

Block 11, Central Park

Additional Information Response – October 2015

In response to email requests from the DPE between 2 and 13 October 2015.

#	DPE Request	Response
Concept Plan		
1	For clarity, please provide annotated drawings indicating the proposed increases/decreases of building envelope heights and widths.	Refer to attached diagram as requested, identifying the increases/decreases of building envelope heights and widths.
2	The modification report does not explicitly confirm the total number of regular and short-term on-street car parking spaces and the spaces are not line-marked on the plans provided. For the avoidance of doubt, please confirm the number and type of on-street car parking spaces	- The total number of on-street car parking spaces is as follows (as it relates to O'Connor and Kensington Street surrounding Block 11): - Three (3) drop off / pick up spaces on Kensington Street. Parking restrictions will be subject to City of Sydney requirements. - Six (6) on street car spaces on O'Connor Street. Parking restrictions will be subject to City of Sydney requirements. - A revised Linemarking and Signposting Plan is attached showing the location and proposed restriction on spaces. It is noted that the 'loading' spaces are proposed to be restricted to 15min between the hours of 7:30am – 9:30am and 2:30pm – 6:30pm, and 1 hour parking all other times. - No details are shown on this plan for Wellington Street as this is an existing Council road and Frasers are not undertaking any major work except the kerb line outside of the Castle Connell Hotel. - When compared to the existing Concept Plan Approval (MOD 10), this results in a reduction of three parking spaces. This reduction is considered to have negligible impact on traffic to the internal road network and intersection performance. - The current as constructed parking bays provides a total of 7 on-street parking bays. The proposed plan will see an increase of 2 on-street car spaces
State Significant Development		
5	- the Revised Development Schedule should be checked for accuracy. The car and bicycle parking listed does not reflect the RtS and should be updated. Furthermore, additional clarification is required of: - whether the proposed four childcare car parking spaces include or exclude the on-street short term pick up/drop off spaces; - whether the 157 car parking spaces include or exclude the four childcare spaces (and pick up/ drop off spaces);	- A revised development schedule is attached that is consistent with the architectural plans provided. - The total number of car parking spaces provide within the development is 174 + 13 motorcycle spaces and 2 service vehicles as shown on the Architectural Plans and Development Schedule - In response to the two questions: - The four childcare spaces exclude the on-street short term pick up and drop off spaces on Kensington Street - The 174 car parking spaces (as confirmed on the revised and updated Development Schedule) excludes the on-street short term pick up and drop off spaces on Kensington Street
	Bicycle Parking - Confirmation of the number of Bicycle Parking spaces provided - the Development Schedule suggests a total of 416 bicycle spaces, which does not correspond with what is proposed in the RtS at page 12. - Furthermore, it appears that the retail heritage floorspace (323sqm) is not included in the retail bicycle parking calculation. The schedule should be updated to reflect what is proposed	- Confirming that the number of bicycle parking shown in the Development Schedule are correct and supersede the reference to bicycle parking in the RTS – the total being 448. - The location of the bicycle parking spaces are shown on the revised Architectural Plans attached (basement and ground floor) - The retail heritage floor space (Castle Connell Hotel) has been included in the allocation of retail parking, and is reflected on the revised Development Schedule attached. - The total number of bicycle parking spaces proposed is broken down below for clarity: Total Bicycle Parking: 448 - Residential bicycle parking: 296 - Residential Visitor: 102 - Retail Employee: 30 - Retail Visitor: 14 - Childcare Bicycle Employee: 2 - Childcare Visitor: 4 - The proposal meets or exceeds the minimum required bicycle parking provision for each use within the development. - In addition to the numbers above and included on the Development Schedule, an area of non-allocated residential storage (capable of string an additional 34 bicycles) is included on Basement Level 01. This are may be utilised by residents for additional bicycle storage if required). - The proposal complies with the relevant provision of the DCP – namely Control 3.11.3 (2)(a) which states that" <i>(2) Bike parking spaces for new developments are to be provided in accordance with the rates set out in Table 3.5 On-site bike parking rates, except where:</i>

