with the use of a family of materials across all buildings giving them a familial relationship whilst the individual detail, colour and textural treatments express their unique uses and identities. The location and application of materials also emphasises the conceptual approach to the buildings which is to respond to both the larger urban scale and the finer human scale. At the upper levels precast concrete and pre-finished cladding in larger formats relates to the larger urban form whilst smaller format more textural materials like stone, tiles and timber at the lower levels relates to the more human scale. In addition to this, louvred screens and panels in warm colours provide another layer of animation, colour, shadow and texture.

AMENITY AND ESD

The development has been designed to incorporate Ecologically Sustainable Design principles and has taken into consideration Green Star and NABERS for non-residential uses and SEPP65 and the Residential Flat Design Code for the Stage 2 apartments.

As the commercial building is proposed to be strata commercial, there is no applicable Green Star or Nabers tool that can be used and hence no ratings are available. The building has therefore been designed based on the best practice items from Green Star and NABERS. Please refer to the ESD Report which has been prepared by an accredited ESD firm and which includes the following Executive Summary:

Design

Throughout design process the building will adopt the best practice items from leading sustainability tools like Green Star ESD items and many of these items have been detailed within this report.

Energy modelling during design will be performed to optimise the buildings systems in terms of energy efficiency. One member of the design team will be an accredited ESD professional to assist in the implementation of the ESD items into the design.

Construction

During construction, waste will be recycled and Environmental Management Plan will be created for the building.

Post Construction

Building tuning of equipment & systems will be performed over the first year to optimise the performance of the building in terms of energy efficiency and a building user guide will be available to the occupants so that the buildings ESD items can be used to their full potential and maintained to optimal performance.

Building Form

The buildings orientation allows for a high level of daylight during normal occupancy hours in all buildings while reducing energy consumption through shading elements. The residential building has openable doors to assist with natural ventilation. The glazing will mainly be double glazed units with low U values and Shading Factors

Water

All fittings and fixtures will be highly efficient in terms water consumption and rain water harvesting will be incorporated into the building to reduce water consumption.

Energy

Throughout the commercial development energy efficient lighting will be installed with zoning control and an efficient layout. Reverse cycle air conditioning systems will be installed that will only run when required within each tenancy which will be highly efficient. There is a central atrium with a glass roof which will reduce the required lighting levels and possible natural ventilation options will be looked at during the design stage.

Within the carpark there will be bicycle spaces for 10% of the building occupants and visitor cyclist facilities outside the entrance to the building.

The Stage 2 apartments are at Concept Plan stage but have been designed to incorporate the recommendations of SEPP65 and the Residential Flat Design Code (RFDC) into the basic building organisation. The building form, entry and access to apartments, organisation around the cores and apartment layouts are all capable of meeting the RFDC ‘rules of thumb’ and are discussed in the following table after Landscaping.

LANDSCAPING

A landscape strategy for the site has been developed that takes into consideration the public domain and the potential for through site connections from the surrounding area to the hospital.

The main landscaped space provided is a public plaza running lengthways north to south along the boundary of Stage 1 and 2 at Lower Ground. To the north it is screened from the Great Western Highway by the change in level and a low part of the Stage 2 building, and to the east and west it is defined by the Serviced Apartments and the 7 storey part of the Stage 2 building respectively. To the south it is open to Barber Ave and widened towards Parker Street, offering connections from both the road intersection and the hospital into the public plaza. There are also accessible connections from the Lower Ground plaza up to the highway and to the Retail located at Ground level. The plaza is an important accessible public space that will offer much needed amenity for the hospital, being a high quality urban outdoor space.

Within the plaza a series of familial shapes organise a combination of groundcover, tall planting, gravel surfaces and timber decks into abstract pods. These define areas and paths between them that accommodate outdoor seating, pedestrian connections and external foyer spaces to building entries. The pods themselves offer places for casual seating and resting, low planting for texture, tall planting for shade and a 3 dimensional quality to the ground plane.

Along Barber Ave, Parker Street and the Great Western Highway street tree planting is proposed to improve the street's appearances, provide solar shading and offer visual screening from the roads.

Further detail on all aspects of the design concept and its development are contained in the following report that responds to the 10 principles of SEPP 65.

