

SSDA Design Report

270 Pacific Highway BTR



Fitzpatrick + Partners acknowledge that we work on the Traditional Lands of the Gadigal people of the Eora Nation.

We pay our respects to Elders past, present and emerging.

Always was, always will be, Aboriginal land.

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Introduction





Project Introduction

This design report is prepared by Fitzpatrick+Partners on behalf of Silvernight to accompany the State Significant Development Application for 270 Pacific Highway BTR Proposal.

Vision

The new 270 Pacific Highway is a mixed use building that will support the vision for the changing nature of the Crows Nest TOD Precinct through the introduction of a series of built forms that balance a striking architectural composition with a respectful urban street form while creating a new residential typology in the mews.

The high amenity proposition of the Build to Rent apartments offers much needed quality residential accommodation to the precinct while the medical and retail uses in the podium offer employment and amenity to the surrounding area.

Architecturally the approach is a calm and elegant series of buildings that seek to break down the overall scale and mediate with the varied surrounding urban scales.

Introduction

The site is located 250 metres from the future Crows Nest Metro Station and occupies a prominent position opposite the Five Ways Triangle and the Crows Nest Entertainment and Cultural Precinct.

It sits adjacent to a heritage-listed building and benefits from a position along the ridge-line, offering uninterrupted views toward the Sydney CBD and Sydney Harbour.

The site is currently occupied by two five-storey commercial buildings and a single-level basement providing 97 car parking spaces. It is zoned for mixed use, with a maximum floor space ratio (FSR) of 5.6:1 and a height limit of 54 metres.

The site is orientated 33 degrees north-east, posing solar access challenges to the western façade.

Located on the heavily trafficked Pacific Highway, posing acoustic and air quality constraints. The eastern interface addresses the civic edge with high-rise urban development, while the western aspect transitions toward low-density residential housing.

Recent approvals in the immediate vicinity include a 22-storey residential tower across the road and a 10-storey residential development directly north, both of which will impact the site's solar access and further influence its urban response.

Planning Background

A Development Application was lodged in February 2023 for the demolition of two existing five-storey commercial buildings and the construction of a new 13-storey commercial tower with basement parking and landscaping. This proposal was approved by the Land and Environment Court of NSW in October 2024. However, the post-pandemic shift in workplace trends has led to a marked decline in demand for commercial office space, rendering the approved scheme financially unviable.

The Proposal

The proposal seeks consent for the demolition of the existing buildings and the construction of a 16-storey Build to Rent residential development, incorporating a two-level basement. The proposed building remains within the envelope established by the previously approved commercial scheme and contributes positively to the evolving Crows Nest skyline.

This development facilitates a sensitive transition in built form—from the 22-storey tower across Pacific Highway to the low-rise residential

dwellings to the west.

The architectural response draws inspiration from the adjacent heritage-listed building, interpreting its scalloped terracotta language through a contemporary lens, expressed from tower to podium. The podium height aligns with the neighbouring heritage structure and is further articulated to reflect the fine grain and rhythm of the surrounding streetscape.

The proposal also includes the activation of the Pacific Highway frontage with new retail and medical consultation spaces, and the conversion of the existing service lane into a residential mews, fostering pedestrian amenity and a sense of community.

Executive Summary

- Demolition of two existing 5-storey commercial buildings
- Construction of a 16-storey mixed-use Build to Rent residential tower with a 2-level basement
- Conversion of the rear service lane into a landscaped residential mews
- Retail and medical suites integrated into the podium fronting Pacific Highway
- 168 Build to Rent apartments ranging from studios to four-bedroom units
- 82 car parking spaces, comprising 34 residential, 48 medical/commercial.
- Maximum building height: 53.55 metres
- Proposed GFA: 20,839m²



Project Frameworks



Connecting with Country

Country-centred approach

Connecting with Country asks us to take up the challenge of thinking differently, working differently, and making decisions that prioritise Country.¹

Informed by the Government Architects NSW Designing with Country Framework, as non-Aboriginal people to engage with and listen to Aboriginal voices, processes and knowledge early on and throughout the design process.

As a studio working primarily on unceded Aboriginal land, we acknowledge First Nations as the traditional custodians of this land and are committed to reconciliation. We also recognise that as these custodians, Aboriginal people have maintained and sustained the land on which we live for over 60,000 years with evidence of occupation within the area of this site dating from at least 5,800 years ago.

This knowledge should not be dismissed by society. In particular in the field of the built environment, this important knowledge should be respected and engaged with to develop a better version of tomorrow.

On 270 Pacific Highway we have sought to understand the nature of the place on which we are building, the land of Cammeraygal people of the Eora Nation.

Our approach to date has included review of a number of documents from numerous sources and discussion internally on the nature of the site and its context. We have not been able to engage directly with community at this point but have sought to understand Country and develop a framework in relation to Country and our aspirations to Care for Country through the work we deliver.

This Framework to designing for this Country includes understanding the following aspects of the place and its people:

Site context and location

Situated on the ridge line that Pacific Highway runs along our site sits at both a point of outlook and a path of travel. Reflecting this in the nature of the design is key.

Understanding who's Country

The site sits on the land of the Cammeraygal people who occupied the lower north shore areas of Sydney for at least 5,800 years up to 1820 when the impacts of colonisation were most dramatic.

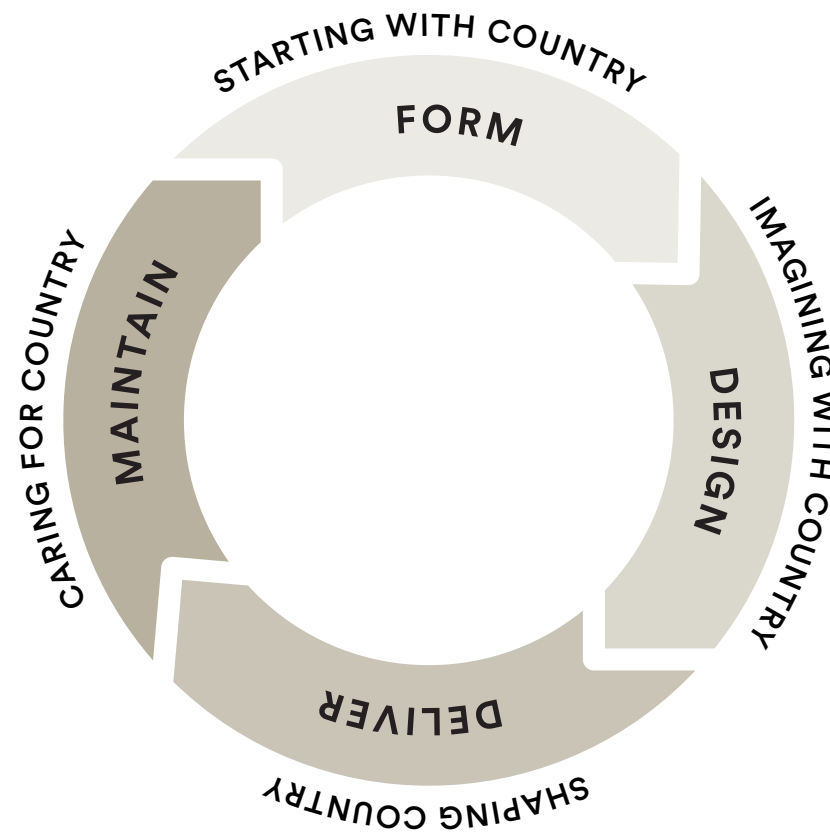
Understanding our impact on Country

Architecture's impacts are far and wide from the provision of space for living and working through to the creation of places for future histories to evolve. Intrinsic to this is the conception of architecture as a force for good in the world. We are not ignorant to the negative effects of architecture through the impacts on climate and local bio-systems.

To this end we have sought to minimise the negative environmental impacts as outlined later while maximising the positive hand-print of the project.

Connecting the architectural narrative to Country

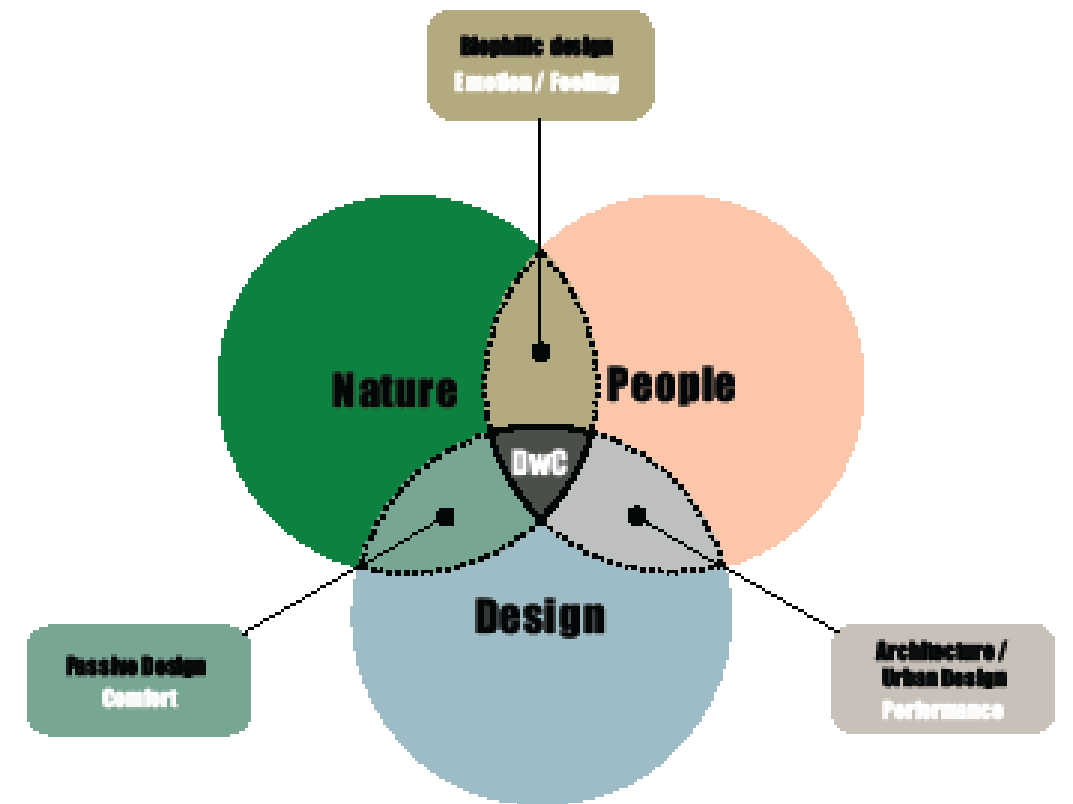
The creation of places of nature, for both human and non-human kin within the development provide direct relationship to place. Spaces of outlook over the harbour available to all and places with great access to the elevation afforded by the ridge line to overview and connect to Country help to drive the architectural expression of the building.



Defining our relationship to Country

Understanding the Aboriginal conception of Country as a concept so broad as to encompass everything past, present and future, from the sky to the waters and earth, all living things and all cultural and spiritual ideas informs our position as a part of this idea.

Designing from a place with our position so defined allows us to better gain a purchase on how to start the learning and informing of the architecture on Country such that our work can aspire to a conception of Caring for Country.



Elements of Designing with Country

Informed by GANSW's work on Designing with Country we seek to conceive of our work across all three intersections from the *Architectural understanding* of building as place to the *Passive design* of building as environmental system and the *Biophilic design* of architecture as a place for people to engage as holder and supporter of nature. The following design report seeks to bring all three positions together.

¹ GANSW 2020 Better Placed Draft Connecting with Country Page 5



Better Placed

Design Objectives for NSW

Throughout all stages of the project, the design team will evaluate progress against the seven objectives of the document and how they are being addressed and implemented.

1. Better Fit

The evolving context has been heavily studied to derive the proposed built form and to expand the qualities of Crows Nest through the development.

2. Better Performance

The development takes a first principles approach to sustainability from a no fossil fuels development to a WELL residential rating to optimise amenity the proposition is future focused.

3. Better for Community

The diverse mix of residential typologies from mews live/work units to BTR apartments of varying bed numbers seek to address housing needs from a variety of users.

4. Better for People

Through the use of the WELL standard the development seeks to demonstrably maximise amenity for all its users.

5. Better Working

With a focus on structural efficiency and integrated amenity the development will derive the maximum benefit from the minimum inputs.

6. Better Value

Through the reconsideration of a driveway into a potential new Mews the development aims to expand the livable public domain of Crows Nest.

7. Better Look and Feel

Presenting to Pacific Highway with an architectural expression that continues the fine grain rhythm of the street while adding a residential quality to the rear the development positively contributes to its context.



OBJECTIVE 1.

Better fit
contextual, local and of its place

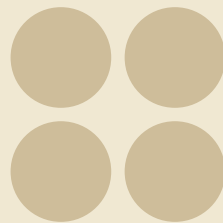
Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, heritage and communal aspirations. It also contributes to evolving and future character and setting.



OBJECTIVE 2.

Better performance
sustainable, adaptable and durable

Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working. Sustainability is no longer an optional extra, but a fundamental aspect of functional, whole of life design.



OBJECTIVE 3.

Better for community
inclusive, connected and diverse

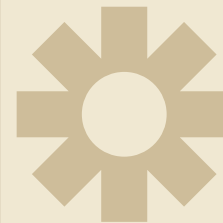
The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.



OBJECTIVE 4.

Better for people
safe, comfortable and liveable

The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people.



OBJECTIVE 5.

Better working
functional, efficient and fit for purpose

Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and usability with the potential to adapt to change. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised.



OBJECTIVE 6.

Better value
creating and adding value

Good design generates ongoing value for people and communities and minimises costs over time. Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry.



OBJECTIVE 7.

Better look and feel
engaging, inviting and attractive

The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement.

Site Analysis



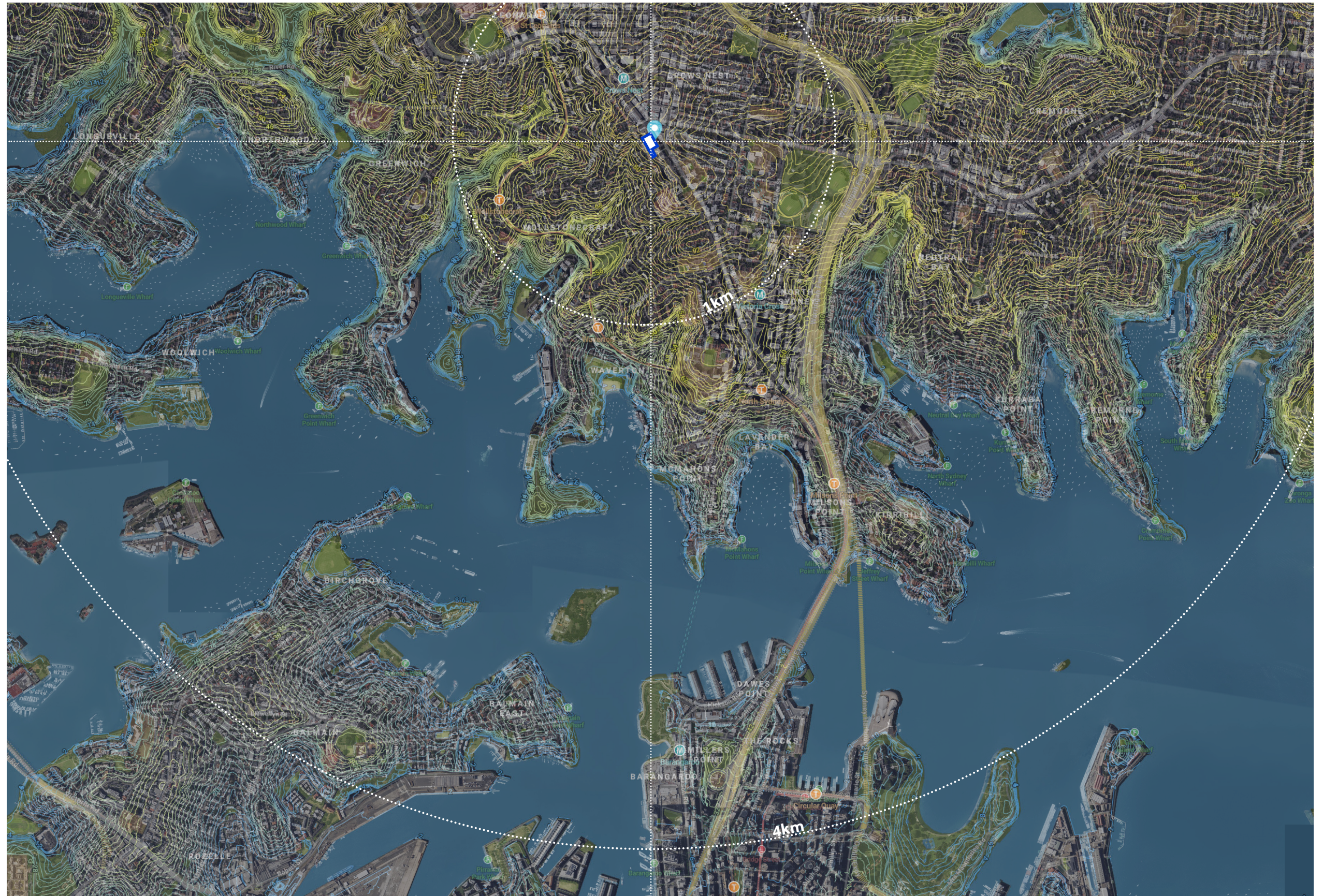


Location

The site is located on the top of the ridge line that runs along Pacific Highway separating Wollstonecraft and the harbour to the west from the inland of Crows Nest to the east.