#	DPE Request	Response															
		(a) an apartment in a residential building has a basement storage area on title that is large enough to accommodate a bike and is no smaller than a Class 1 bike locker, then additional bike parking for that apartment is not required...." The retail heritage floor space (Castle Connell Hotel) has been included in the allocation of retail parking, and is reflected on the revised Development Schedule attached.															
10b	confirm the total maximum of apartments per floor off a single core and provide justification where above 8 per floor (p83 of the Architectural Design Report refers to a 'Response to DCP2012 6.1.38' - however, this document does not seem to have been provided);	- Each 'floor' of the development is broken into three separate building with three cores (1 for each building) - The maximum number of apartments per floor using a single core is 19 - this core has 2 lifts and 2 fire stairs. - The Development Schedule confirms the number of apartments serviced per core typically being between 6 and 9 apartments per floor. All cores are designed with 2 x lifts and 2 x fire stairs.															
e	confirm the total number of studio, one, two and three bedroom apartments that do not meet the RFDC minimum recommended apartment sizes (and also, separately, the ADG minimum sizes).	- A review of each apartment against the RFDC Minimum unit size rule of thumb and ADG has been prepared by FJMT. The number of apartments involving a variation to minimum unit sizes is shown in the table below. <i>Number of apartments proposing variation to minimum unit sizes</i> <table> <tr> <th>Unit Type</th><th>RFDC Minimum</th><th>ADG Minimum</th></tr> <tr> <td>Studio</td><td>5 of 64 (7.8%)</td><td>5 of 64 (7.8%)</td></tr> <tr> <td>1 bedroom</td><td>31 of 106 (29%)</td><td>31 of 106 (29%)</td></tr> <tr> <td>2 bedroom</td><td>all exceed minimum</td><td>all exceed minimum</td></tr> <tr> <td>3 bedroom</td><td>all exceed minimum</td><td>all exceed minimum</td></tr> </table> - Where variations to minimum unit sizes occur, they are minor and generally within a few sqm of the minimum. Despite this variation, all units are considered to achieve high levels of amenity given their design, layout, location, access to communal facilities and open space + services	Unit Type	RFDC Minimum	ADG Minimum	Studio	5 of 64 (7.8%)	5 of 64 (7.8%)	1 bedroom	31 of 106 (29%)	31 of 106 (29%)	2 bedroom	all exceed minimum	all exceed minimum	3 bedroom	all exceed minimum	all exceed minimum
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10g	provide confirmation of what percentage (if any) of the Wellington Street open space meets the RFDC solar access rule of thumb.	- The Wellington Street publicly accessible private open space is oriented in close proximity to the western end of the nine storey high southern facade. As a consequence it has limited amenity in and around the winter equinox approximately 1.25 hours of solar access to 10% of the space. - However, at the autumn and spring equinoxes the solar amenity improves whereby 35% of the space achieves the rule of thumb, which rises to some 55% at the summer equinox. The method of calculation has been developed through analysis of the already provided solar analysis. - It is noted that as a result of the Concept Plan Modification (Mod 11) the landscaped area to Wellington Street is now significantly larger and extends to Balfour Street Park, increasing the areas available for residents, and separation distances of the proposed residential to surrounding development.															
10i	with reference to ADG, 4Q) confirm whether the development achieves the 20% Liveable Housing Guideline's silver level benchmark;	- The silver level benchmark focuses on structural and spatial elements of a building to allow flexibility to the dwellings incorporating 16 design elements. All communal, access, circulation and fixtures/finishes requirements are provided within the proposal - The proposal achieves the requirements of the Liveable Housing Guidelines silver level universal design features benchmarks with the exception of car parking and toilet/shower/kitchen facilities where 15% is provided as per the number of adaptable apartments included in the development.															
Other																	
-	Confirm whether a revised Linemarking and Signposting Plan will be provided that highlights the intention that the new spaces on Kensington Street will be pick up/drop off spaces.	Updated Signposting and Line Marking plan is provided attached – this aligns with the proposed arrangement as per the Concept Plan.															
-	total number of dual key apartments proposed within the scheme and also whether the dual key apartments have been counted as one or two apartments in arriving at the total apartment number for the site (296)	- The Development Schedule identifies and counts Dual Keys as single apartments in their own category – listed as a column '2BK' + '3BK' in the revised Development Schedule. - The numbers are: 29 Dual-Key 2 Beds (1 bed plus Studio); and 1 Dual-Key 3 Bed (2 Bed plus Studio)															

Documents Attached**Attachment A** – Block 11 Massing Comparison Diagram**Attachment B** – Revised Development Schedule**Attachment C** – Revised Architectural Plans – Basement and Ground floor**Attachment D** – Signposting and Line Marking Plan