



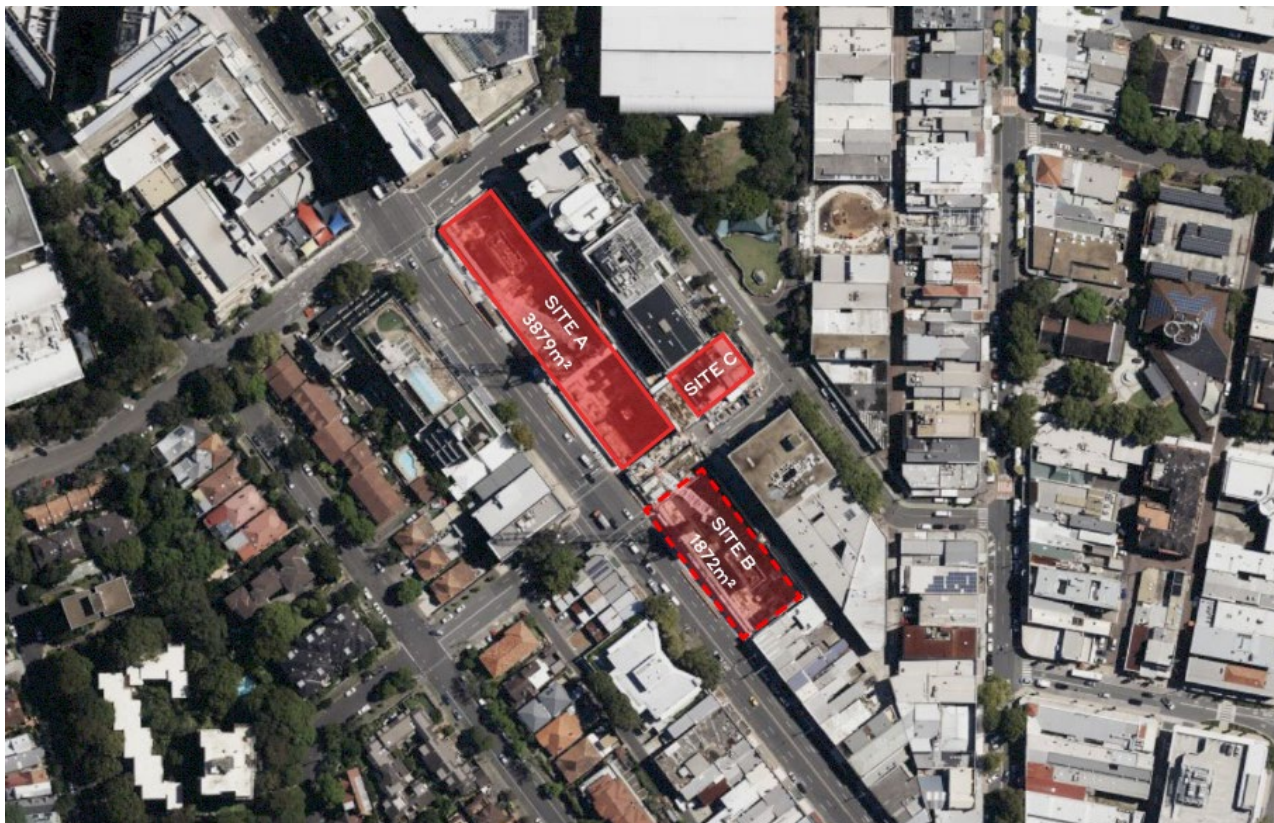
Crows Nest Over Station
Development
Detailed Design SSD for Site B

—
Third.i Property Pty Ltd

Introduction

- Exemplary transit -oriented development positioned directly above Crows Nest Metro Station
- Delivers on -site affordable housing at 5% of total GFA
- High quality, design excellence -achieving architecture
- Fully consistent with the strategic planning framework, Concept Approval, and North Sydney LEP development standards
- Responds to and reinforces the future character of the Crows Nest TOD Accelerated Precinct
- Maximises housing supply in a premier location
- No unreasonable impacts on adjoining properties or the public domain

Site



Site B

- 25 Hume Street, Crows Nest
- 1,871m²
- Crows Nest Metro Station constructed on site

