

Amended project description

1 Project Overview

The Amended SSDA seeks approval for:

- Demolition of all existing structures on the site, tree removal, excavation and site preparation
- Construction of a 38 storey mixed use building comprising:
 - Six levels of basement car parking
 - A four storey podium comprising retail and commercial floor space
 - Above podium resident communal open space and communal floor space
 - 273 residential apartments including affordable housing
 - Rooftop servicing.
- Retention of existing access from Oxley Street to basement car parking and construction of a new driveway from Oxley Street to access the ground floor loading dock
- Associated landscaping and public domain works.
- Infrastructure servicing.

The proposal will deliver a 36,116sqm of GFA comprising:

- 4,107sqm of non-residential GFA within the podium 1,706sqm of retail floor space and 2,401sqm of commercial floor space.
- 32,009sqm of residential GFA delivering 273 dwellings.

The proposal will be undertaken in accordance with the Architectural Plans prepared by FJC Studio at Appendix H, Landscape Plans prepared by Arcadia at Appendix K and Civil Plans prepared by TTW at Appendix L.

2 Site Preparation

2.1 Demolition

The proposal includes demolition of all buildings on site as shown in the Demolition Plan at Appendix H.

2.2 Earthworks

Excavation will be required to accommodate six levels of basement car parking with a lift pit extending to a seventh level as detailed in the Architectural Plans. In this regard the Geotechnical Assessment notes that:

- Based on the Architectural Plans, the lowest finished floor level (FFL) of Basement 6 is at RL69.2 m AHD (Australian Height Datum), and RL64.2m AHD for Basement 7 (inclusive of the lift pit).
- Based on the survey drawings provided, it is anticipated that the lowest basement level will require excavation to depths of approximately 16.0 m below existing basement level with additional deepening likely required for the lift core.

2.3 Tree Removal

Three trees will be removed as detailed in Arboricultural Impact Assessment which formed part of the EIS and as summarised below:

- One tree within the site boundary near Oxley Street (Tree 3)
- Two street trees fronting Oxley Street (Tree 2 and Tree 4).

Three street trees adjacent to the site (Tree 1, 5 and 6) will be retained. Tree removal and retention is shown at Figure 1.