This location places the site at north the top of the canopy / vista line from the harbour and also at the top of the water catchment flowing into the harbour.

The orientation of the site boundary to Pacific Highway sits 33 degrees west of North meaning the site has two distinct aspects, north east to pacific highway and south west to the views towards the city and harbour.



Legend

 Project Site









Site Location

The site is 3796m² in area with the long faces to Pacific Highway and the rear driveway. The site is well served by both the M1 metro line from Crows Nest and local buses along Pacific Highway and Falcon Street. Main line trains are available from St Leonards and North Sydney both of which are both approximately 1km away.

The Pacific Highway is a major urban arterial road on the north shore with consistent traffic for the majority of the week. This means it is both loud and polluted from vehicular traffic.

By contrast the rear of the site faces into quiet residential areas of Wollstonecraft with expansive views to the harbour and city skyline beyond.

Legend

-  Project Site
-  Crows Nest Metro Station
-  Mater Hospital
-  Pacific Highway
-  Metro line
-  Train line



Masterplan Precinct

Surrounding Context

The site is adjacent to a heritage item in the former North Shore Gas Company Showroom building to the immediate north on Pacific Highway and several additional heritage items along the highway further north.

At the Five Ways intersection just north of the site sits the beginning of the Crows Nest Village with numerous entertainment and restaurant venues.

Future development

The site to the immediate north on Pacific Highway including the former Gas Company heritage item is subject to a recent DA approval for a residential building. To the opposite side of Pacific Highway the five ways triangle site is also subject to a recent approval and demolition has begun for a mixed use podium and residential tower has begun.







Solar orientation

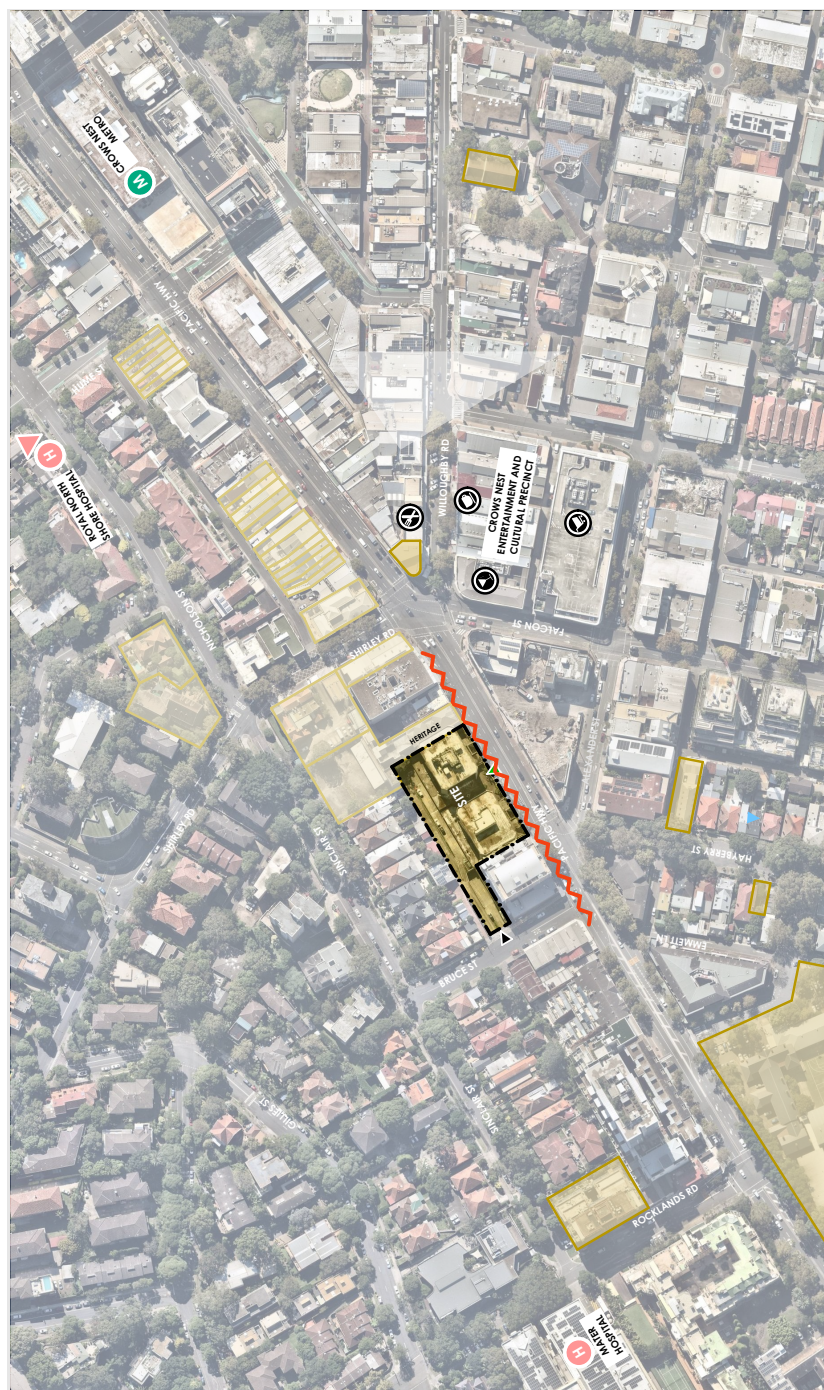
The sites orientation 33 degrees off North means that the long faces of the site face north east and south west with the adjoining developments making solar access a challenge for the design response.

View Analysis

Offsetting the Solar orientation the primary views from the site are expansive from the south west facade with views over the harbour, towards the city and the wider ark of the Blue Mountains beyond.

Legend

	Project Site		Traffic Noise
	TOD Precinct		Solar Access
	Heritage		View Outlook



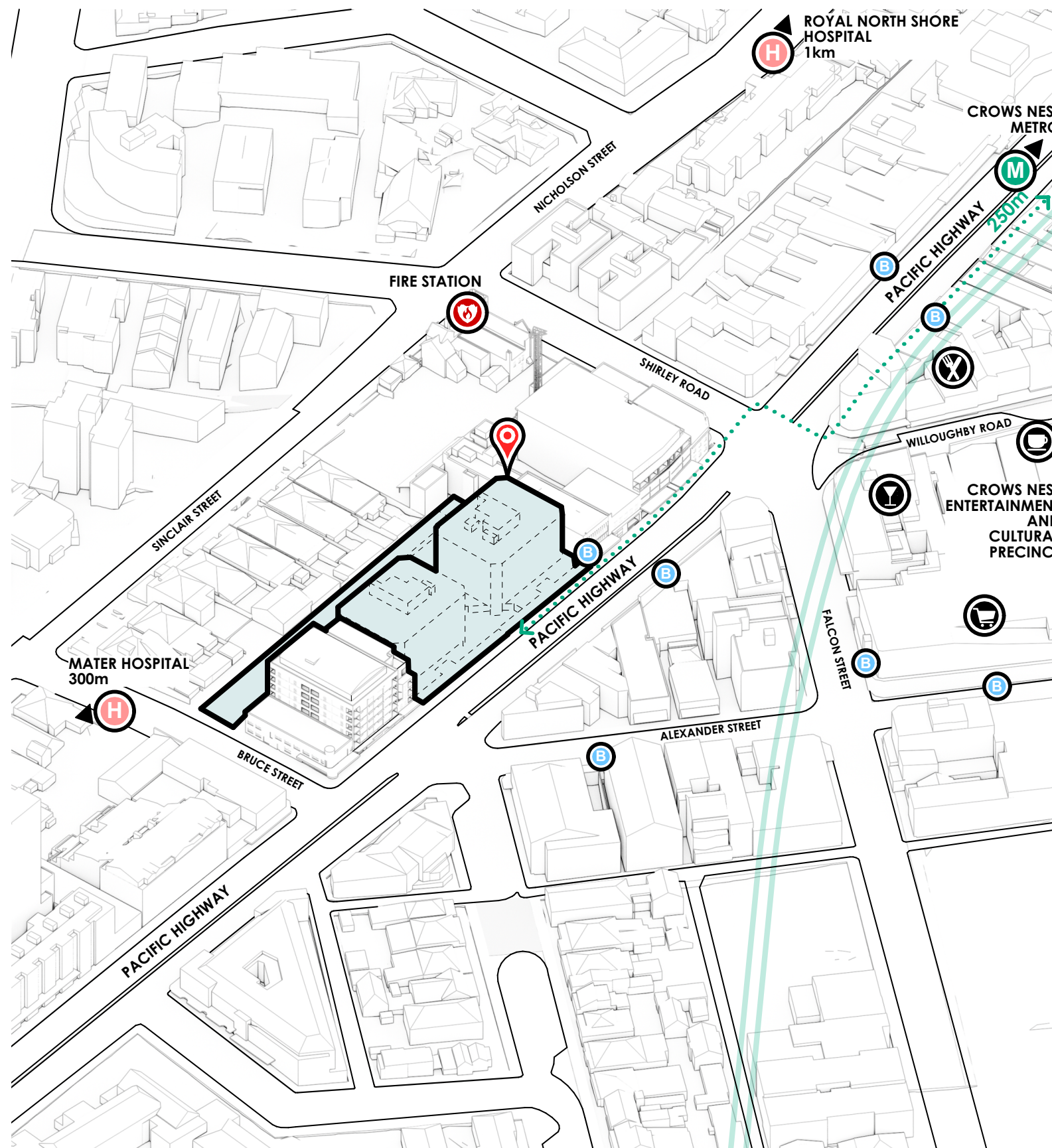
Context

The site is situated in an area under significant change. The existing context is a mix of small scale heritage and fine grained buildings and a swiftly growing urban core centred on the new Metro Station and the urban growth associated with the TOD precinct that surrounds it.

The property is within walking distance to new metro station some 250m north on the Highway. It is also in close proximity to the amenity and convenience of the Crows Nest entertainment and culture precinct and is a short 300m walk away from Mater hospital to the south.

Further afield St Leonards centre and North Sydney CBD are both within 1km north and south on the highway offering additional regional amenity to residents and users of the building.

Taken together the 270 Pacific Highway development and surround evolution of the Crows Nest Precinct are set to deliver greater residential opportunities and the growth of the Crows Nest Community with great public transport links to major employment centres either side of the harbour. This growing urban community will have sustainability at its heart and community at its doorstep



Fire Station



Former Bank



Crows Nest Retail Precinct



Crows Nest Hotel



Willoughby Road Eateries



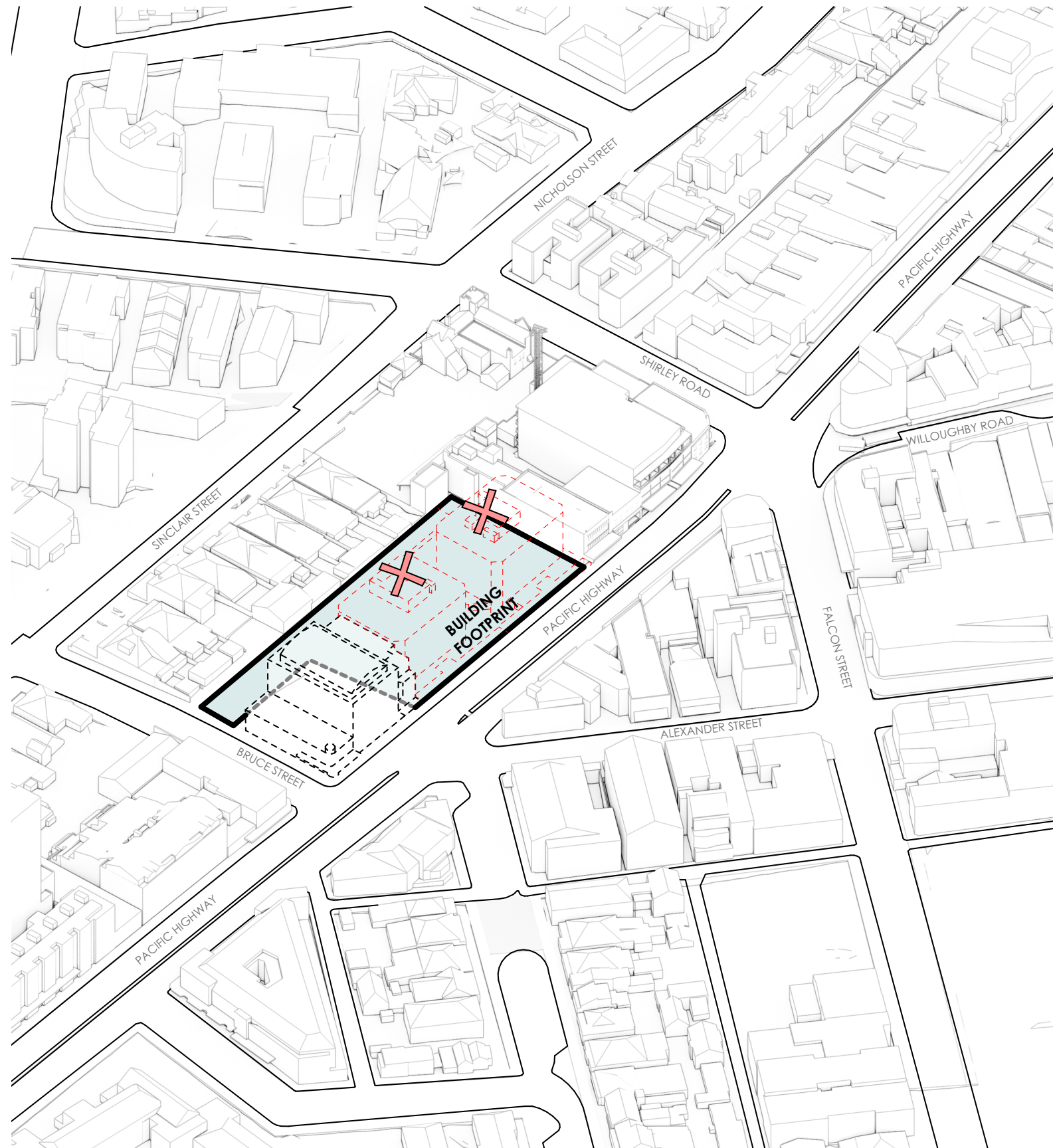
Future Crows Nest Metro Station

Existing Site

The site has a total area of 3,793m² and contains two existing 5 storey commercial buildings with a total area of 7,245m² and a single level of basement parking with 97 car spaces.

The site has a primary frontage of 73m to the Pacific Highway and a secondary access frontage of 12m to Bruce Street.

The proposal will demolish the existing structures and excavate a further half level of basement.