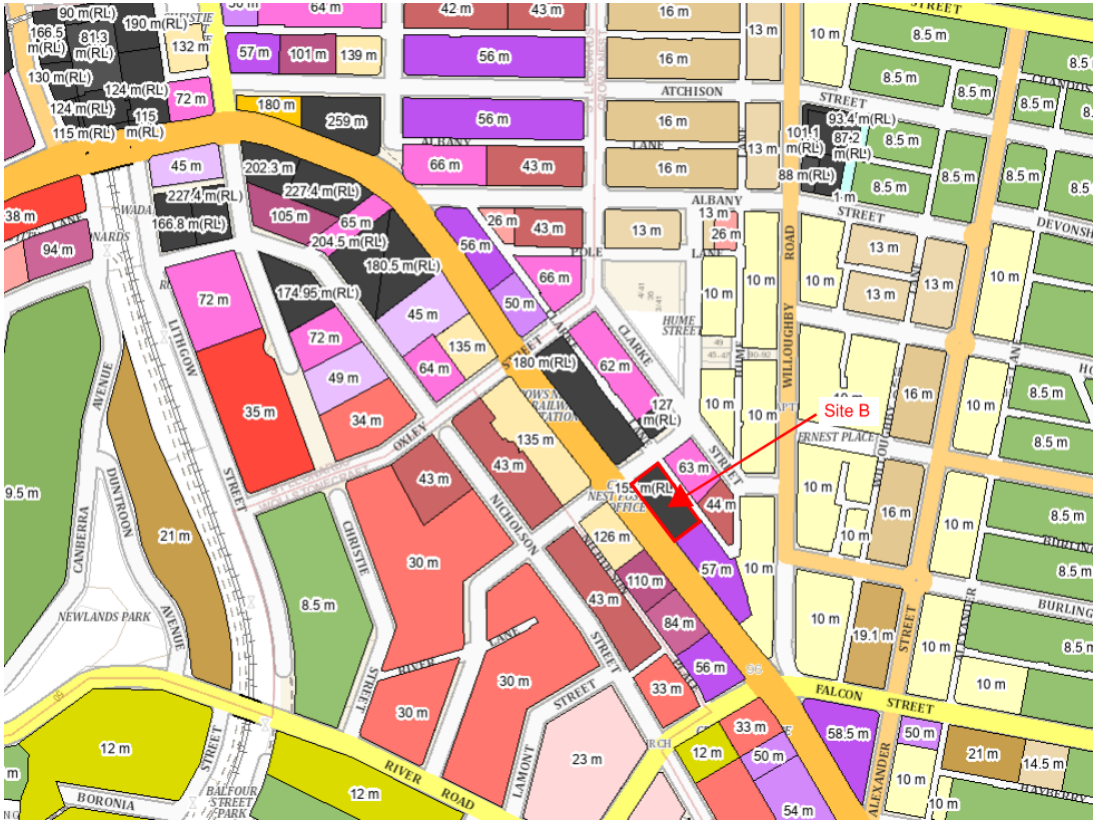
Context



Context



Context



Background

- **Metro** –Critical State significant infrastructure for the Sydney Metro City and Southwest Chatswood to Sydenham (CSSI 7400) approved on 9 January 2017.
- **Concept Approval** – The application follows the Concept Approval for the Crows Nest Overstation Development (SSD -9579) which approved land uses and building envelopes for three development sites –Site A, Site B, Site C.
- **Concept Modification** –SSD-9579 -MOD3 redistributed approved car parking to remove all car parking from Site A and allocated 23 spaces to Site B, reducing overall parking provision from 101 spaces to 78 spaces.

Proposal

- **Detailed Design** - construction of a residential tower at Site B above the completed Crows Nest Metro Station.
- **GFA** –12,987m² of residential GFA
- **FSR** –7.43:1
- **Height** –RL 158 (18 stories)
- **Dwellings** –122 dwellings (5% affordable housing)
 - 40 x 1 bedroom
 - 63 x 2 bedroom
 - 19 x 3 bedroom
- **Parking** –78 spaces, 156 bicycle spaces, 2 motorbike spaces
- **EDC** - \$85.634M