Additional street tree planting is discussed in Section 4

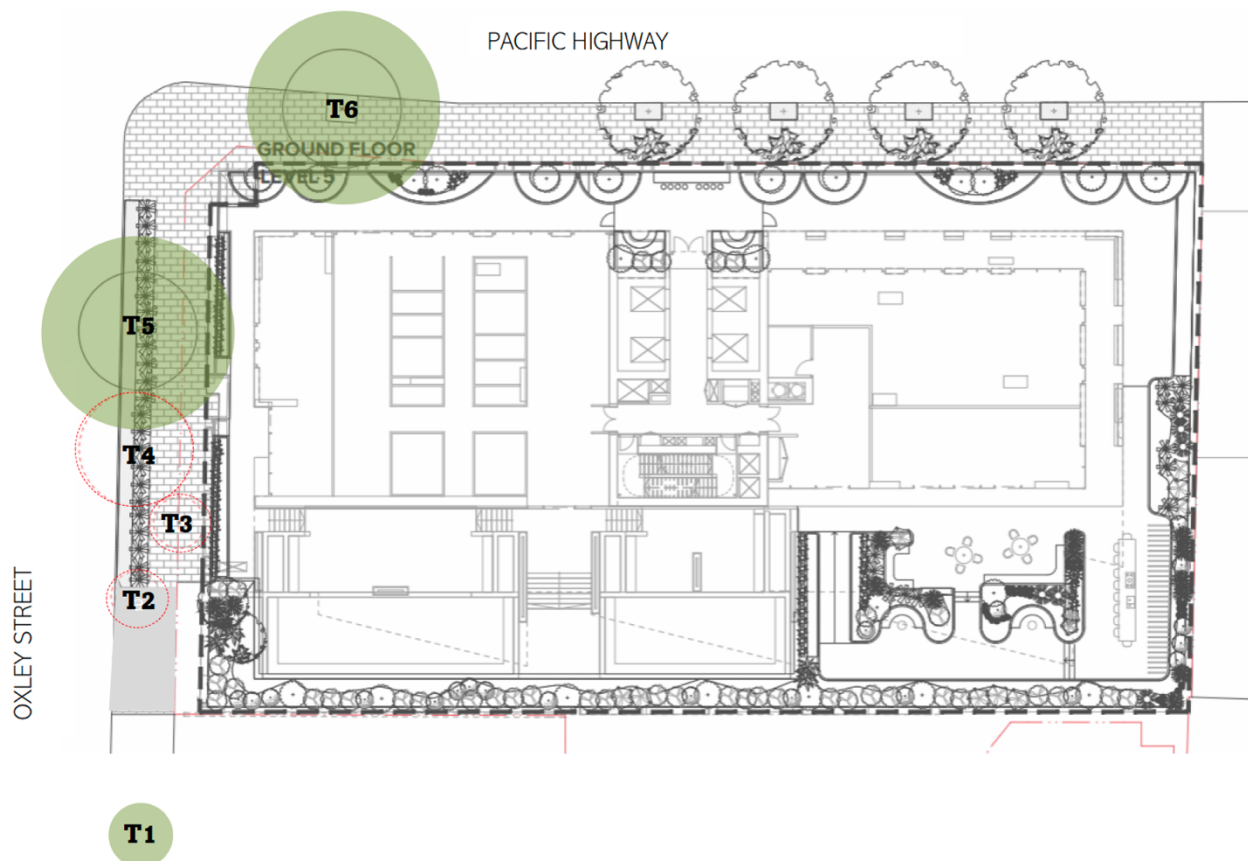


Figure 1: Tree removal and retention (Source: NSW Trees 2025)

3 Built Form and Design

3.1 Layout and building envelope

This application proposes development of a 38 storey mixed-use building comprising:

- Six levels of basement car parking and servicing with a lift pit extending to a seventh level
- A four storey podium comprising retail and commercial floor space
- Above podium resident communal space and dwellings
- 34 levels of residential floor space including the above podium level
- Rooftop servicing.

The podium comprises retail and commercial floor space to maximise street activation with basement access, loading, servicing and storage accommodated at the rear of the podium. The lower two podium levels comprise retail uses with commercial at the upper two podium levels.

At street level the podium maximises activation through location of the residential lobby, commercial lobby and retail tenancies fronting Pacific Highway with street tree planting and awnings to enhance pedestrian amenity. The two levels of retail tenancies wrap around the corner of the building to front Oxley Street.

The tower envelope has been designed with a 4m above podium setback to reduce its visual prominence to the street and side and rear tower setbacks have been applied to provide for an appropriate transition to existing and future buildings on the adjacent sites. These setbacks result in a slender tower form which is further articulated through the building design and façade composition as detailed in Section 3.2.

The podium setbacks provide for podium landscaping with resident private open space and communal open spaces which softens the transition between the podium and tower above.



Figure 2 Eastern Elevation (Source: FJC Studio 2026)

3.2 Façade Design and Materials

The podium façade treatment reflects the predominantly non-residential use with full-height glazing within the arched bays which presents an open, engaged frontage to the Highway, with the masonry frame providing depth, shade, and a strong material identity. Ground and first level arches are wider, maximising transparency and activation, while upper levels adopt narrower, more organic arches referencing native plant forms, providing greater solidity and a larger surface for patterned brickwork that subtly evokes the textures of the redgum bark. A rooftop planting terrace crowns the podium, softening the transition to the tower.

The podium treatment extends seamlessly around the corner onto Oxley Street, reinforcing the continuity of the architectural language while addressing the service and access requirements of the site. The facade maintains the same rhythm of arched openings and deep brick articulation seen along the Pacific Highway, ensuring the podium reads as a unified and cohesive base.

A large arched opening on Oxley Street accommodates vehicle access to the loading dock and basement car park, integrating these functional elements into the architectural expression of the podium. By framing service entries within a consistent, carefully detailed facade treatment, the design avoids blank frontages and maintains a strong urban presence.