Pacific highway looking north



Pacific highway looking south

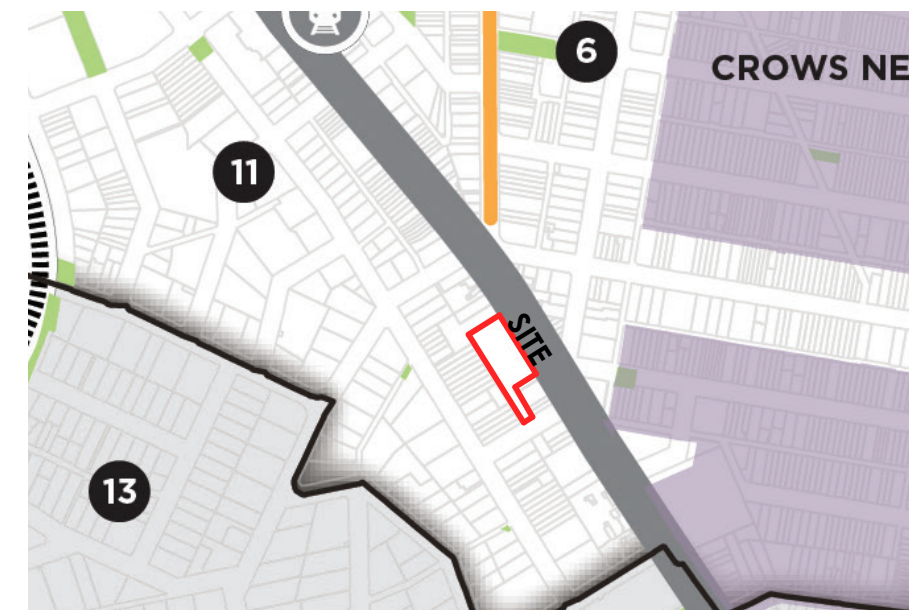
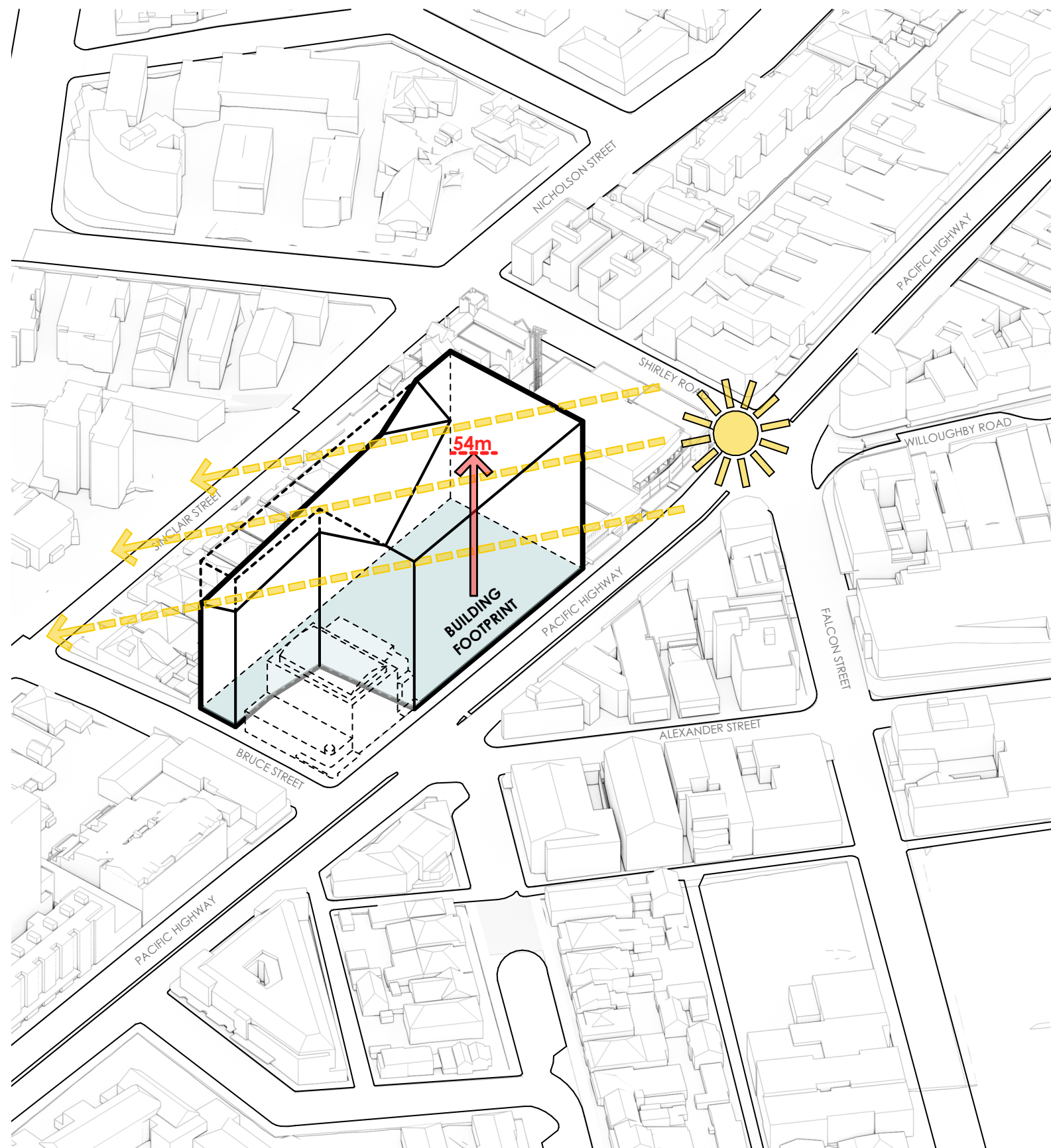


Existing building front entrance

Max Building Height

The previous approval established an envelope based on the 2036 plan which has now been converted in the TOD precinct.

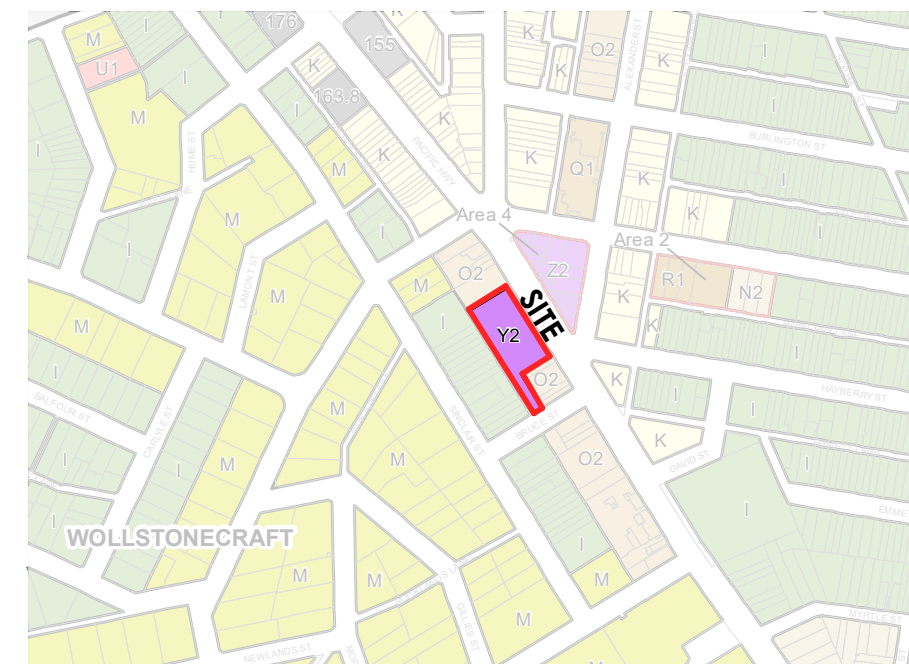
This envelope was developed based on a maximum site height of 54m from natural ground level. This envelope was then bisected by a solar plane that protected solar access to residential properties outside the Crows Nest 2036 master plan precinct boundary.



Solar Access

13 Residential outside boundary (for the whole time between 9am and 3pm)

St Leonards and Crows Nest 2036 Master Plan



Maximum Building Height (m)

N2	14.5	Y1	50
O1	15	Y2	54

North Sydney Local Environmental Plan 2013 (Height of building Map)

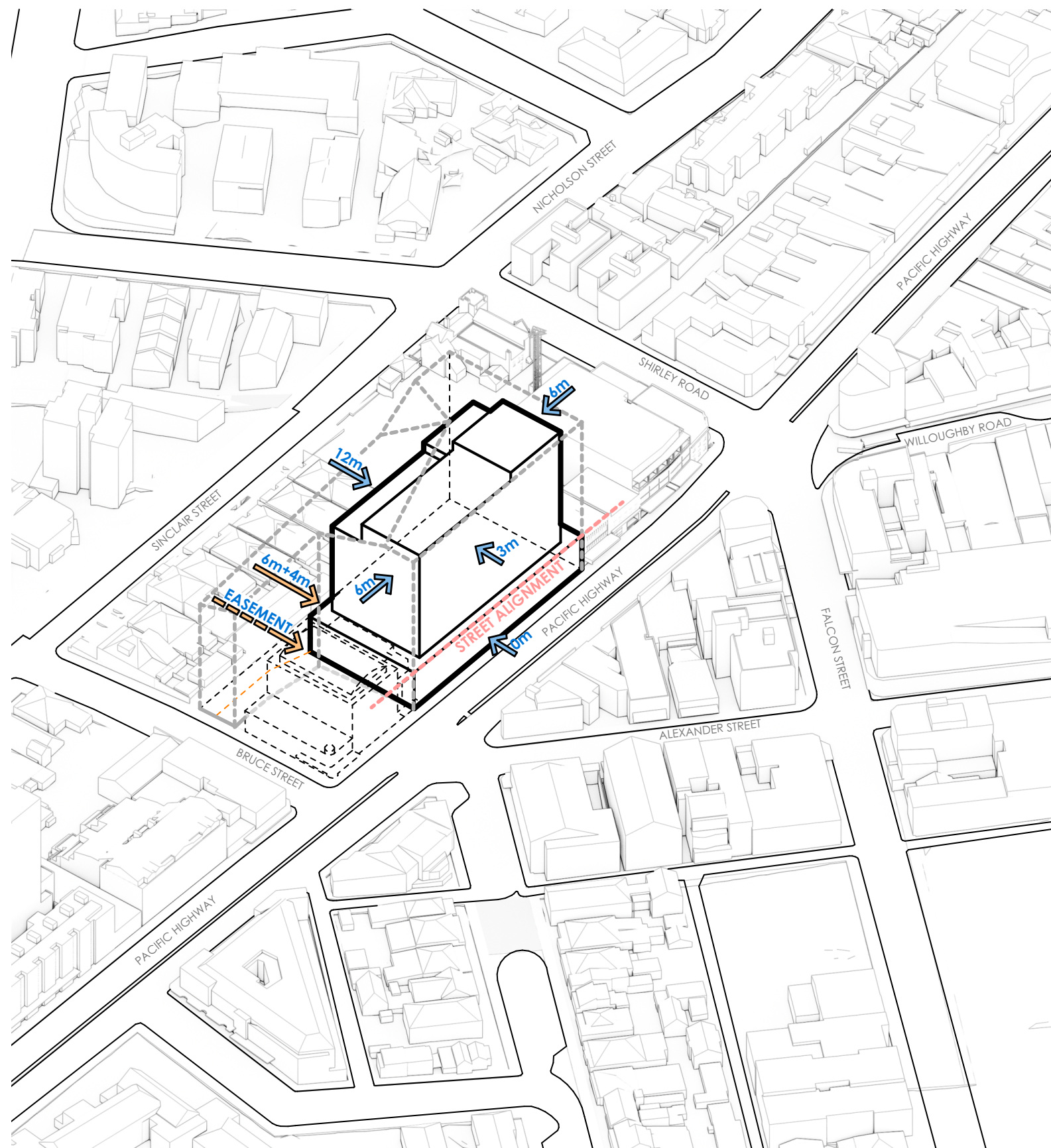
Setback

The building envelope was then derived from the maximum height and the application of setbacks which were in compliance with the North Sydney DCP.

These setbacks saw a zero setback for the lowest three levels on Pacific Highway and the two side boundaries and a greater than minimum required setback to the rear residential boundary.

Above the podium the tower form was then inset 3m from Pacific Highway and 6m from the two side boundaries together with 12m from the rear boundary.

Together the cut height plane and the various setbacks define a built envelope into which the proposed building sits.



North Sydney DCP 2013 Podium Height Map



North Sydney DCP 2013 Street Setback Map



North Sydney DCP 2013

Previous Approved DA



Previous Approved DA

Approved DA Overview

DA193/23

(Case number:2023/00284108)

A Development Application was lodged in February 2023 for the demolition of two existing five-storey commercial buildings and the construction of a new 13-storey commercial tower with basement parking and landscaping. This proposal was approved by the Land and Environment Court of NSW in October 2024.

However, the post-pandemic shift in workplace trends has led to a marked decline in demand for commercial office space, rendering the approved scheme financially unviable.

Key data from approved scheme:

FSR	5.6:1
GFA	21,258m ²
Building Height	54m RL 150.9 Top of Building RL151.3 Top of Parapet
No of Floors	13
Sustainability	5 Star GreenStar 5.5 Star Nabers 4 Star Water
Parking	72 Cars 7 Motorcycles
Bicycle Parking	155 Tenants 61 Visitors



Design Concept





Concept Overview

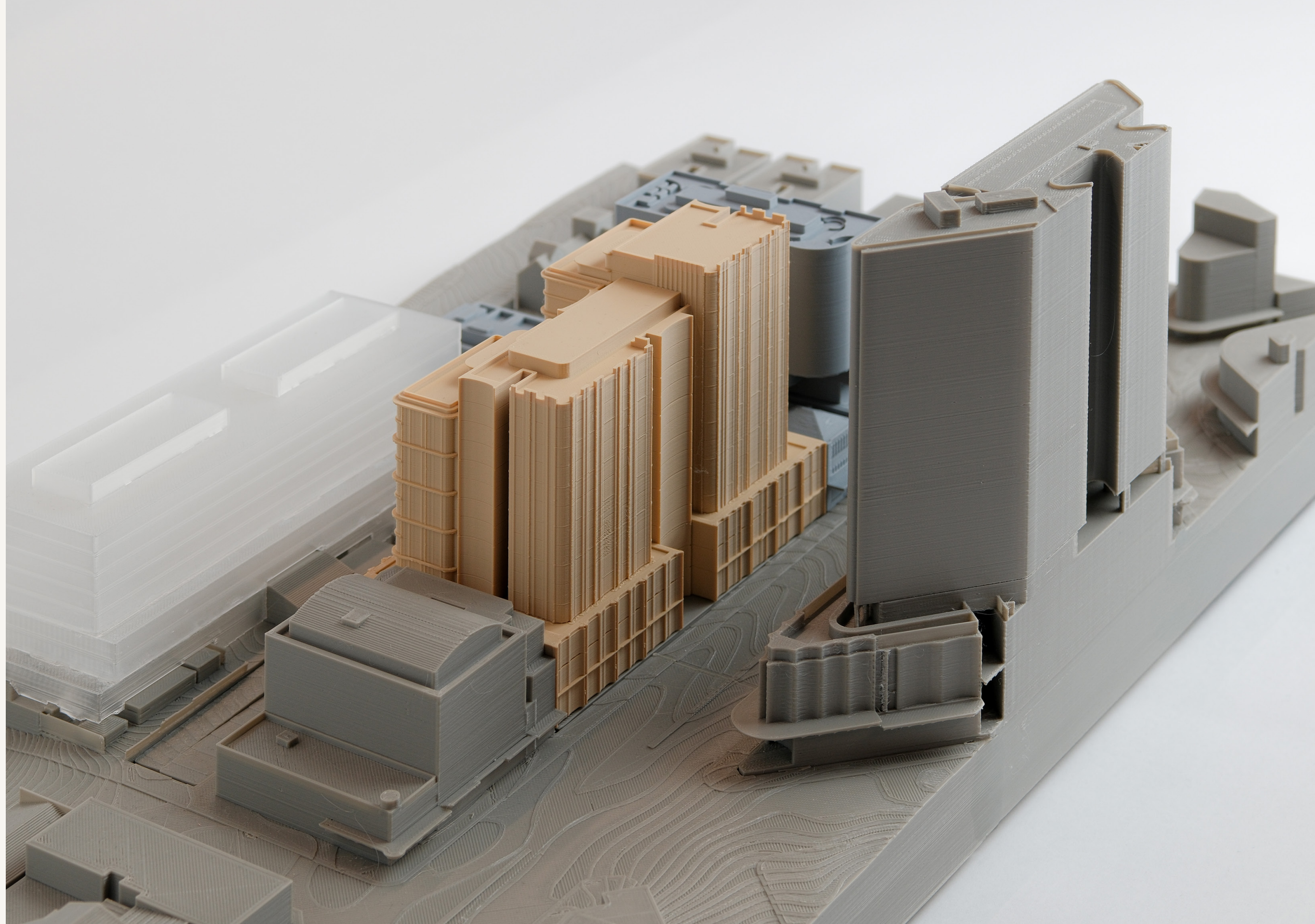
Conceived as a collection of buildings rather than a single built mass the development seeks to break down its scale to smooth the transition from the evolving scale of the TOD precinct towards the lower residential qualities of Wollstonecraft to the west.