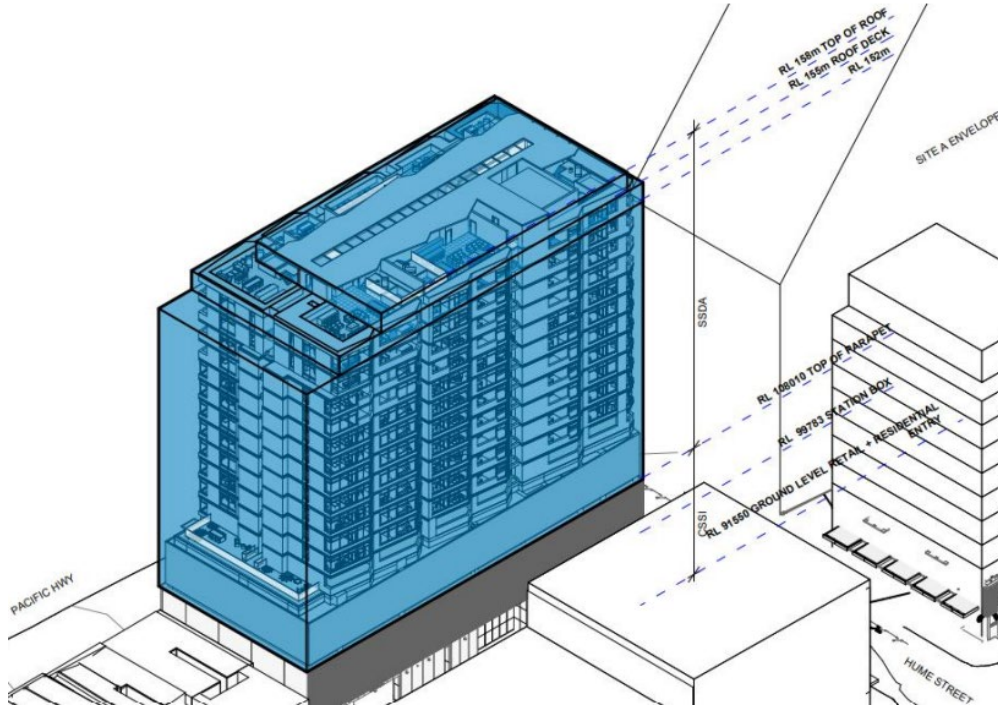
Policy Context

- **North Sydney LEP** –shop top housing is permissible with consent in the Mixed Use Zone of the North Sydney Local Environmental Plan 2013
- **State Environmental Planning Policy (Planning Systems) 2021** –declared State Significant Development via clause 19 of Schedule 1 being development involving commercial and residential development with an ESD of more than \$30M within a rail corridor.

Exhibition

- **15 November –12 December 2024**
 - Public - 5 submissions (1 objection + 4 in support)
 - Council - 1 objection from Council
 - Government agencies –10 advice responses
- **5 September –18 September 2025 (following Amending Report and RtS)**
 - Public –3 submissions (1 objection + 2 in support)
 - Council –objection
 - Government agencies –8 advice responses

