

Reference: 24168-RGB-ZZ-XX-CO-ST-0003-SJ: DA 250804

Adam Marshall  
Thirdi Crows Nest Residential Developments  
53 Hume Street  
CROWS NEST NSW 2065

Dear Adam,

**RE: STRUCTURAL DESIGN CHANGE – CAR PARK WALLS PUSHED OUT FROM PREVIOUS SSSA LAYOUT**

We wish to provide a technically grounded summary of the structural modifications captured in Figures 1 and 3 (original SSSA layout) and Figures 2 and 4 (revised layout).

**1. Overview of Change**

- Perimeter car park walls have been moved outward from the originally approved SSSA layout (Fig. 1 → Fig.2 and Fig.3 → Fig.4), in order to align with the newly added perimeter columns and transfer wall intended to support the Level 08 transfer structure.



Figure 1: Original SSSA design – Short section

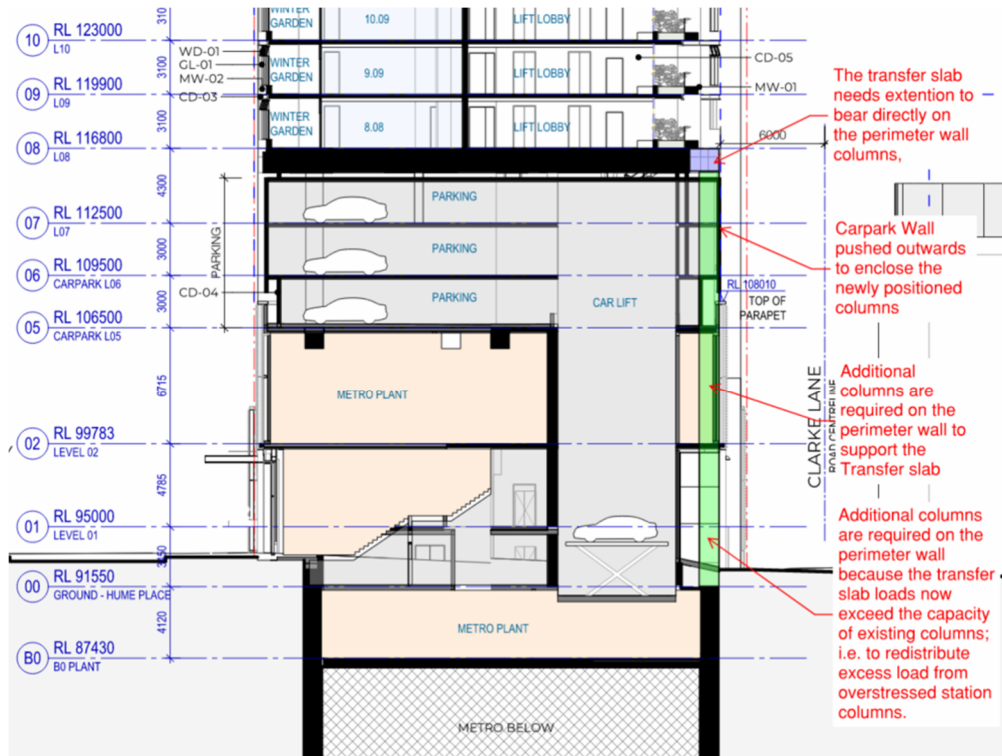


Figure 2: Revised SSDA design – Short section



Figure 3: Original SSDA Design – Hume St section

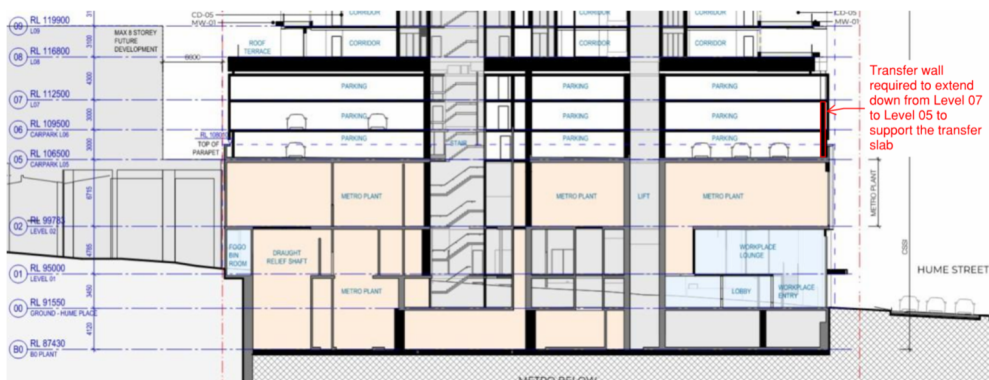


Figure 4: Revised SSDA Design – Hume St section



## 2. Structural Rationale for Additional Columns

- With the carpark wall relocation, new perimeter columns now directly support loads from the underside of the Level 08 transfer slab and beams.
- Without extending the columns on the perimeter wall vertically, there would be discontinuities in the load path, resulting in unsupported cantilevers and inefficient load transfer.
- Extending columns upward restores continuity, ensuring loads from Level 08 are effectively transmitted down through the structural system to the foundation.

## 3. Structural Rationale for Hume St Transfer Wall

- A transfer wall has been provided along the Hume St side of the carpark to support loads from the Level 08 transfer slab and beams. The 400 thick transfer wall will extend down from Level 07 to Level 05.