Principle	Design Quality	Proposal
1	**Context**	
	Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area. Responding to context involves identifying the desirable elements of a location's current character or in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area.	• The submission is for 11 – 13 Barber Ave and 78 – 88 Parker Street Kingswood (with frontages also to the Great Western Highway). • The site is at the intersection of 2 major RTA roads, the Great Western Highway and Parker Street and at one of the entries to the Nepean Private and Public Hospitals. As such it has the potential to be a marker for both. • The site has a fall from Great Western Highway down to Barber Ave of approximately 1 storey. • The site is adjacent to the Nepean Hospital and Nepean Private Hospital and situated in the northwest corner of the block which the hospitals and related services occupy. This development completes the block and is a logical location for accommodation, services and amenities that support and compliment the hospital precinct. Therefore to the east and south the development is enclosed by the hospital precinct. • Further east, approximately 700m along Great Western Highway is the Retail and Commercial strip around Kingswood Station. Recent approvals have been for 9 storey mixed use developments in the Retail/ Commercial strip. This site completes the retail and commercial strip before it becomes medium density residential on the other side of Parker Street and therefore can provide the interface between the different uses. • Further west across Parker Street and along Great Western Highway is medium density housing and detached housing. • Opposite along Great Western Highway is the North Shore and Western railway line and beyond that the rear of warehouses and workshops facing Cox Ave. These feel quite distant from the site with no streetscape contribution and therefore the highway becomes the context.

Principle	Design Quality	Proposal
2	**Scale**	
	Good design provides an appropriate scale in terms of bulk and height that suits the scale of the street and the surrounding buildings. Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.	• The proposed building heights respond to both the proposed adjacent built form heights and the location and topography of the site. • Along Great Western Highway 9 storey mixed use developments have been approved adjacent to Kingswood Station. This scale of development is an appropriate built form along the 6 lane (23m wide carriageway) highway. The proposed 8 storey commercial building is consistent with these heights. • The 8 storey commercial building has a similar organisation to the adjacent Nepean Private Hospital building being a large rectangular floorplate with a central courtyard (or atrium in the commercial building). The overall dimensions are also similar with the commercial building being slightly longer but narrower than the hospital building. • The 8 storey serviced apartment building relates to the height of the commercial building but is lower overall due to the lower site level where it's located and the lower residential floor heights. Its built form is of a smaller scale than the commercial building and relates to the scale of the public space to the west and the similar built form of the Stage 2 apartment building opposite. • The Stage 2 apartment building is part 12 and 7 storeys. The 12 storey part (which is actually only 8m higher than the commercial building) marks the major intersection of the highway and Parker Street and provides the termination point for the retail and commercial buildings that would potentially develop from Kingswood Station. Its more slender vertical expression and more articulated form contrasts that of the commercial buildings and provides a relationship to the residential housing on the opposite side of Parker Street. The 12 storey height is appropriate to the scale of the Parker Street and Great Western Highway intersection and steps down to 7 and 8 storey (commercial building) beyond this point. • The Stage 2 apartment building steps down to 7 storeys along Parker Street and relates to the scale of the public plaza and the built form of the serviced apartment building to the east. It provides clear definition to both Parker Street and the plaza and is an appropriate urban scale that marks the entry into the hospital precinct.

Principle	Design Quality	Proposal
3	**Built form**	
	Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and manipulation of building's elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.	• The arrangement of buildings on the sites respects the lot boundaries, the ability to stage the development and the appropriate location of uses in relation to the adjacent context. • The building forms along Great Western Highway have been setback to anticipate the alignment established by approved developments at Kingswood Station. The buildings are also setback from Parker Street and Barber Ave which is consistent with the adjoining buildings and allows for landscaping to all elevations. • The building's alignments towards the street boundaries allows the creation of a consolidated public plaza space within the site, that is defined and activated by the buildings. A clear visual and physical connection between the highway, Barber Ave and Parker Street is also created that allows permeability through the site and connections between the streets and the multiple building entries. • The 8 storey commercial building is located to contribute to the Kingswood retail and commercial strip. The large floorplate and more uniform expression of the commercial building is located on the highway where it relates appropriately to the scale and character of the highway. It is also of similar overall dimension to the adjacent Nepean Private Hospital building. • The 8 storey serviced apartment building is located to provide a transition between the hospital and the Stage 2 apartments. The smaller floorplate and articulated expression of the serviced apartments is located adjacent to the plaza and addresses the narrower and more intimate Barber Ave. It is articulated into a base, middle and top that provides a human scale to the enclosing facades of the plaza. • The Stage 2 apartments are located along Parker Street and provide definition to the street, enclosure of the plaza and a transition between the non residential uses and the residential area on the other side of Parker Street. Its 12 storey part provides a marker along the highway for both the major intersection and the hospital, whereas the 7 storey part provides a more appropriate scale to the public plaza and relationship with the more intimate Barber Ave. • Active frontages are provided to the 3 streets with multiple building entries, non-residential uses and retail activation that provides scale, activity, building address and enhanced safety and security of the public domain.