Building Envelope



Building Envelope

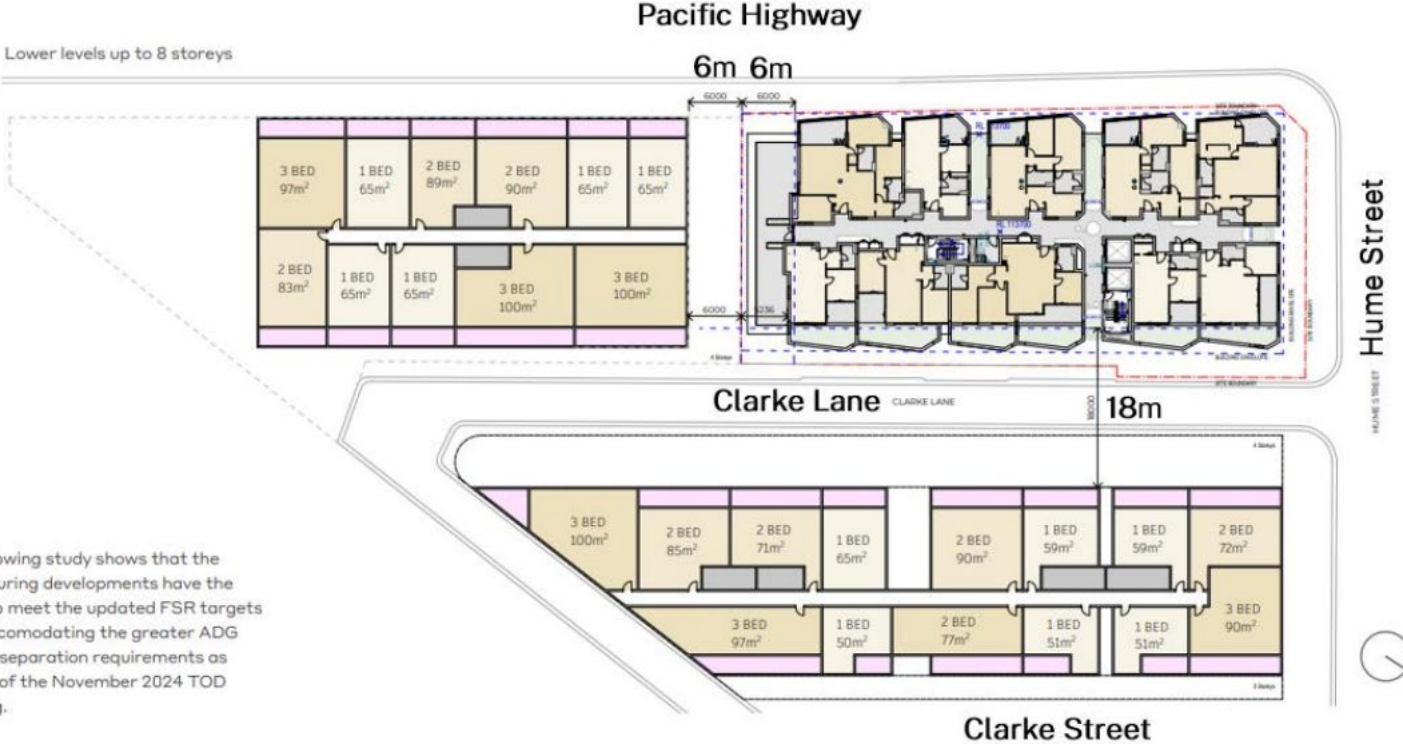
Concept Approval	Proposal
Height: RL 155 (Plant, lift overrun and roof feature RL158)	RL 155 (Plant, lift overrun and roof feature RL158)
GFA: 13,000m ²	12,987m ²
Envelope Efficiency: 80%	78.6%

- **Key Considerations**
 - Proposal is wholly contained within the approved building envelope established by the Concept Approval.