The challenge of converting a building envelope devised for office use into a residential footprint for a build to rent proposition has led to some significant changes to the built form from the current approval, our approach being to make each change a positive contributor to the precinct.

The design retains the logic of breaking down the overall built form into two primary forms along Pacific Highway while also being carved into both street facing and rear facing propositions to give a four part architectural expression above the podium.

The podium relates to the adjoining heritage facade of the former North Shore Gas Company building in scale and detail.

Materially the building expresses a quiet vertically struck solidity to the Pacific Highway frontage and an open expansive horizontal to the views and calm of the residential face to the south west.



Tower Articulation

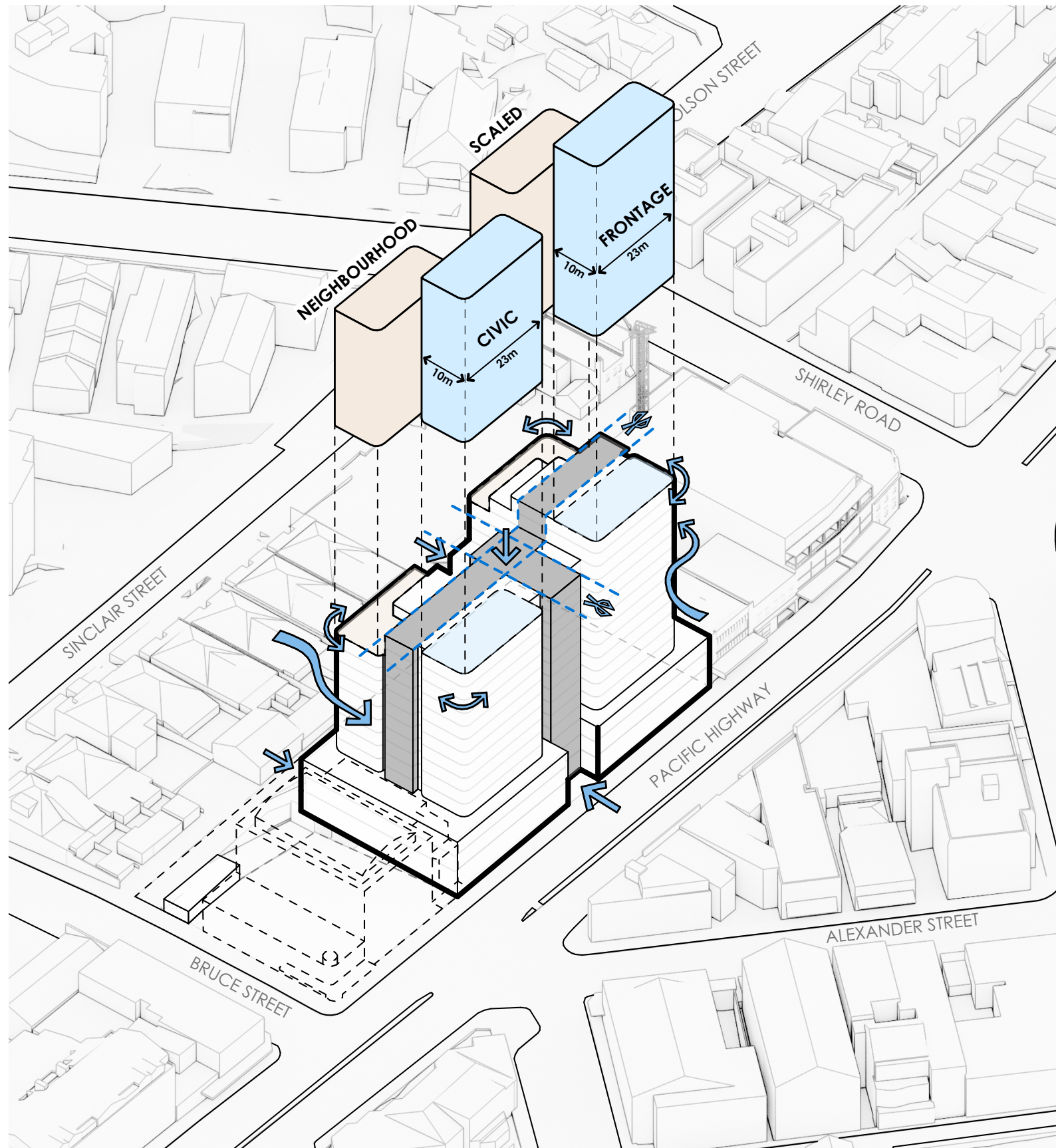
To address the tower's large scale and extensive street frontage, the recessed articulation along all tower façades creates a cruciform shape, simple and elegantly reducing the overall visual bulkiness.

The building is carved into four slender towers, each forming a paired volume that responds to the distinct character of its urban context.

To Pacific Highway the facades respond to the proximity of the neighbouring new developments and the aggressive nature of the vehicular artery with a vertically struck facade articulating views to the north and south to minimise overlooking from the residential tower opposite at the five ways. This facade doesn't have any balconies due to the nature of the street and instead invests their area within the internals of the units.

To the rear the expression shifts to a horizontal focus with the emphasis on capturing the stunning views of the harbour and beyond. Extensive balconies embrace the quieter, less polluted side of the development

The articulation and proportion shifts from front to rear are mediated by the cruciform of the indented expressions in the centre of each elevation further defining the built form into a collection of elements.



Future Crows Nest city centre north east to the site

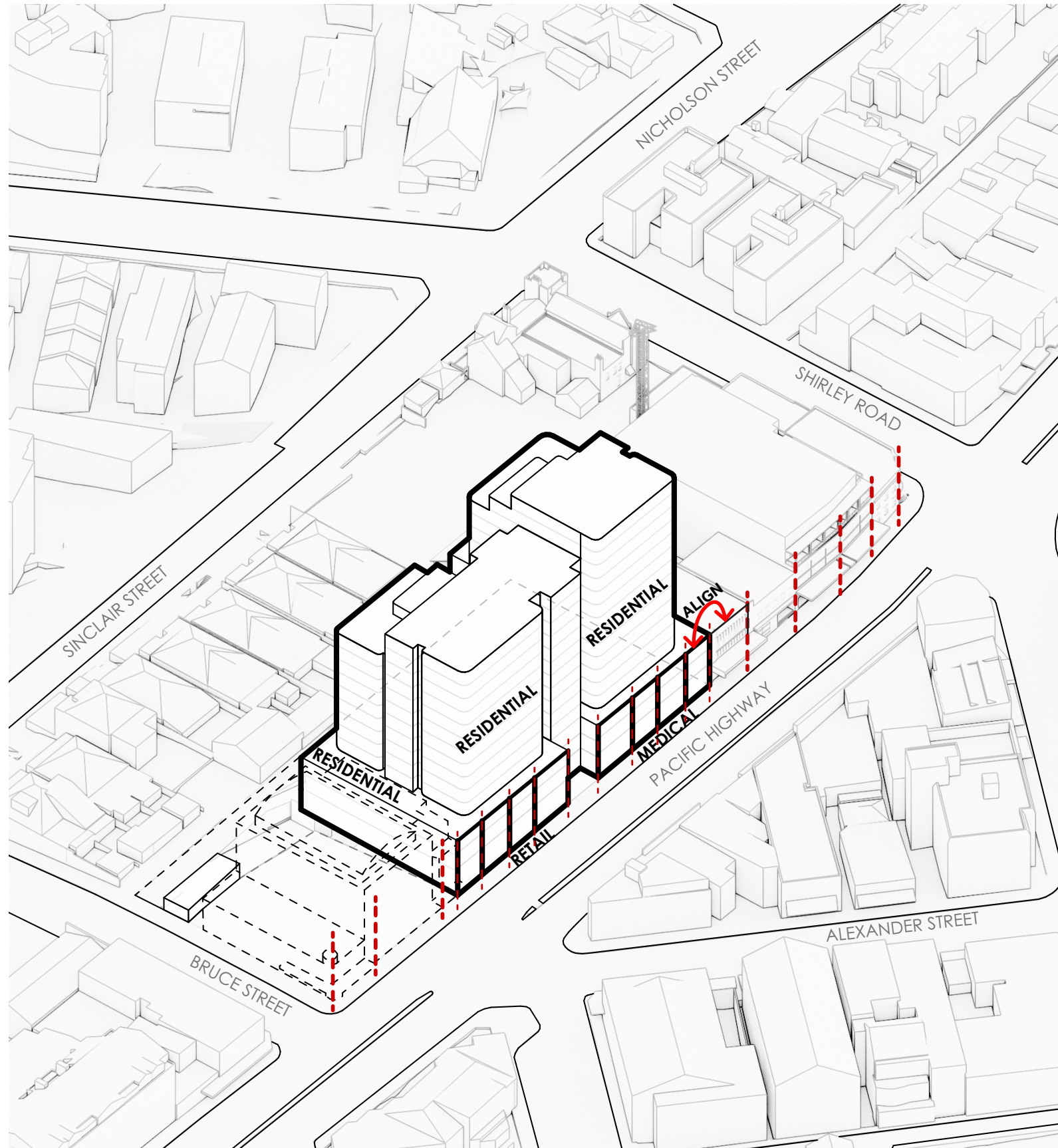


Existing low density neighbourhood to the West of site.

Podium Fine Grain

The podium of the building facing Pacific Highway is informed by the height, scale and fine grain of the adjoining heritage building and the wider character of terrace buildings along the highway.

The form is articulated in a consistent rhythm with the nature of the street dividing the elevation into a series of shop fronts separated by solid party walls articulated through the use of individual solid awning elements with a glazed awning at the division highlighting the verticality of the podium break up and thus the fine grain of the street frontage.



Building Use

In understanding the context of the site and the active commercial uses of the adjoining buildings the building is split into podium and tower uses.

Within the Podium: the ground floor has both proposed medical and retail frontages facing Pacific Highway with the entry to the residential building dividing the two for an articulated ground plane.

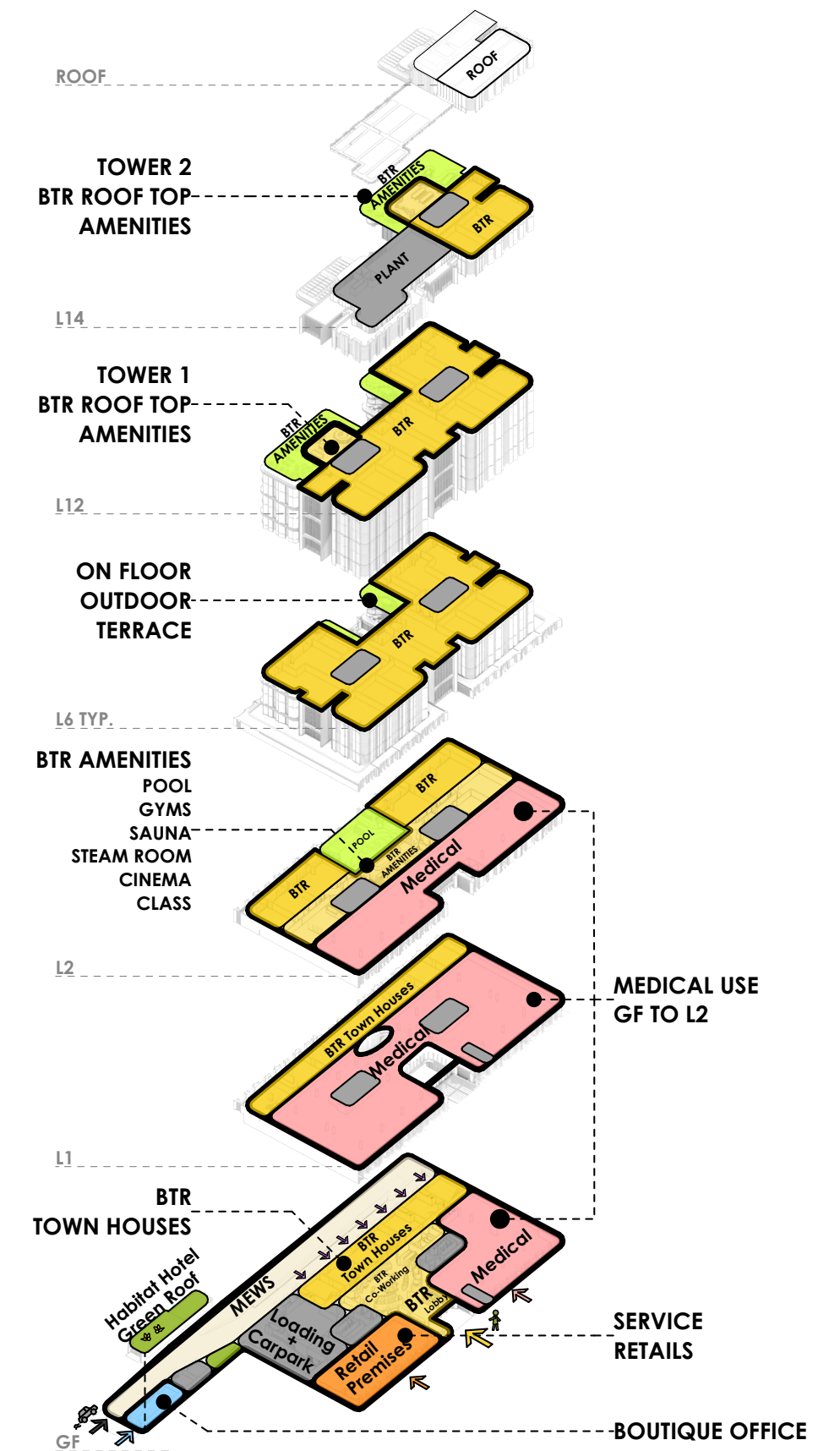
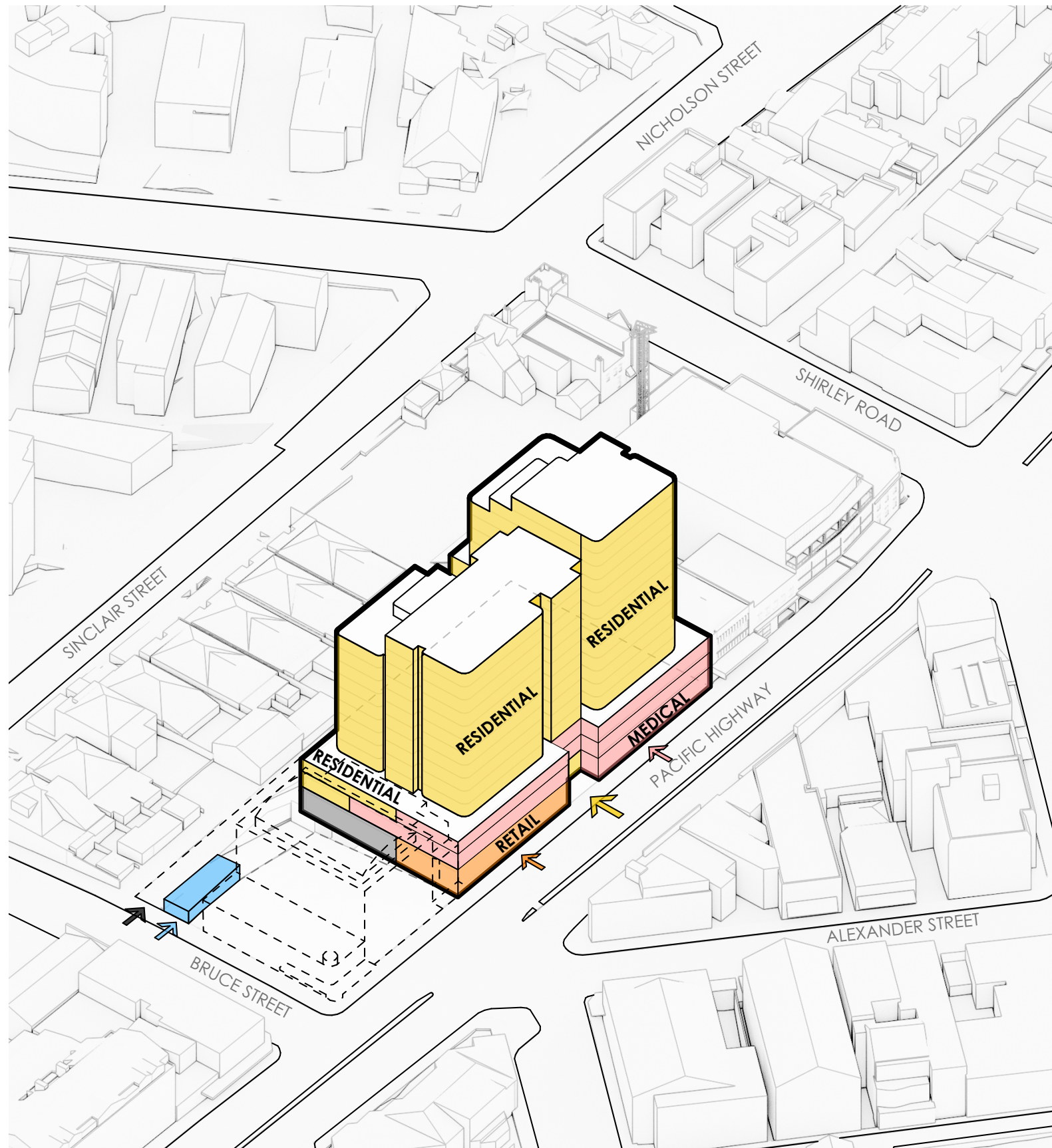
Above the level 1 and 2 podium faces to Pacific Highway are additional medical uses with the three floors aimed to be one medical suite.

