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31/10/2025

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 SSDA LAYOUT

In this letter we wish to provide a technically grounded summary of the structural modifications captured in Figures 1 and 3 (original SSDA layout) and Figures 2 and 4 (revised layout).

1. Overview of Change

- As the structural design has developed from concept phase into a more detailed design, we have identified crucial structural requirements, necessitating alteration of the originally approved SSDA layout (Fig. 1 → Fig. 2 and Fig. 3 → Fig. 4).
- In summary, the perimeter car park walls have been moved outward on Clark Lane to align with newly added perimeter columns. The perimeter car park walls have also been moved outward on Pacific Highway to control mid-span slab deflections and on Level 06 and 07. A transfer wall has been added between Level 05 and Level 07 on the Hume Street elevation to support Level 08 transfer slab.
- These modifications ensure the structural integrity of the over station development while protecting the metro infrastructure below. The structural rationale for the proposed changes is discussed at length in Section 2, 3, and 4.

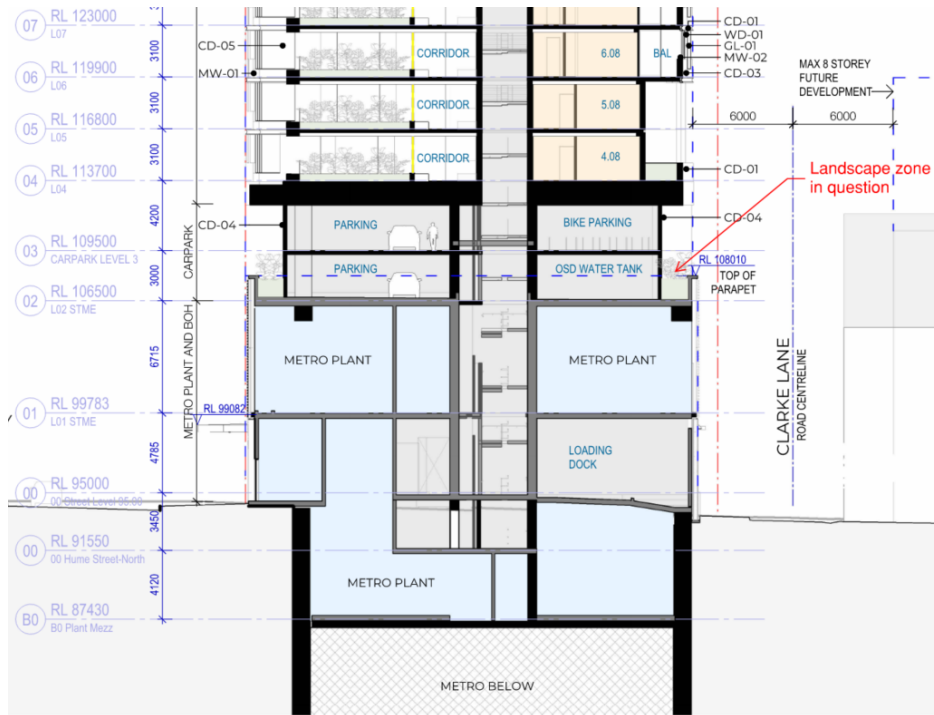


Figure 1: Original SSDA design – Short section

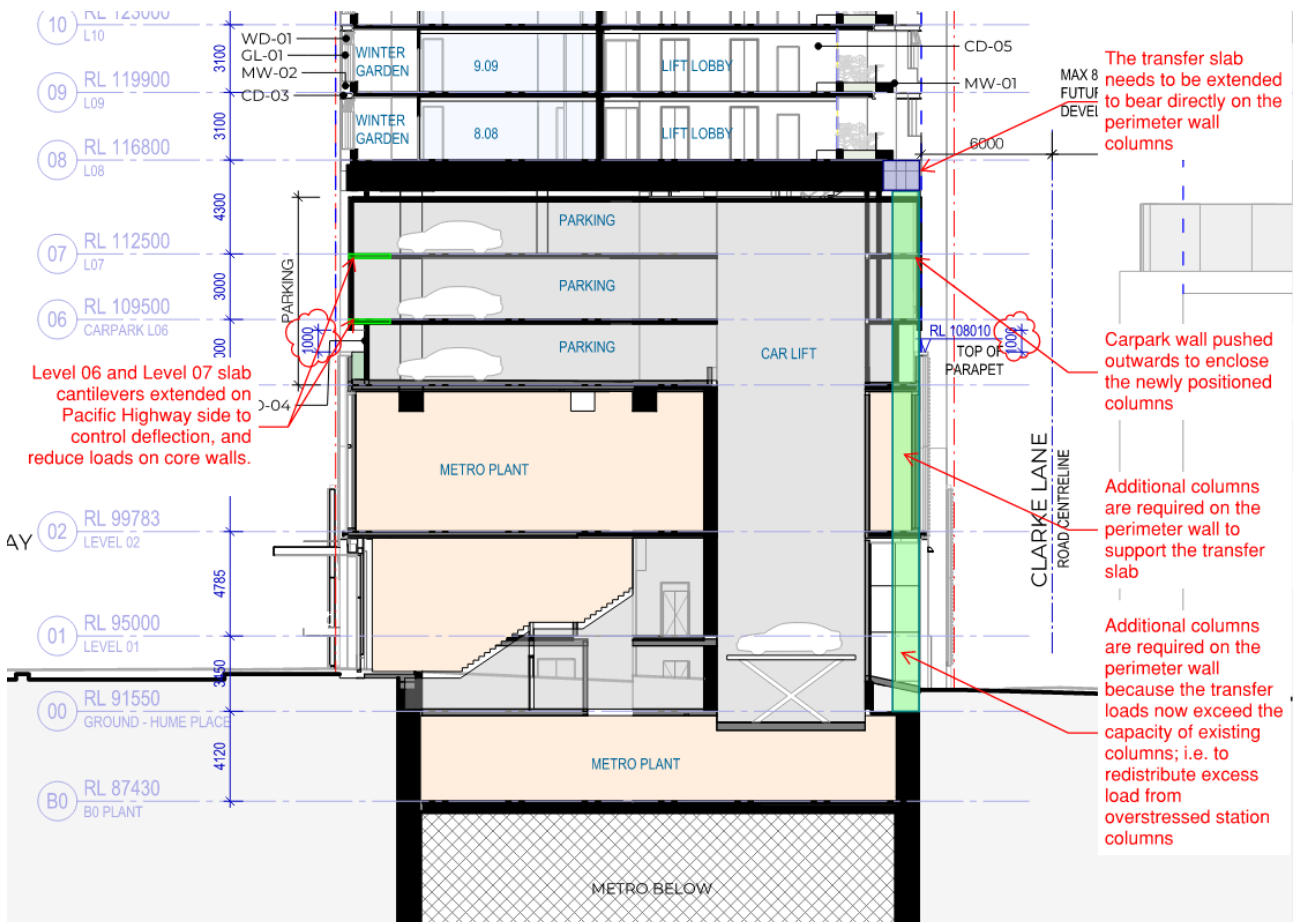


Figure 2: Revised SSDA design – Short section