Design Excellence

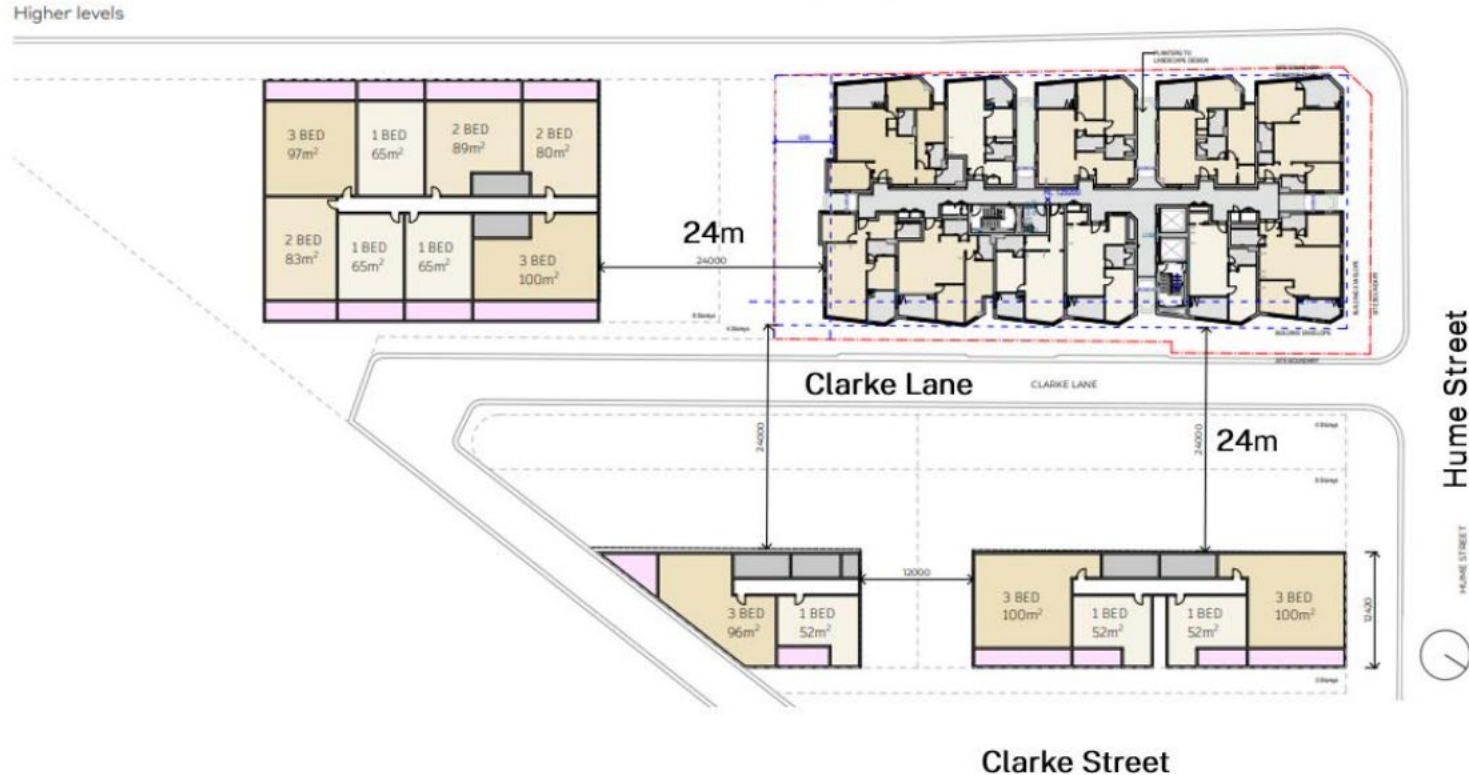
- **North Sydney LEP** – Clause 6.19B requires the proposal exhibit design excellence
- **Concept Approval** – approved a Design Excellence strategy
- **State Design Review Panel (SDRP)** – 5 presentations to SDRP
 - Clear delineation between the tower and station box through materiality and shadow lines
 - Vertical modulation and distinctive visual breaks
 - Setbacks consistent with approved building envelope
 - High standard of architectural design including material and finishes.