To the rear lane the concept expands to provide a series of live/work mews terraces changing the nature of the driveway and creating a potential new mews lane. These terraces cover the ground and level one frontage with a floor of apartments above on level 2.

The centre of the plan on level two includes amenities for the BTR component of the scheme including a gym, outdoor pool area and class / cinema spaces.

The tower above then articulated into multiple built forms all containing residential BTR apartments with roof top plant areas facing the Pacific Highway frontage. To the rear the stepped forms of the building allow for multiple communal open space terrace areas facing the magnificent views south and west.

Finally facing Bruce Street the wide accumulation of driveways from three adjoining properties are divided by the introduction of a single storey boutique commercial premises.



Solar Access

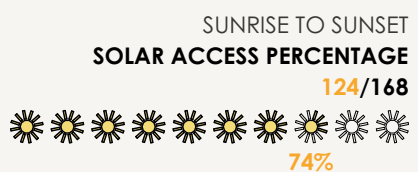
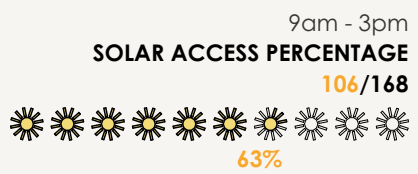
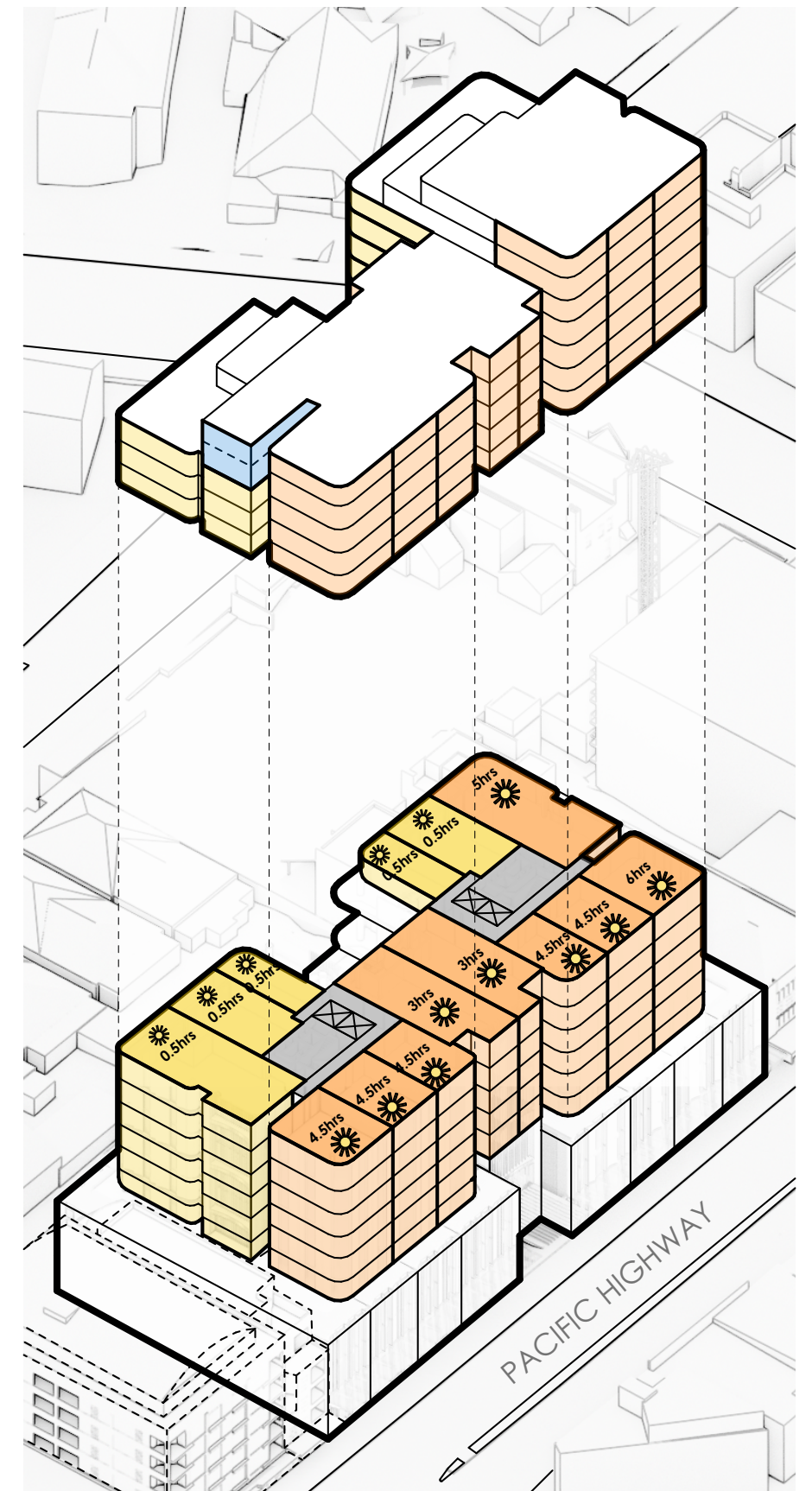
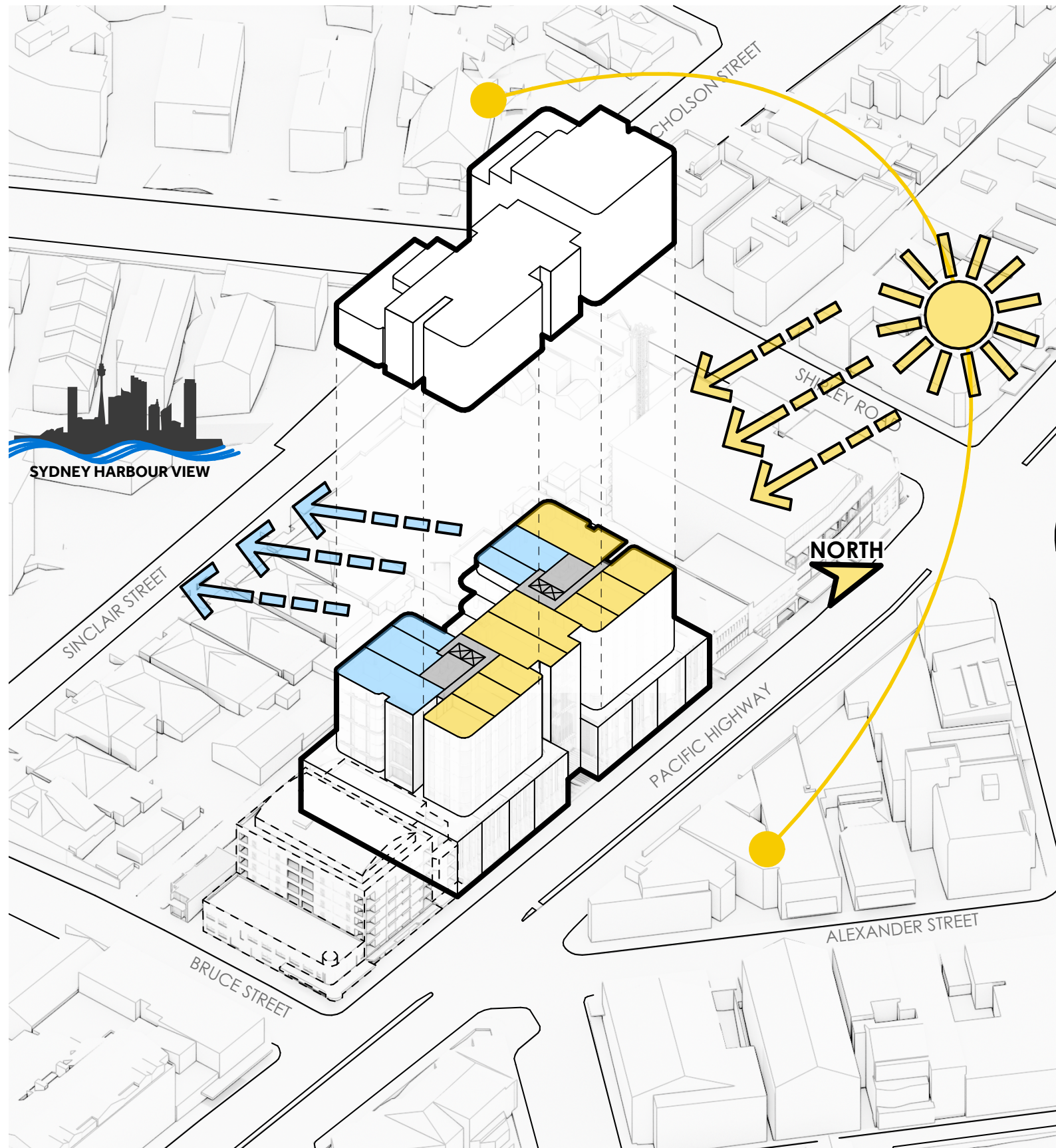
Existing Context

In the current design context without neighbouring developments and due to the site's 33° northeast orientation, the west façade only receives direct solar access after approximately 2:30pm on the winter solstice (June 21).

The design maximises east-facing apartments that capture direct sunlight and minimises the overshadowing impact on the low-density neighbourhood to the west. As a result, 63% of the apartments would receive over two hours of direct solar exposure during mid-winter between 9am and 3pm.

Moreover, if the study period extends to the full daylight hours of 7am - 5pm, the percentage receiving more than 2 hours of solar increases from **63% to 74%**.

The remaining apartments, which have limited direct solar access, are enhanced by offering spectacular Sydney Harbour views.



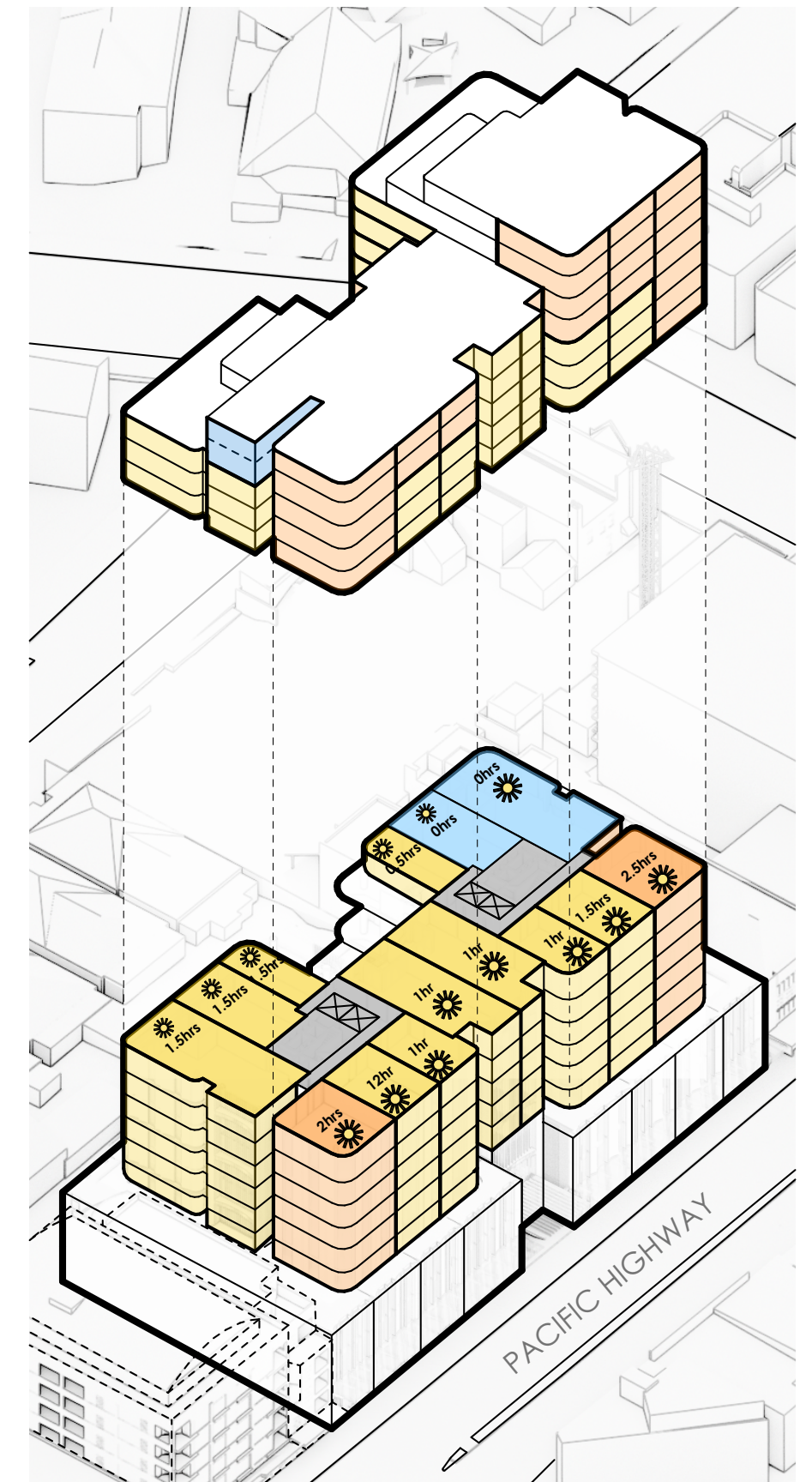
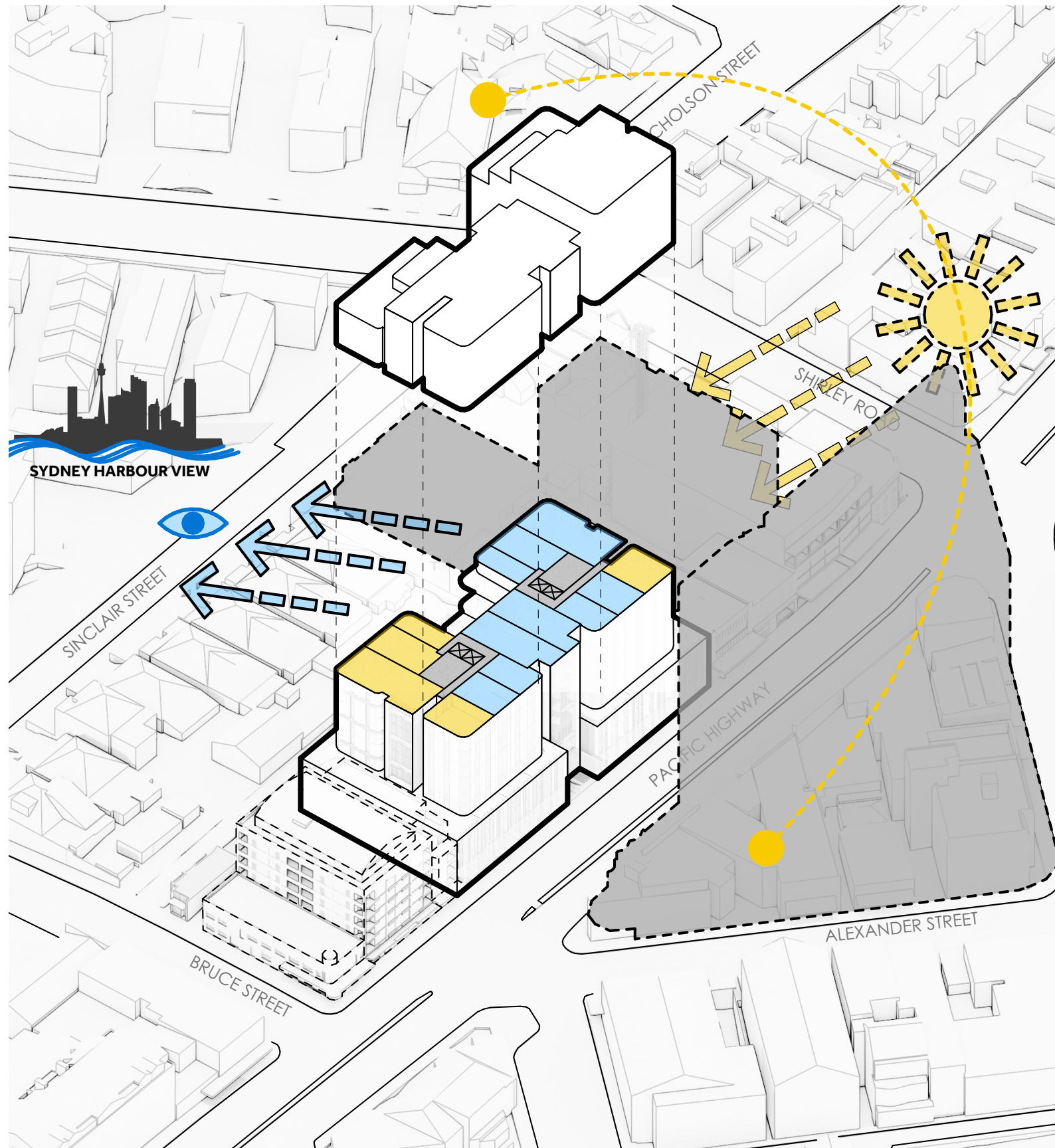
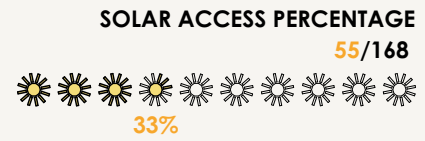
Solar Access