The solid portions of the tower facades are expressed through pre-finished panelised systems, delivering durability, quality, and permanence. These are paired with carefully composed glazing and fine-scale articulation to establish a cohesive architectural language as follows:

- Western facade: Defined by a strong vertical rhythm with recessed notches and continuous balcony bays. This breaks down the scale, provides shading, and frames apartments towards iconic views of the Sydney Harbour Bridge and CBD.
- Southern facade: Adopts a dual approach, with higher glazing ratios to the west capturing city and harbour views, while a more solid treatment to the east avoids direct outlook to the proposed southern tower.
- Eastern facade: A more regular and ordered grid that addresses Pacific Highway. Setback balconies and screening ensure privacy, mitigate solar exposure, and respond sensitively to the adjacent Metro OSD, while solid panels reinforce the corridor's metropolitan character.
- Northern facade: More solid in expression due to its adjacency to future development across Oxley Street. To maintain legibility and interest when viewed from the north, the elevation is divided into two primary volumes separated by a continuous recessed column of balconies.

Together, the facades create a considered and site-specific response, where robust solid elements anchor the building and glazed components open to key views. The result is a tower that balances performance with expression, delivering both high-quality residential amenity and a distinctive contribution to the evolving Crows Nest skyline.



Figure 3 Proposed façade design (Source: FJC Studio 2026)



Figure 4 Proposed podium treatment Pacific Highway (Source: FJC Studio 2026)

4 Landscaping and Public Domain

4.1 Ground floor landscaping

The ground plane has been carefully designed to integrate the building with its immediate public domain, reinforcing a high-quality pedestrian environment along both Pacific Highway and Oxley Street.

Four new street trees, new pavement treatments, and integrated awnings provide shade, weather protection, and visual continuity along the Pacific Highway, while setbacks allow for widened pedestrian paths and landscaping along both street frontages. Along Oxley Street, planting and soft landscape elements buffer the building edge and enhance the arrival experience for both residents and visitors.

The proposed ground floor retail frontages are framed by landscape elements that encourage activation and contribute to a more engaging street environment. The proposed landscape strategy and public domain enhancements ensure the project strengthens the character of the public realm and aligns with Council and State aspirations for a greener, more walkable Pacific Highway corridor.