Building Separation

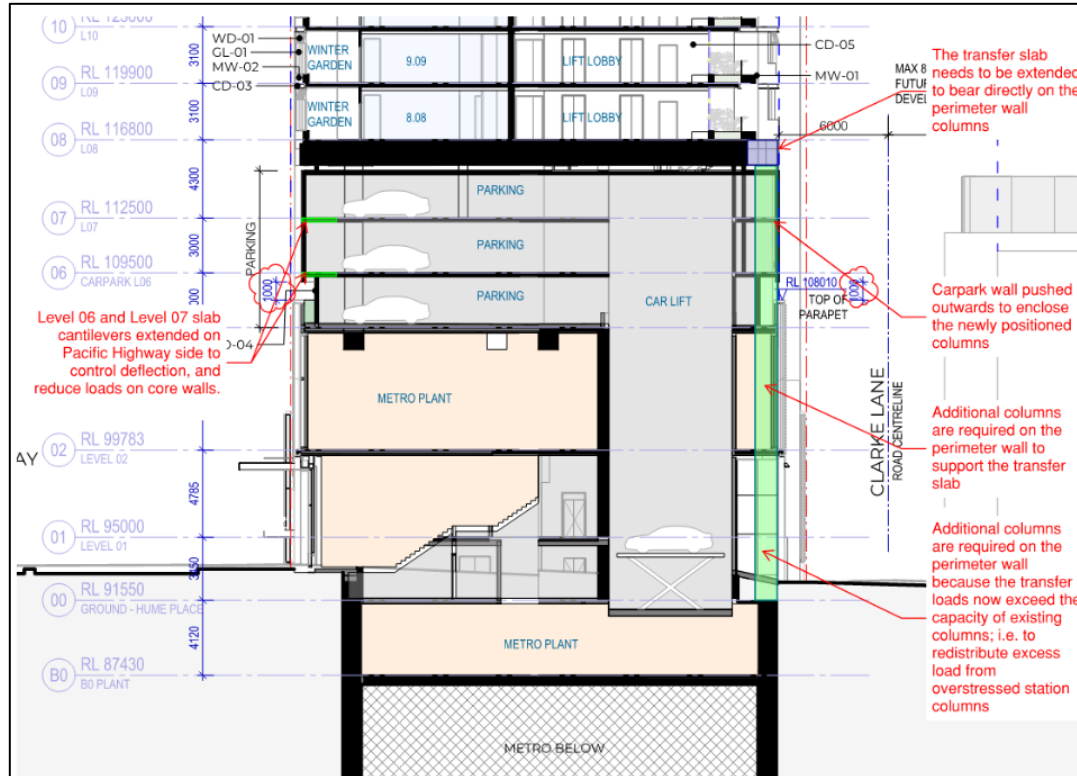


The following study shows that the neighbouring developments have the ability to meet the updated FSR targets while accomodating the greater ADG building separation requirements as a result of the November 2024 TOD rezoning.

Pacific Highway



Building Separation



Building Separation

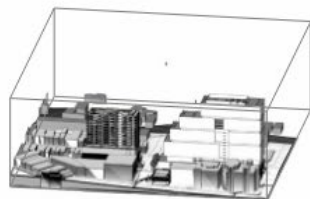
- The proposal provides a setback of 6m from the centerline of Clarke Lane.
- The proposal provides a setback of 5.23 -6m from the southern boundary.
- As outlined by DPHI the setbacks are acceptable in the circumstances as they are:
 - Consistent with the setbacks of the Concept Approval.
 - Constrained by the structural limitations of the existing podium.
 - Allow the redevelopment of adjoining sites as shown by the indicative designs provided.
 - Will be similar to the established precedent at 545 Pacific Highway.
 - Mitigate amenity impacts by off -setting windows and landscaping.

Solar Access

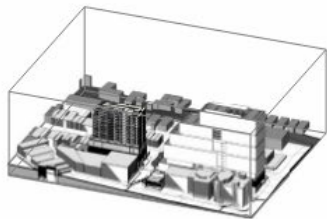
- 59% (72 out of 122 dwellings) receive a minimum two hours of solar access between 9am and 3pm in mid winter.
- Below 70% design criteria in the ADG.
- Considered acceptable on the basis:
 - Apartments that don't achieve solar access have been oriented to take advantage of views.
 - All dwellings will receive solar access in expanded hours from 8am to 4pm in mid winter.
 - Solar access is limited by the alignment and orientation of the building such that apartments fronting the Pacific Highway cannot receive solar access until after 3pm in mid winter.
 - All dwellings exceed minimum ADG dwelling size and have access to a communal rooftop terrace that exceeds solar access requirements.

Solar Access

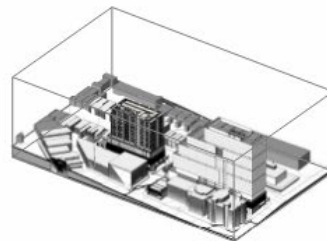
Sun Eye Diagram - Mid-Winter 9am-3pm



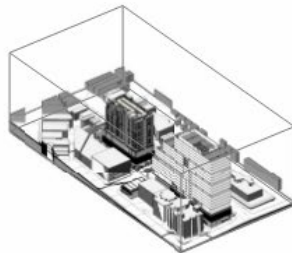
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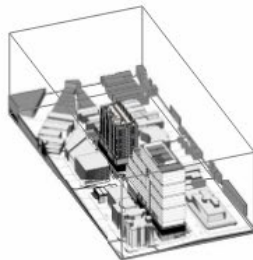
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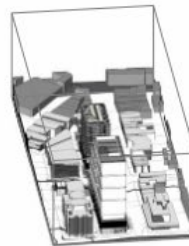
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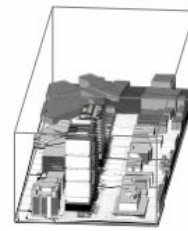
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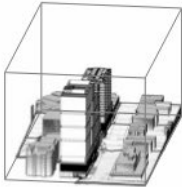
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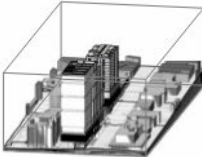
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Solar Access