Approved DA - (extend solar hours)

The direct solar access for the apartments is severely compromised by the recently approved neighbouring developments—a 10-storey residential building to the north and a 22-storey building to the east—which reduces exposure from **63%** to just **19%**.



Extending the solar access study period from 9am–3pm to 7am–5pm increases the proportion of apartments receiving over two hours of direct sunlight from 19% to 33%.



Communal Amenities

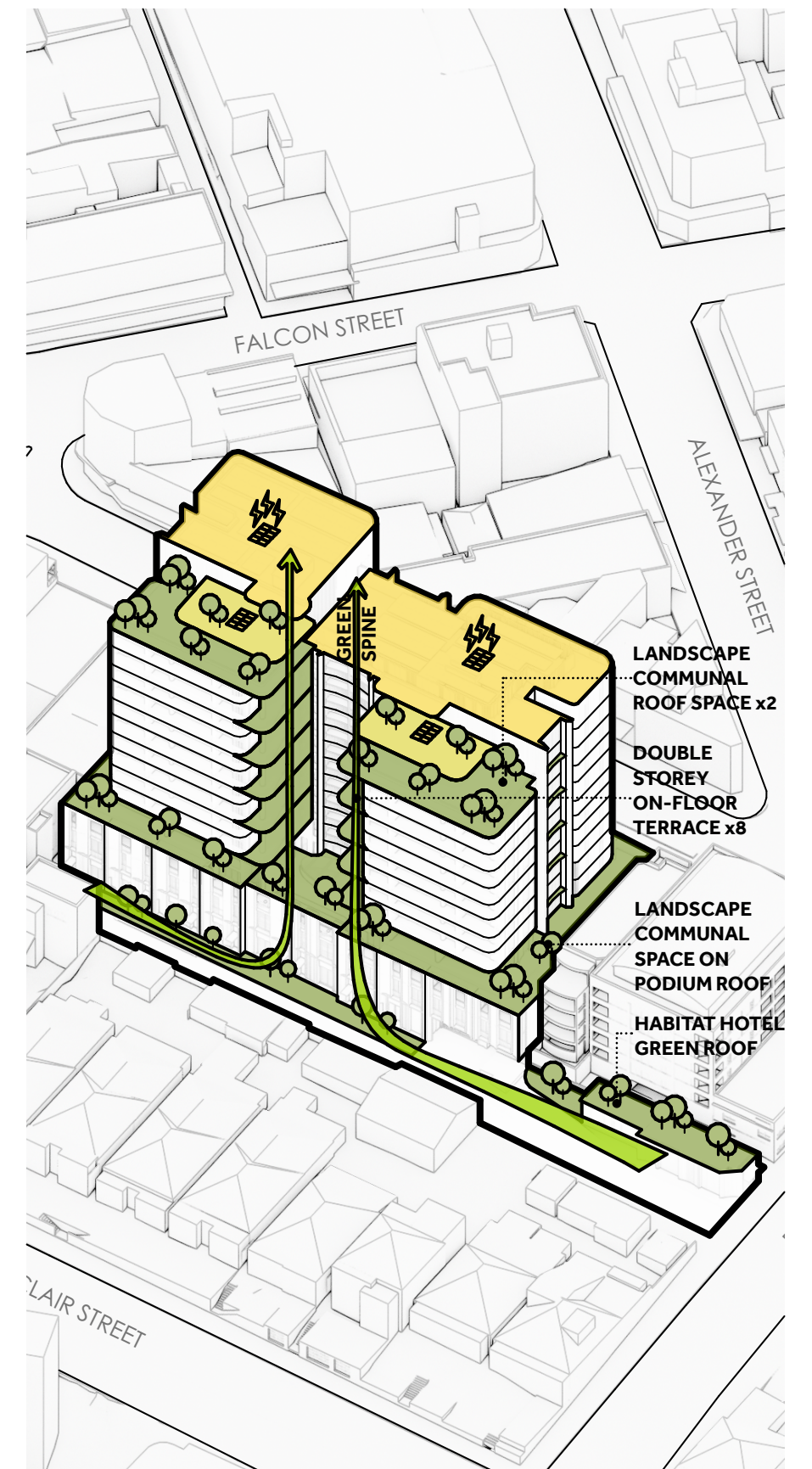
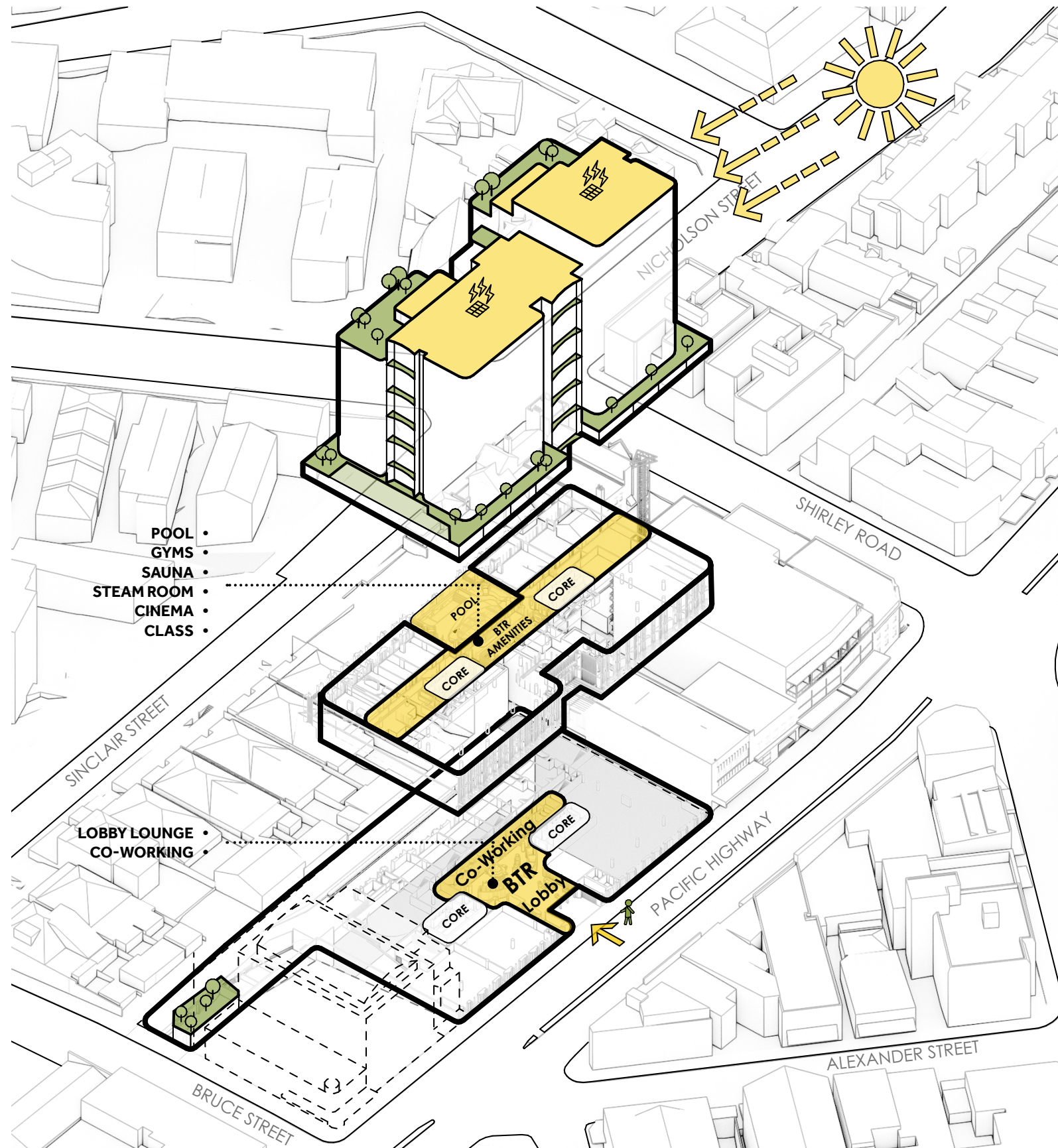
In order to offset the negative impact of limited mid winter solar in the BTR component of the development we have sought to do two things, firstly to maximise communal open space and internal amenity for all residential users of the building and two aim to define internal user amenity through the Well for residential standard.

To compensate for the loss of solar access during mid-winter due to the recently approved neighbouring development, the project proposes additional indoor and outdoor amenities.

Aiming to enhance residents' quality of life, an area equal to **50% of the site area** is dedicated to communal amenity spaces, evenly distributed between indoor and outdoor areas.

The additional amenities are available to all residents, providing **each dwelling with 12m²** of shared space, fostering a well-balanced and engaging living environment.

COMMUNAL AREA
2,016m²/3,796m²



Natural Air Strategy

In keeping with the Well Residential Strategy and in response to the differing contexts of the front and rear, the design seeks to provide all units with access to fresh air year-round. As such, the proposed design will utilise a mechanically assisted heat-exchange fresh-air intake.

Using a conventional approach, the design has the ability to cater for natural cross-ventilation to **62.5%** of the apartments on the first nine storeys, achieving compliance with the ADG.

However, due to noise from the Pacific Highway and air pollutants from vehicle emissions, residents are less likely to open their windows for cross-ventilation, instead opting to keep them closed to minimise noise intrusion, which reduces naturally cross-ventilation down to 12%.

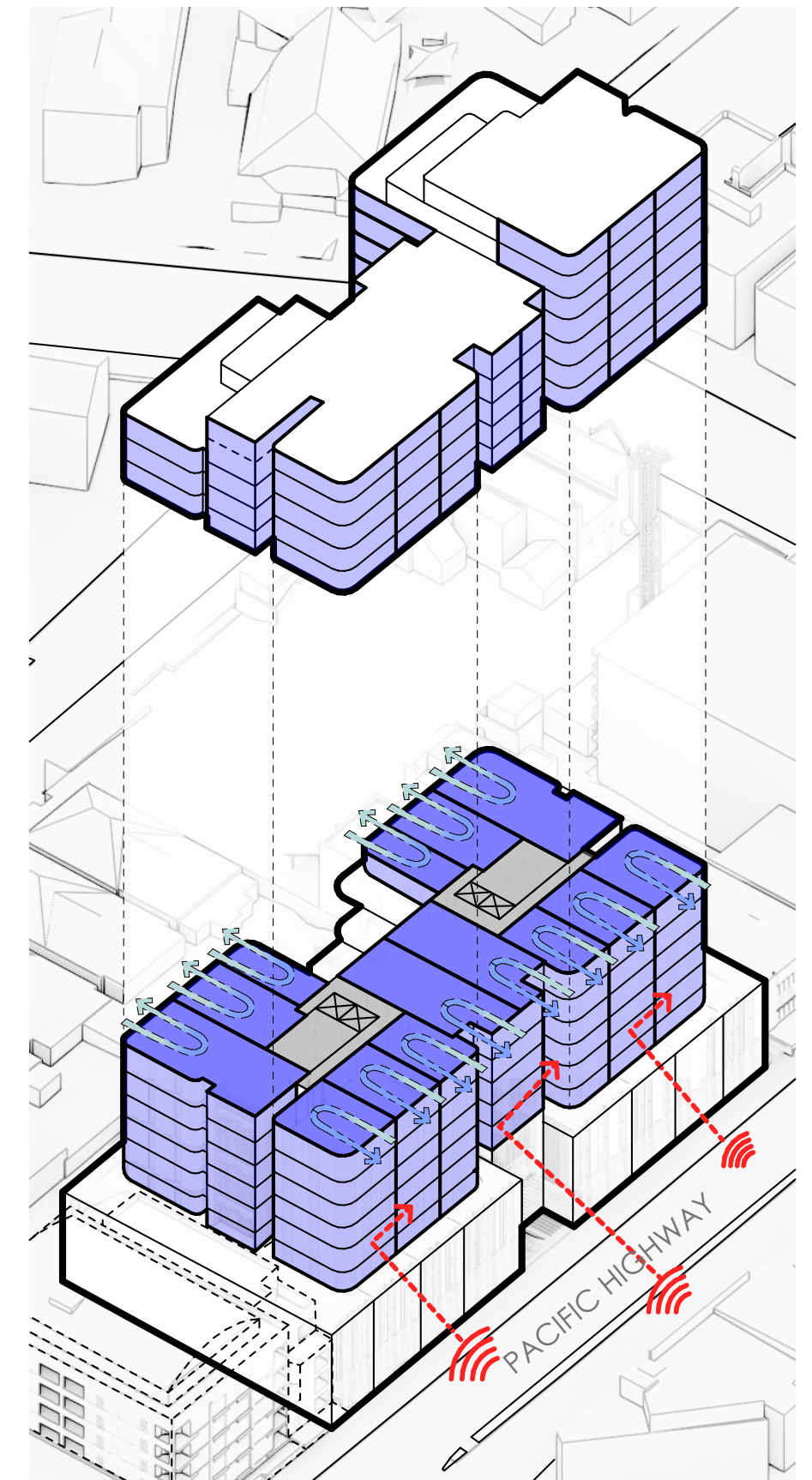
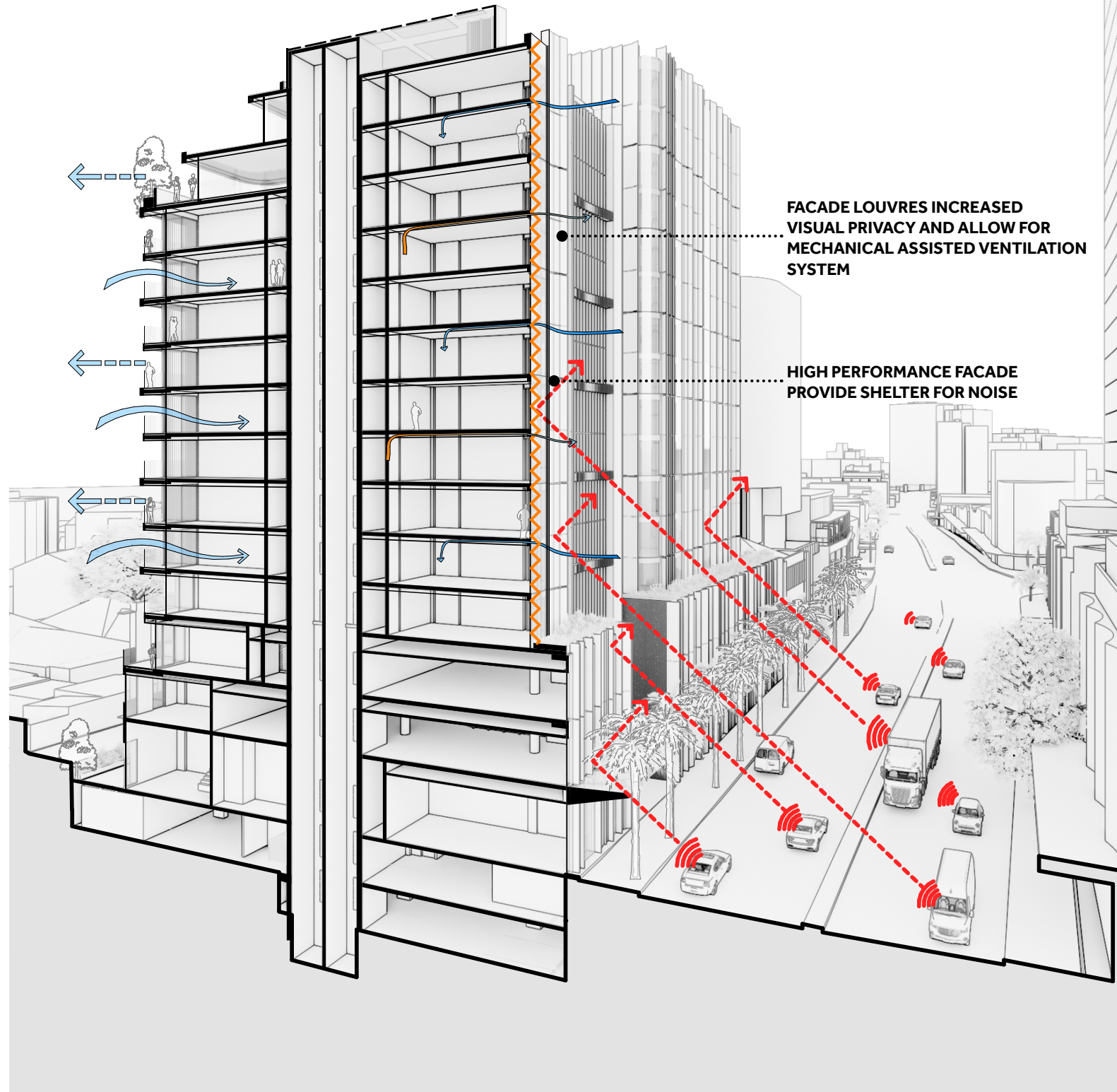
To address this, the design integrates an acoustically treated, mechanically assisted fresh-air system, ensuring a continuous supply of filtered air while effectively blocking noise and pollutants. However, residents retain full control, with operable windows that allow them to enjoy natural breezes when acoustic and air quality conditions are pleasant.