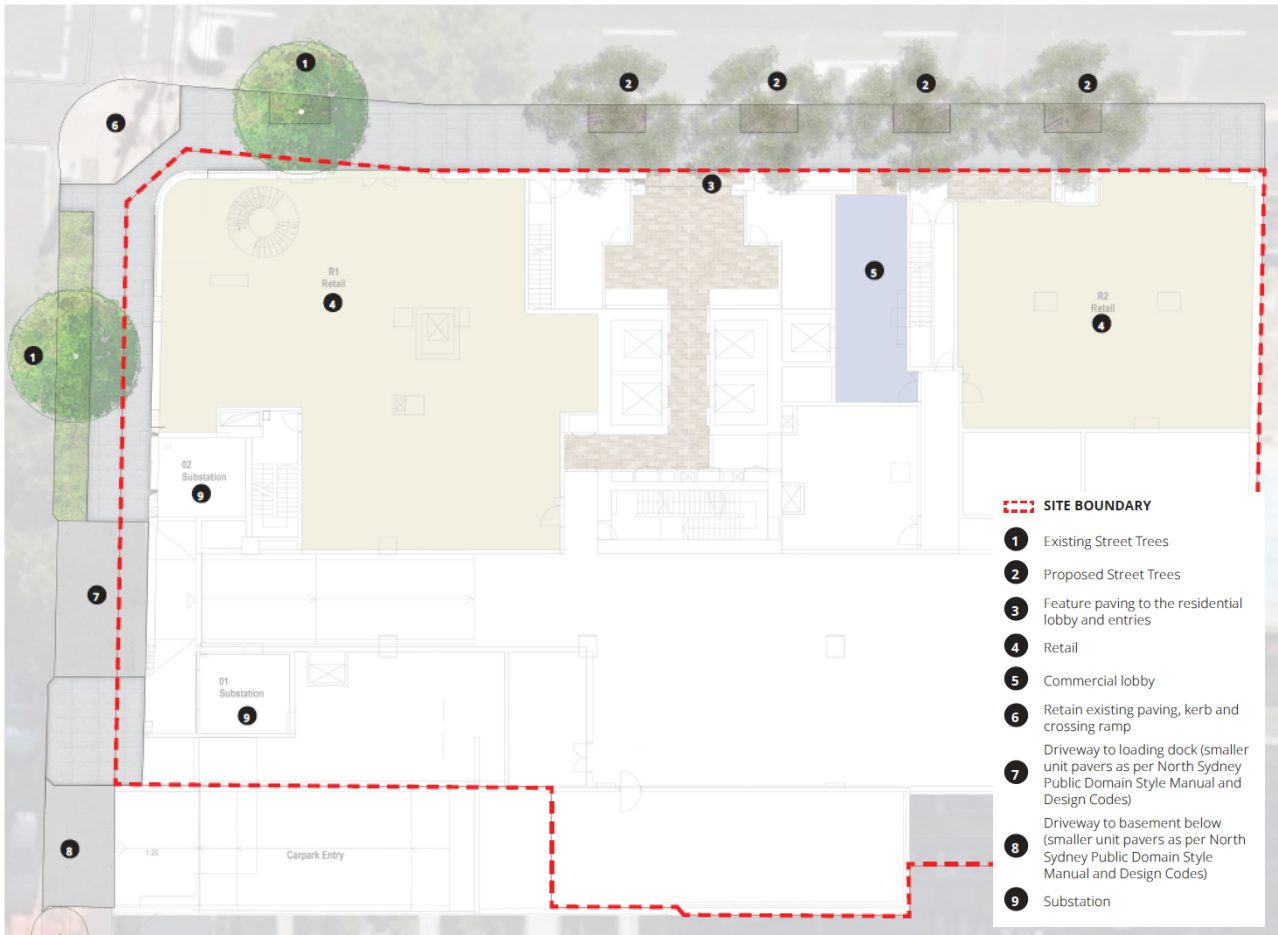


Figure 5 Proposed ground floor public domain and landscaping (Source: Arcadia 2026)

4.2 Podium landscaping

The majority of the podium roof is dedicated to resident communal space, that creates a series of indoor and outdoor spaces that promote social interaction, health, and wellbeing while maximising solar access and expansive views and outlook.

The primary area of communal open space is located on the northern frontage of the building to maximise solar access. Secondary spaces are located along the southern and eastern frontage providing a series of flexible spaces which take advantage of harbour and city views.

The communal open space wraps around a resident gym, dining room, multi-purpose communal room providing flexible indoor and outdoor uses to accommodate a range of activities. These elements provide flexible settings for daily use, informal gatherings, and community events, strengthening social life within the building.



Figure 6 Communal open space (Source: Arcadia 2026)

5 Affordable Housing

The Crows Nest TOD provisions of the North Sydney LEP sets out an affordable housing contribution of 16% of residential floor space to be dedicated to council or through a monetary contribution of equivalent value.

The proponent is currently in discussions with DPHI regarding an appropriate affordable housing contribution noting there was an error in the feasibility analysis used to support the 16% contribution rate.

A suitable quantify of affordable housing is subject to further consideration and will be nominated by DPHI.

6 Access and Car Parking

6.1 Vehicular and pedestrian access

The existing access to the site from Oxley Street across the adjacent property by way of an easement will be retained providing access to the proposed basement levels. A separate driveway will be introduced from Oxley Street providing access to a ground floor loading dock. The two access driveways will be provided as indicated in Figure 7.

Pedestrian amenity along Oxley Street is achieved through minimising width of the driveways and providing for a pedestrian refuge between the two entrances.

Pedestrian access is via separate residential and commercial lobbies fronting Pacific Highway with ground floor retail tenancies have direct pedestrian access from Pacific Highway.