Principle	Design Quality	Proposal
4	**Density**	
	Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents). Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.	• The proposal is for a mixed use development of retail, commercial, serviced apartments and residential apartments. Located in the northwest corner of the block containing the Nepean Public and Nepean Private hospitals it is an obvious location for services and accommodation that compliment the hospital precinct. • The site is suitable for a high density given its location within a special use precinct characterised by large scale non residential buildings. It is a large precinct and is separated from the surrounding lower density areas by major roads that provide appropriate separation. • A high density is also appropriate given its location at the intersection of 2 major RTA roads that are major thoroughfares and that provide good connections in all directions. The site is also served by multiple bus routes and has Kingswood Station within 700m walking distance. Intensification of development along major transport routes is an accepted principle for sustainable urban consolidation. • A high density contributes to a successful mixed-use development by having uses that complement and support each other.

Principle	Design Quality	Proposal
5	**Resource, energy and water efficiency** Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction. Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.	• The development is underpinned by good ESD principles and has been developed with an accredited ESD consultant. Please refer to their separate ESD Report. • The buildings are designed to be flexible with industry standard floor heights and well sized regularly shaped floorplates. The commercial building in particular will suit either single floorplate tenants, whole building tenants or dividing into smaller strata suites. • The commercial building has an internal atrium which will achieve good natural daylighting levels and the apartment building has a narrow floorplate so that apartments also benefit from good natural daylighting. • The commercial building's elevations incorporate fixed horizontal shading to north, and fixed vertical shading to the east and west for solar control. • The serviced apartments and Stage 2 apartments buildings achieves solar control through the use of deep balconies • 60% of the Stage 2 residential apartments should achieve cross-ventilation as recommended by the RFDC and 70% should achieve the required solar access for development in an urban area. This will be confirmed in a subsequent Project Application for Stage 2. • The landscape design takes advantage of deep soil plating opportunities in the setbacks as well as in sufficiently deep planterboxes over concrete slabs. • The development will include tanks for the retention of stormwater to be re-used for irrigation, carwashing or other common facilities. • Energy efficient appliances and water efficient devices will be specified to minimise water consumption and resources.

Principle	Design Quality	Proposal
6	**Landscape**	
	Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain. Landscape design builds on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by coordinating water and soil management, solar access, microclimate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character. Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long-term management.	• This is an urban development where good amenity is provided through the provision of conveniences and services that support the hospital precinct and surrounding area. The landscape design supports the intensity and activity with high quality urban spaces that balance the required hardscaped areas with quite structured soft landscaping. • Landscaped setbacks are proposed to all streets to improve the current poor streetscape. These are generally deep soil areas that will support major planting naturally. • The plaza space has been designed as a more urban space where the landscape is composed of a number of elements- soft and hard landscape, paving, timber decks and gravel that are grouped together into 'pods' of similar shape but varying size. These organise the public plaza into a series of external rooms that can accommodate outdoor dining or other activities as well as defining the connections between the streets and various building entries.

Principle	Design Quality	Proposal
7	**Amenity**	
	Good design provides amenity through the physical, spatial and environmental quality of a development.	• Amenity is provided by the intensive mixed uses accommodated on the site – retail, commercial, serviced apartments and apartments. A high level of convenience will be available to those living and working in the development.
	Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts, outlook and ease of access for all age groups and degrees of mobility.	• The public plaza formed by Stage 2 will also be an excellent amenity for the hospital precinct, providing the opportunity for eating places, convenience shopping and a public space to rest or relax • The buildings will also have a high amenity through their considered design and incorporation of ESD principles. An atrium in the commercial building provides the floorplates with good access to natural daylighting and a visual connection to other floors and people. • The slender building form of the Stage 2 apartments provides them with the amenity of good natural daylighting, solar access, cross ventilation and access to views. The rooms to the apartments are well sized and of useable proportions. • Privacy is maintained between different uses through orientation, physical separation, internal layouts and the buildings horizontal and vertical solar control louvres.