By incorporating a mechanically assisted fresh-air system, **100%** of the apartments can receive filtered fresh air, even with windows closed, ensuring a healthier, more comfortable living environment.

The design seeks to enhance residents' quality of life by ensuring that the lift lobby and corridors receive abundant daylight and fresh air. A centralised core and recessed façades facilitate natural ventilation where possible.

CROSS VENTILATION PERCENTAGE

12+84/96

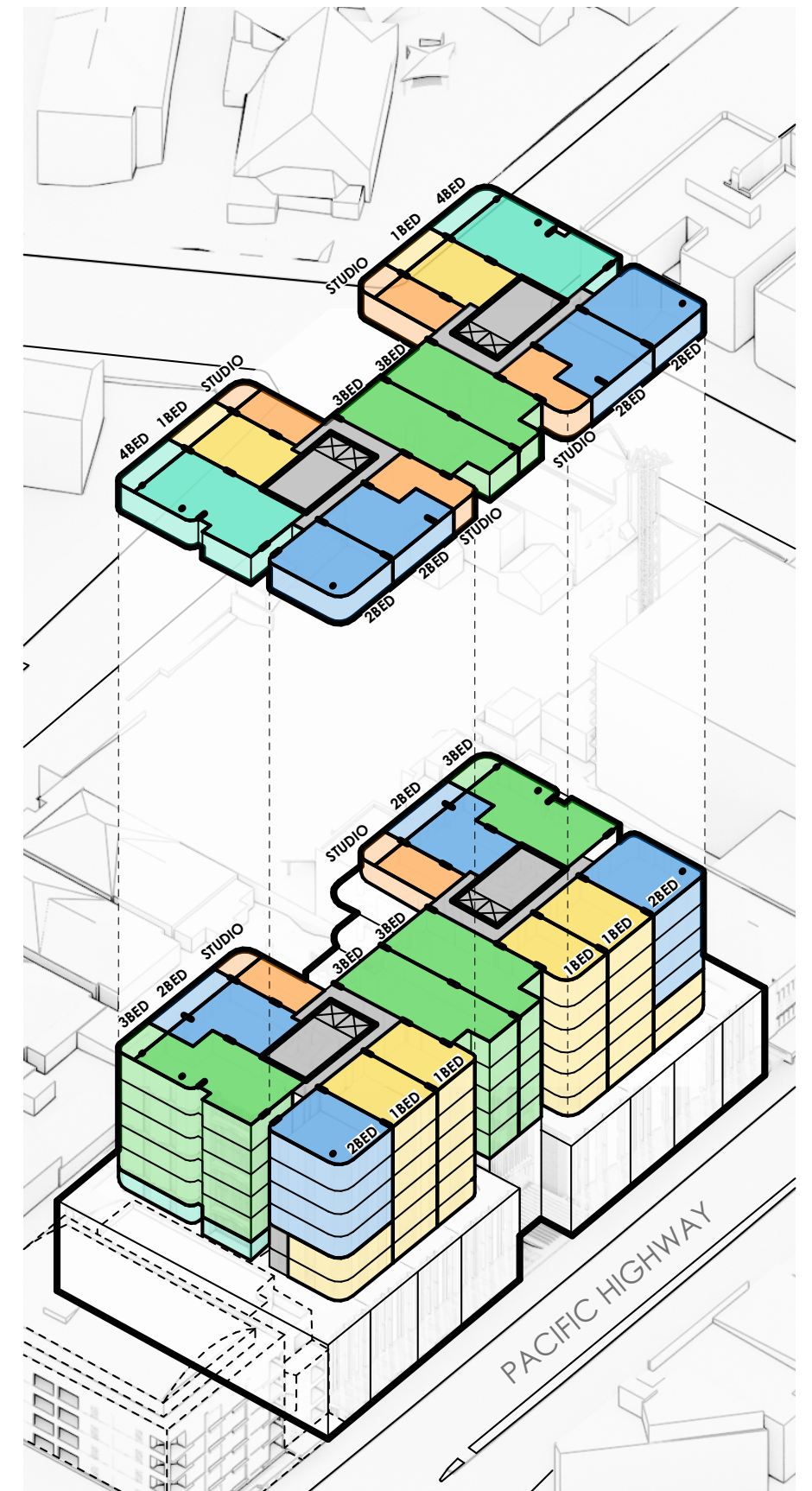


Apartment Typology

The building's structural design incorporates future adaptability, with a clean structural grid that allows for flexible internal layout conversions. This ensures the apartment mix can be adjusted to meet housing demands in the future.

The initial setup proposes an apartment mix as below with a high proportion of 3 bed apartments notable overall. The wide range of apartments and the inclusion of live / work units in the Mews should allow the development to appeal to a wide range of potential tenants.

The efficient structural grid has been designed to maximise future adaptability while also aligning seamlessly with the carpark layout. This integrated approach minimises the need for structural transfers and reducing construction complexity while significantly lowering the project's embodied carbon footprint.



APARTMENT TYPE	NUMBER	PERCENTAGE
STUDIO	20	12%
1 BED	56	33%
2 BED	42	
2 BED (TOWN HOME)	7	29%
3 BED	41	25%
4 BED	2	1%
TOTAL	168Apts	

Sustainability



Sustainability Approach

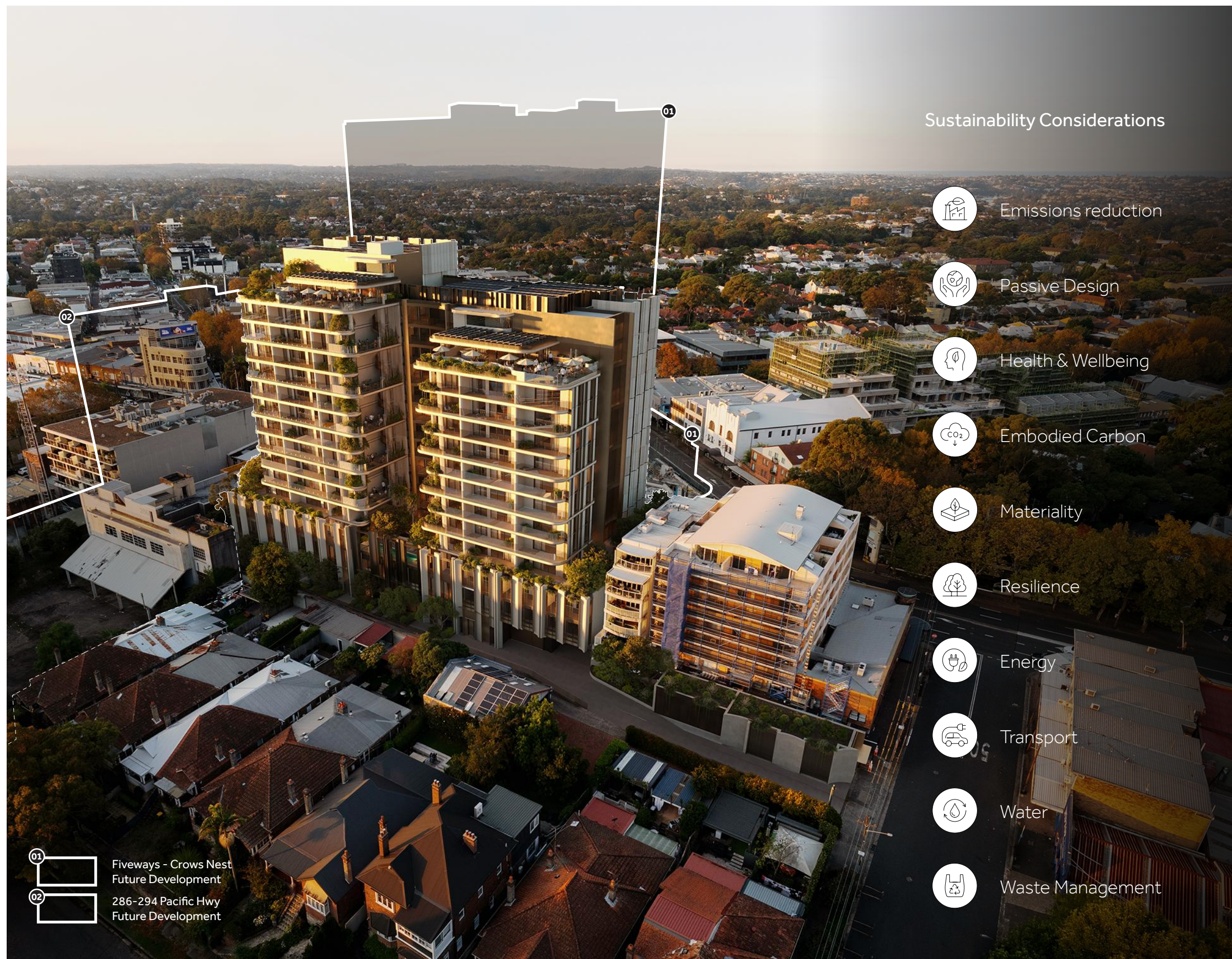
Project Overview

The vision for 270 Pacific Hwy centers on enhancing sustainable outcomes across key areas such as energy, water, waste, and materiality. Furthermore, it incorporates a focus on health, wellbeing, placemaking, community engagement, and social sustainability, providing broader benefits to the surrounding area.




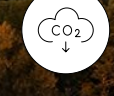






The aim is to deliver a future focused, responsible development aligned with the district's needs, both now and into the future.

In line with this commitment, the following sustainability targets are proposed, adhering to governing sustainability frameworks and policies:

1. **Fossil-fuel free design** from day one.
2. **Net Zero Operational Carbon by 2035** in line with the NSW Sustainable Buildings SEPP.
3. **WELL for Residential** Program commitment as an innovative initiative for improving health and wellbeing.
4. **Thermal Comfort Benchmark**
 - Achieving an average of 7.8 NatHERS Stars for the entire development, surpassing the 7-star requirement.
 - Ensuring a minimum of 6 NatHERS Stars for individual apartments.
5. **Exceed minimum compliance with new legislated BASIX benchmarks** in accordance with the Sustainable Buildings SEPP 2022 requirements for mid/high-rise residential buildings.
6. **BASIX Energy Benchmark** – Targeting a 66% reduction (exceeding the 60% requirement)
7. **BASIX Water Benchmark** – Targeting a 50% reduction (exceeding the 40% requirement)
8. **5.5 Star NABERS Energy Rating and 3 Star NABERS Water Rating** for large commercial spaces (office/medical center areas >1000m²) to demonstrate high performance in the Class 5 areas.
9. **Embedding a range of sustainability initiatives across the development**, outlined on the following page.



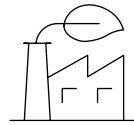
Sustainability Considerations

-  Emissions reduction
-  Passive Design
-  Health & Wellbeing
-  Embodied Carbon
-  Materiality
-  Resilience
-  Energy
-  Transport
-  Water
-  Waste Management

-  01 Fiveways - Crows Nest Future Development
-  02 286-294 Pacific Hwy Future Development



Project Initiatives



Emissions Reduction

No Fossil Fuels.

Designed for Net Zero Operational Carbon by 2035 or sooner (in line with NSW Sustainable Buildings SEPP).

Development of a Net Zero Transition Plan.



Passive Design

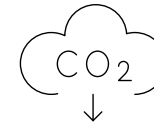
Passive design principles (optimised orientation, shading, high-performance facade, building sealing).

Beautiful Buildings last the test of time as community value them. Built to last.



Health & Wellbeing

Focus on human health and wellbeing by a commitment to target certification under the **WELL for Residential** framework, focusing on Air, Water, Nourishment, Light, Movement, Thermal Comfort, Sound, Materials, Mind, and Community.

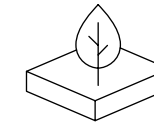


Embodied Carbon

Circularity principles considered in material selection (design for durability, reuse potential).

Design efficiency to minimise upfront carbon used throughout the building.

Design for Disassembly maximising the circularity potential of the project.



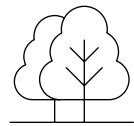
Materiality

Prioritising low-environmental impact materials (recycled content, EPD analysis).

Focus on reducing embodied carbon in steel and concrete through substitution (e.g., fly-ash/slag substitutes).

Healthier spaces and places through the use of Low VOC paints, adhesives, sealants, flooring.

Sustainably sourced timber (FSC/PEFC certified).



Resilience

Mitigation for Urban Heat Island effect through greening of buildings and placement of plant.

Supporting local bio-diversity through considered site-wide greening with native and resilient planting.

Slowing the impacts of the project on the wider water systems through the use of high-quality storm water runoff management.



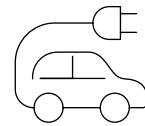
Energy

Substantial on-site solar photovoltaic (PV) system installation, sized to maximise coverage on available non-trafficable roof areas.