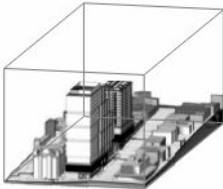
Sun Eye Diagram - Mid-Winter 3:15pm-5pm



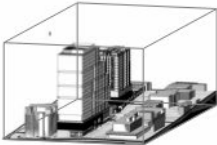
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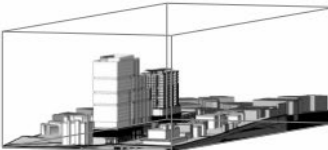
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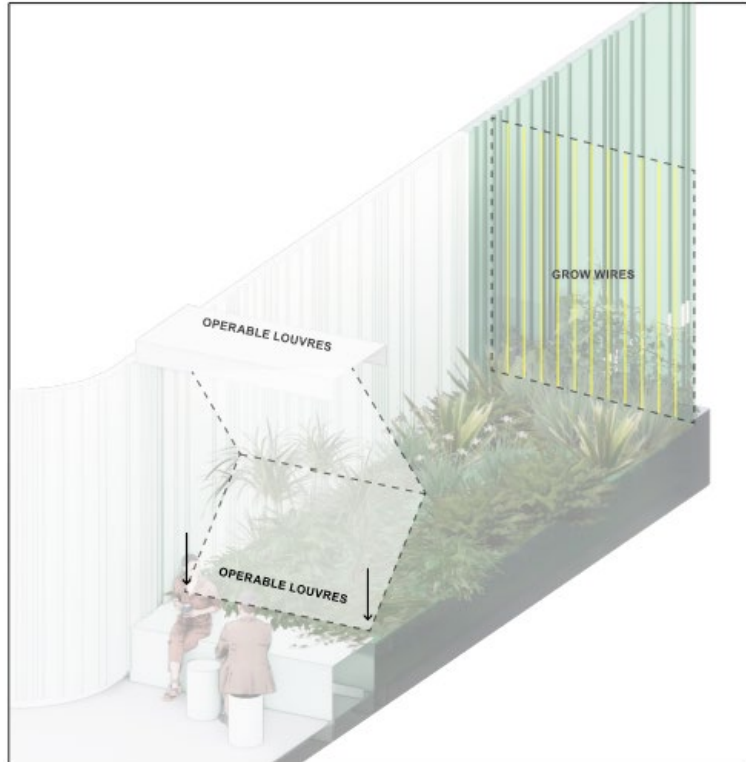


7 21 JUNE 2023 - 15:45
SCALE

Natural Cross Ventilation

- 34% of dwellings will achieve natural cross ventilation with a further 28% being naturally ventilated via open corridors and building recesses.
- ADG requires 60%.
- Considered acceptable on the basis:
 - All dwellings have mechanical ventilation.
 - Façade openings will achieve sufficient pressure differentiation to allow natural ventilation including for the wintergardens.
 - Fan coil units can maintain fresh air supply independent of the air conditioning system.

Natural Cross Ventilation



- The louvre system is designed to be open and only closed in response to high wind conditions at each opening.

Other Issues

- **Traffic** –The Traffic Report confirms that the proposal will only generate 17 trips in morning peak and 14 trips in afternoon peak.
- **Parking** –78 spaces accessed via a car lift (2 lifts). Likelihood of cars queuing to use the car lift is ‘very low’. Overall reduction in the precinct from 101 to 78 cars.
- **Waste Management** –private waste contractor with 8.8m Medium Rigid Vehicle will collect waste onsite via a private contractor.
- **Wind** –wind assessment confirms automated operable louvers at the ends of the open communal corridors will function effectively.
- **Commercial/Retail Use** –space proposed within the existing station box proposed to activate the ground floor.
- **Affordable Housing** –draft VPA on exhibition for 5% affordable housing.

Other Issues

- **EV Charging** –provision is included for each car space to add a charger.
- **Construction** –TfNSW raised no objection and provided standard conditions of approval.

Conditions

- We are seeking amendments to recognise the over station development and to facilitate the staged construction of the building. This is outlined in correspondence separately provided to the IPC.

Conclusion

- Consistent with the strategic planning framework and delivers housing supply above the Crows Nest Metro Station including affordable housing.
- Consistent with the Concept Approval for Crows Nest OSD and development standards in the North Sydney LEP.
- Consistent with the future character of the Crows Nest TOD Accelerated Precinct.
- Achieves design excellence.
- Does not result in unreasonable impacts on adjoining properties or public space.

Questions?





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