- Similarly, without providing this transfer wall on Hume St, there would be discontinuities in the load path. Providing this transfer wall restores continuity, ensuring loads from Level 08 are effectively transmitted down through the structural system to the foundation.

## 4. Impact on Landscaping Zone

- The originally proposed landscape buffer along the perimeter will need to be revised as it conflicts with the repositioned column layout and provision of the transfer wall.
- Keeping the landscaped zone as per the original SSDA would impede proper placement of structural columns and the transfer wall and could compromise the support of the transfer slab.
- Consequently, the landscaping zones must be reduced to maintain structural integrity and compliance with relevant building standards.
- The originally proposed landscape buffer along Hume St is no longer feasible due to the provision of the transfer wall in the same location.

## 5. Compensation to Landscaping Zones

- With support from RPS, a portion of the landscaping areas can be reintroduced around the Level 05 carpark (not along Hume St) as per Figure 5 by allowing maintenance of the gardens through an access point from the carpark façade. A rope system may be required for the maintenance of the gardens along Pacific Highway. This is aimed to help compensate for the loss of landscaping zones due to the structural changes.

#### 4.2 LEVEL 05 PLAN (PODIUM)

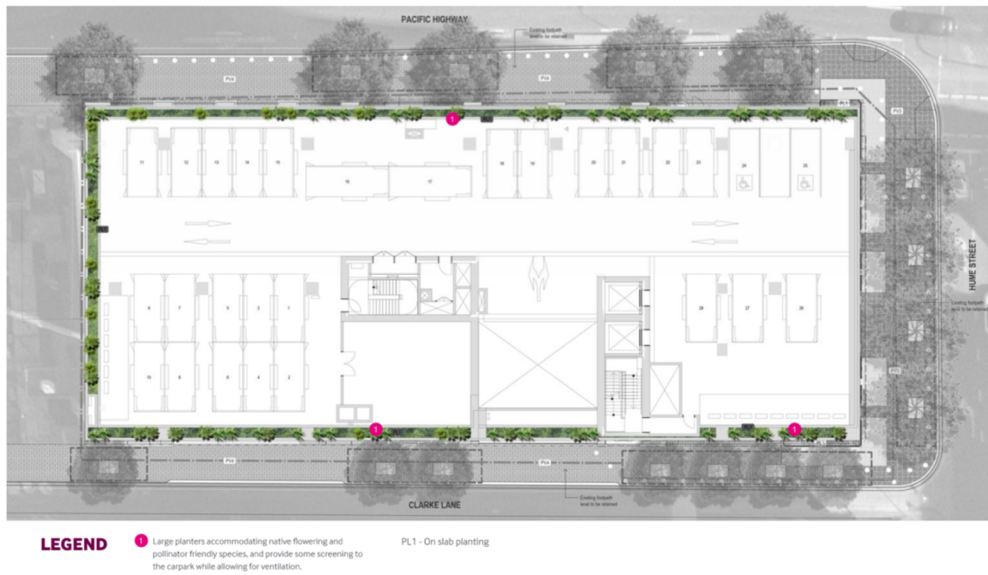


Figure 5: Landscape Design Draft Level 05 Plan (RPS)

We trust that the structural rationale provided – including the necessity for wall relocation, vertical extension, load redistribution, and the reduction of the landscaped buffer – presents a thorough and well-supported justification for the proposed design changes. We believe these revisions have been sufficiently justified.

Please contact us if you require further technical documentation, drawings, or clarification.

Yours faithfully,

ROBERT BIRD GROUP PTY LTD

Saqib Javed  
Senior Associate