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. Structural Rationale for Extended Cantilever on Pacific Hwy

- There is a structural requirement to reduce the extent of loads carried by the core between the original SSDA design, and the revised SSDA design. To achieve this, the thickness of slabs on Level 6 and Level 7 in the revised SSDA need to be reduced. Reducing the thickness of such slabs increases deflection beyond project limits, therefore the length of the cantilever at Point B as shown in Figure 5 needs to be extended to control midspan deflections at Point A.

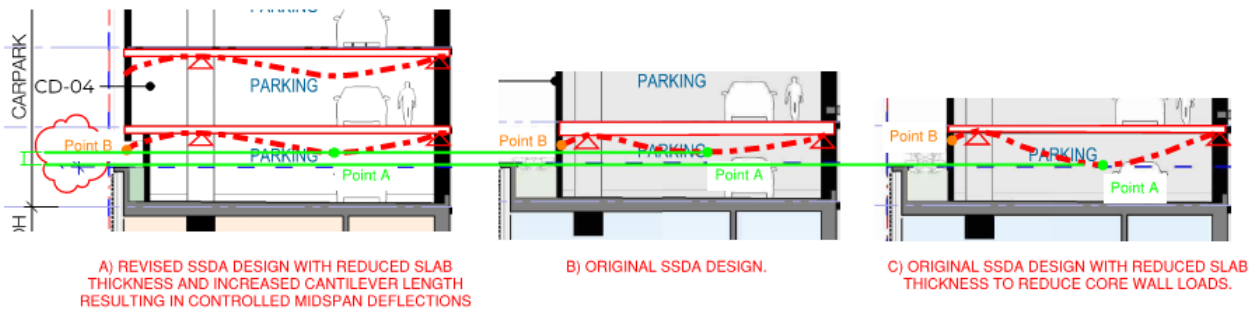


Figure 5: Comparing Level 06 mid-span deflections of revised SSDA design and original SSDA design.

5. 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, provision of the transfer wall, and extended Level 6 and 7 slab cantilevers.
- 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.

6. 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 6. This is aimed to help compensate for the loss of landscaping zones due to the structural changes.

4.2 LEVEL 05 PLAN (PODIUM)



Figure 6: Landscape Design Draft Level 05 Plan (RPS)

We trust that the structural rationale provided – including the necessity for wall relocation, vertical extension, slab 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

P.P. Matthew Orford

Saqib Javed
Senior Associate