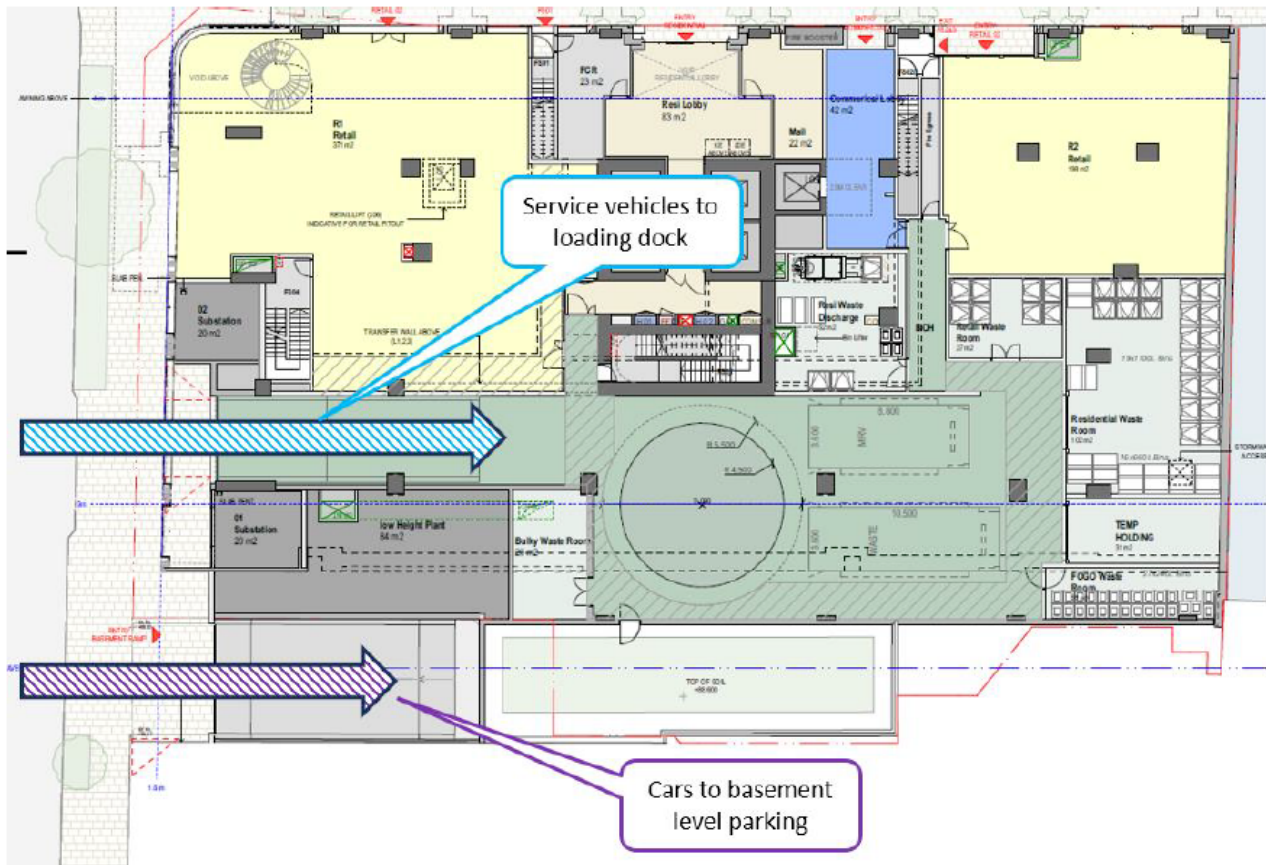


Figure 7: Proposed site access arrangements (Source: JMT Consulting 2026)

6.2 Car parking

The proposed development provides for 202 residential car parking spaces distributed across six levels of basement car parking including 192 resident spaces and 10 spaces for retail and commercial. A total of 21 space for motorcycles are also accommodated.

6.3 Bicycle parking

The proposed development includes the following bike parking:

- 228 residential storages cages of sufficient size to accommodate a bicycle plus 45 resident bicycle parking spaces
- A further 65 bicycle parking spaces are provided for residential visitors (28 spaces) and retail / commercial users (37 spaces).

6.4 Loading and servicing

Loading and servicing will be accommodated within a loading dock at the ground floor level which is accessed via the dedicated driveway from Oxley Street. Waste servicing is proposed to occur on site. Waste trucks will enter and exit the loading dock in a forward direction via a turntable.

The loading dock accommodates separate parking spaces for a 10.5m long North Sydney Council waste truck as well as an 8.8m long Medium Rigid Vehicle (MRV). In addition, three service parking spaces are provided in the basement.

7 Stormwater Management

The proposed development includes the following arrangements for stormwater management as detailed in the Integrated Water Management Plan:

- Retention of existing stormwater discharge point to Council's inter-allotment drainage to the south of the site
- Stormwater treatment to include Ocean Protect OceanGuards or equivalent, Ocean Protect StormFilters or equivalent and a rainwater tank to reduce the pollutant target through the site.

8 Staging and Delivery

The proposal will be developed in a single stage. The appointed building contractor will be responsible for developing a comprehensive Construction Management Plan which will include a construction program, and timing for each construction stage.