Principle	Design Quality	Proposal
8	**Safety and security** Good design optimises safety and security, both internal to the development and for the public domain. This is achieved by maximising overlooking of public and communal spaces whilst maintaining internal privacy, avoiding dark and non visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private open space.	• Safe building access is achieved by clear pedestrian entries, generally visible from either the Great Western Highway, Barber Ave or the public plaza. • The Barber Ave entry to the commercial building is quite setback from the street but an internal access driveway allows vehicles to stop adjacent to the building entry. Open areas above it ensure that it is not a dark space. • The plaza space incorporates elements that have been designed so they are not tall enough to be used for concealment yet provide a 3 dimensional quality to the public domain. • The plaza space is quite open and allows good surveillance of the building entries within the site and their connections to the surrounding streets. The through site link between the Highway and Barber Ave also ensures the plaza is not a dead-end and has multiple access points. • Active uses such as retail and building entries at Ground level also promotes a safer environment as people are continually using the space. • Passive surveillance of the streets and public plaza is afforded by tenancies, balconies and windows that overlook these areas. Appropriate lighting will be provided to all external areas, both public and communal. • The buildings will be designed to incorporate a security access system that can restrict and control access to various areas of the development yet to be determined. • The car parking will also be secure with roller shutters integrated into the security system. Access to the car park is directly via the multiple lift lobbies within the building.

Principle	Design Quality	Proposal
9	**Social dimensions** Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities. New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood, or in the case of precincts undergoing transition, provide for the desired future community.	• The scheme provides a mix of retail, commercial, serviced apartments and apartments in the unique precinct of the hospital. The mixed uses will support each other and compliment the hospital and its requirements. • There is demand from the hospital for commercial floorspace for professional consulting suites and supporting services. These which will in turn help support the retail and convenience services. The serviced apartments are conveniently located for family/friends visiting patients or for professionals or company representatives associated with the medical uses. The apartments in Stage 2 will have the amenity of all the retail, commercial and medical services and offer housing choice and diversity in the locality. • Equitable access is provided to all buildings and uses and accessible facilities are provided in all buildings along with the associated required parking. • A proportion of the Stage 2 apartments will be capable of adaptation for disabled residents providing them with independent living. The single level layouts and lift access will also benefit less mobile residents. • The increase in density will provide housing choice and convenience for those people wanting more opportunity for social interaction. • The location is ideally suitable for increased density as it has the amenities of the hospital, road network and public transport in close proximity.

Principle	Design Quality	Proposal
10	**Aesthetics** Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should also relate to the context, particularly responding to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.	• The Commercial building has a 1 and 2 storey colonnade at Ground that articulates the lower levels of the building and overhangs a large through-site connection at its western end. Through the mid levels the building form is articulated by horizontal bays of glazing that have varying setbacks to create a pattern of shadow and depth. At Level 7 the incorporation of a small terrace articulates the parapet line in a similar way. The horizontal expression of the Commercial building's elevations reflect the long, continuous nature of the highway where buildings are experienced in quick glances whilst driving by, whilst at ground level the retail uses and multiple building entries provide activation at the human pedestrian scale. • The Serviced Apartment building addressing Barber Ave is clearly expressed as a base, middle and top. The base is expressed as a 2 storey colonnade with glazed facades appropriate to the retail and commercial uses. The middle, with its 'residential' nature, is naturally articulated by balconies and fenestration corresponding to a more compartmentalised floorplate. Levels 5 and 6 form the top to the building, expressed as 2 storey volumes that are differentiated from the horizontal mid levels. The Serviced Apartment's semi-residential character and finer grain of built form imparts a finer scale to the plaza space which is continued by the residential apartments opposite in Stage 2. Its elevations, whilst more articulated, are composed in an abstracted way to suggest both its residential and commercial nature. • The 12 storey apartment is only at Concept Plan stage and will be developed in detail in a subsequent Project Application for Stage 2. As a built form envelope the building serves as a marker for the development and the hospital. It has a slender vertical appearance due to its shallow depth and profiled form at the corner. The building steps down to 7 storeys along Parker Street, in line with the Serviced Apartment building on Stage 1, to define the western edge of the plaza. • The proposed materials complement the design approach with the use of a family of materials across all buildings giving them a familial relationship whilst the individual detail, colour and textural treatments express their unique uses and identities. The location and application of materials also emphasises the conceptual approach to the buildings which is to respond to both the larger urban scale and the finer human scale. At the upper levels precast concrete and pre-finished cladding in larger formats relates to the larger urban form whilst smaller format more textural materials like stone, tiles and timber at the lower levels relates to the more human scale. In addition to this, louvred screens and panels in warm colours provide another layer of animation, colour, shadow and texture.