High-efficiency centralised or on demand systems (Heat pumps for hot water, Mechanical HVAC).

High-efficiency LED lighting.

Energy metering and monitoring Regenerative braking for lifts.



Transport

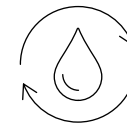
Electric Vehicle (EV) charging infrastructure.

Secure Bike parking (230 spaces)

End-of-Trip facilities for commercial tenancies.

Implementation of a Green Travel Plan.

Maximising use of nearby public transport.

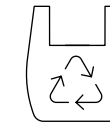


Water

Low-flow sanitary fixtures.

Rainwater harvesting for non-potable uses such as landscape irrigation.

Efficient landscape irrigation (sub-surface drip, moisture sensors).



Waste Management

Construction

Target 90%+ diversion of demolition and construction waste from landfill.

Operation

Development of an Operational Waste Management Plan promoting sorting, recycling, and waste minimisation.

Architecture Design





Design Overview

Our approach follows the Connecting with Country strategy as defined as an architectural understanding of *building as place* to the Passive design of *building as environmental system* and the *Biophilic design* of architecture as a place for people to engage as holder and supporter of nature.

Building as Place

The design of 270 Pacific Highway seeks to create a residential building responding to and engaged with its context from both the busy loud environment of Pacific Highway to the quiet expansive outlook of the western context over Sydney Harbour.

In the podium this is reflective of the adjoining heritage item on the Pacific Highway side as a key driver and the use of the building as commercial medical and retail functions consistent with the character of the highway. To the rear on the podium the creation of a new residential mews activated by a series of apartments adds to the residential qualities of the neighbourhood.

In the tower the buildings facades express these differences and the living environments respond to their context in the nature of the unit configuration and amenity. Additionally the use of extensive Communal open Space areas facing the harbour and open to all residents maximises the connection of the residents through the architecture to the place.

Building as Environmental System

Key to the nature of the built response is a sophisticated and nuanced response to the qualities and challenges of the external environment. For this reason the units facing the highway have had their balcony areas integrated into the living environments maximising internal amenity in favour of providing spaces that will not be utilised due to the nature of the street. The residential amenity is rather shifted to the rear where abundant communal open space is provided.

All units feature heat exchange fresh air systems which remove pollutants and external noise from the internal areas of each apartment.

Finally an approach to sustainability through careful selection of plant and equipment seeks to minimise energy use and maximise on-site solar production.

Biophilic Design

The approach to the site which is currently entirely denuded of landscape is to create both the mews environment at grade and a series of landscaped spaces for both people and non-human kin throughout the podiums and communal open space areas of the development.



01



Fiveways - Crows Nest
Future Development



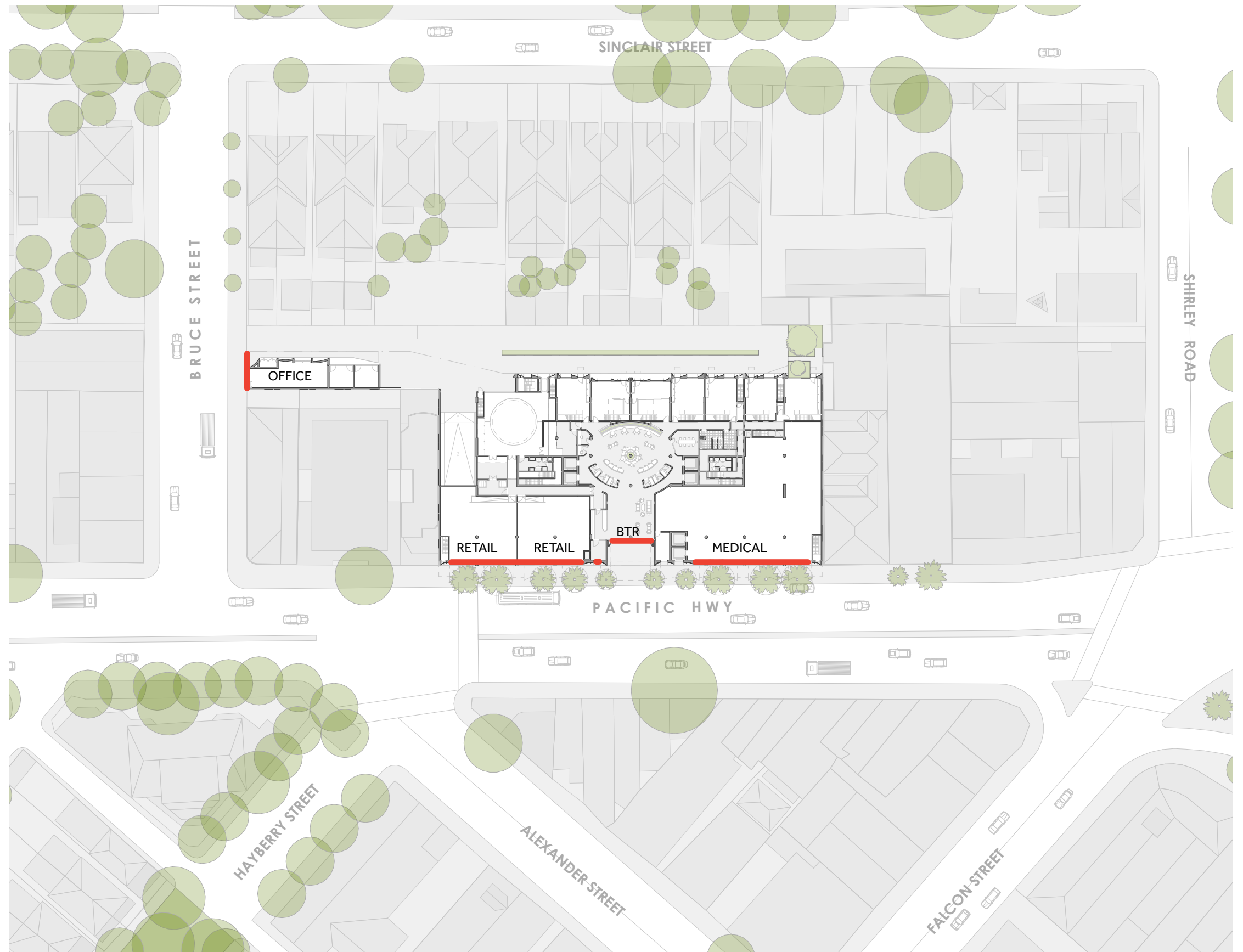
Ground Plane

At the widest level the project seeks to enhance the Pacific Highway with a positive podium face that respects and enhances the street wall with active ground plane uses and a protected pedestrian footpath while clearly identifying the pedestrian entry to the building above.

To Bruce street the introduction of the boutique commercial building breaks up the wide vehicular crossing of the two adjoining properties and the 270 vehicular access-way while also providing a landscaped rooftop habitat for native flora and fauna.

The reconsideration of the rear shared driveway into a residential mews has the ability to add a new pedestrian friendly street to the precinct. The potential evolution of this mews over time is explored in future pages.

Taken together the development adds to the residential capacity of the area with a variety of high amenity offerings while providing needed medical and retail space to the public frontage on Pacific Highway.



Legend

 Active Street frontage



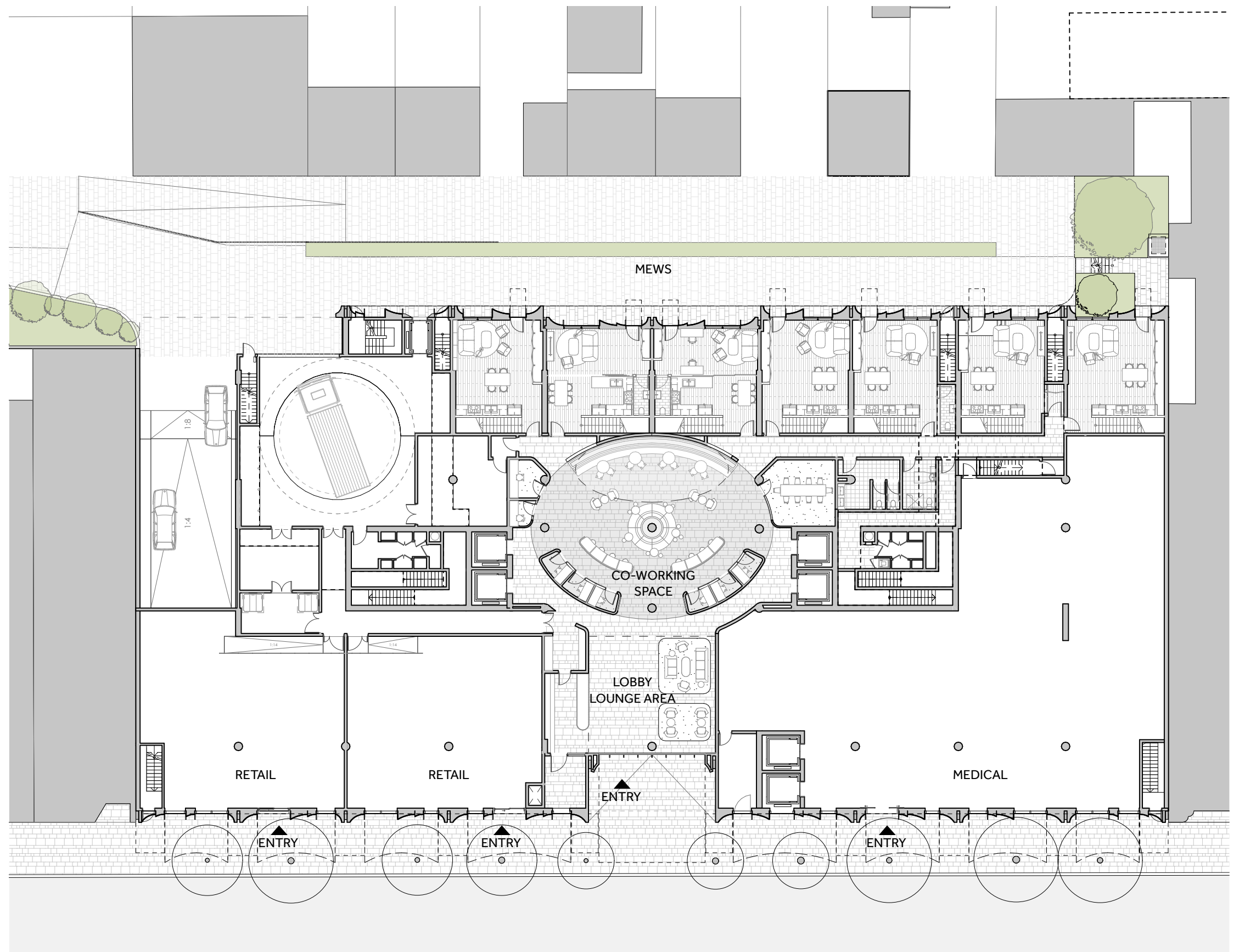
Ground Floor

The ground plane resolves the interaction of all the various site uses through the discreet carpark access in the south west corner immediately adjacent to the loading dock facility.

The rear mews is enhanced by the introduction of a series of flexible live/work units directly accessed from the mews with additional internal access to the lobby and co-working area in order to allow full access to the buildings various internal and external communal areas.

The lobby is centrally located and offers both lounge areas with building concierge and a large co-working area supporting all tenants with communally available amenity including meeting rooms and individual high focused rooms.

The Pacific Highway frontage allows for multiple retail offerings to the south and a large medical suite to the north with connectivity via dedicated lifts to both the parking areas below and the level 1 and 2 medical facilities.





Mews

Mews - Proposed

The mews concept for the rear lane offers the opportunity to take what is a drab vehicular configuration shared between the subject site with an easement for access to the adjoining neighbouring properties on Sinclair Street and to create a positive pedestrian friendly shared zone benefiting all users.

In its first instance as proposed the access arrangements and split level stay in place maintaining all easement rights while providing access to the basement carpark and the loading dock consistent with the previous approval.

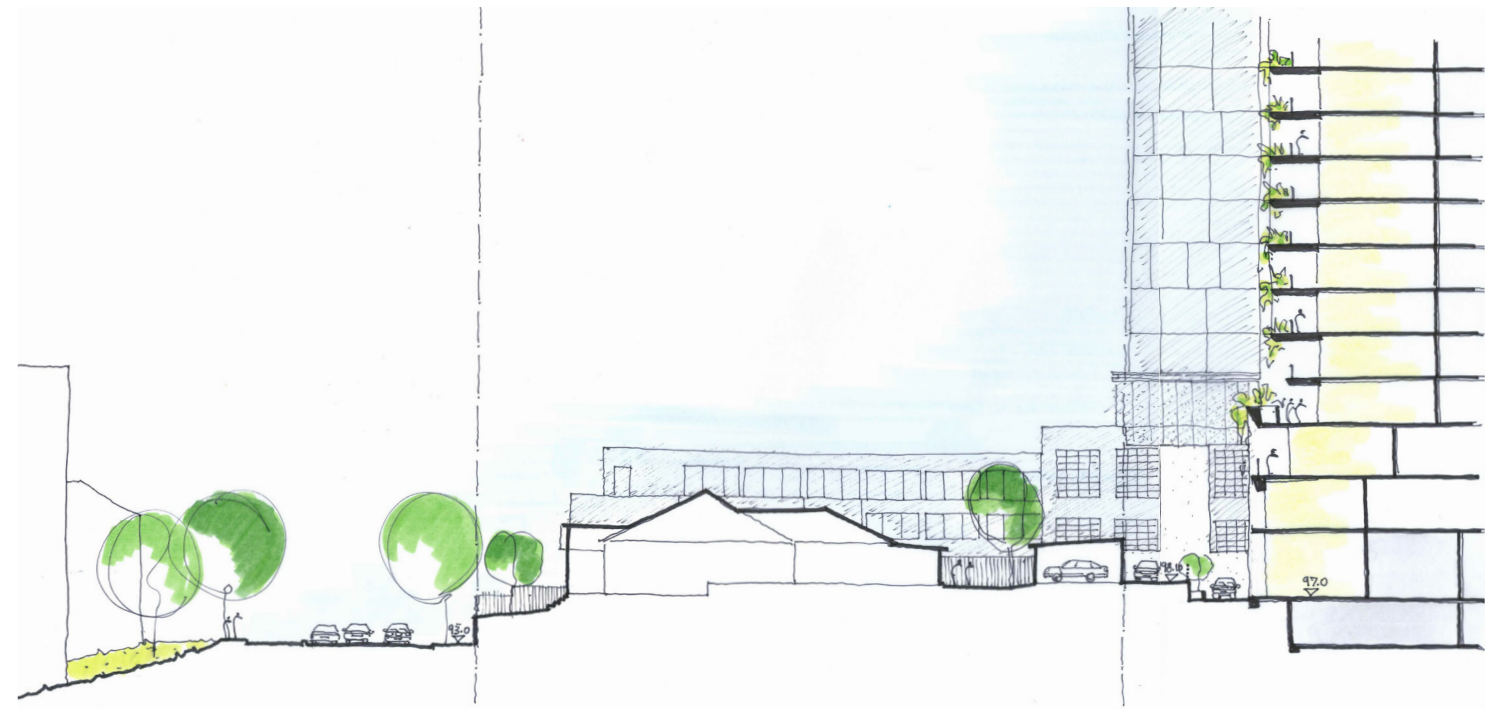
The Mews terraces access the lower level of the driveway currently not used by the adjoining residential garages and beyond the access to the dock and carpark.

The overall vehicular movement on the mews has been improved as the proposed basement has 82 cars rather than the current 97 cars. Of these 34 cars are residential cars generating less trips than the current commercial parking. Taken together the opportunity to improve the quality of the mews environment for all users seems to good an opportunity to ignore.

In this initial configuration the terrace units do not have private outdoor space however the proposed next stage of the mews sees negotiation between the adjoining landowner and the proponent to allow the lower unused section of the mews to be converted into private gardens and a pedestrian access for the mews terraces.

Even in the initial configuration the terrace configuration allows a lot of flexibility in the use of the lower level of the mews as effectively communal open space for the terraces in a lane configuration.

The interface of Bruce Street and the mews is held by a single storey commercial building which breaks up the wide expanse of driveways from the adjoining properties and allows for additional activity to both Bruce Street and the mews. Finally the roof of this space is seen as a habitat hotel being a dedicated space for non-human kin to rest and feed as well as a visual amenity for neighbouring properties.



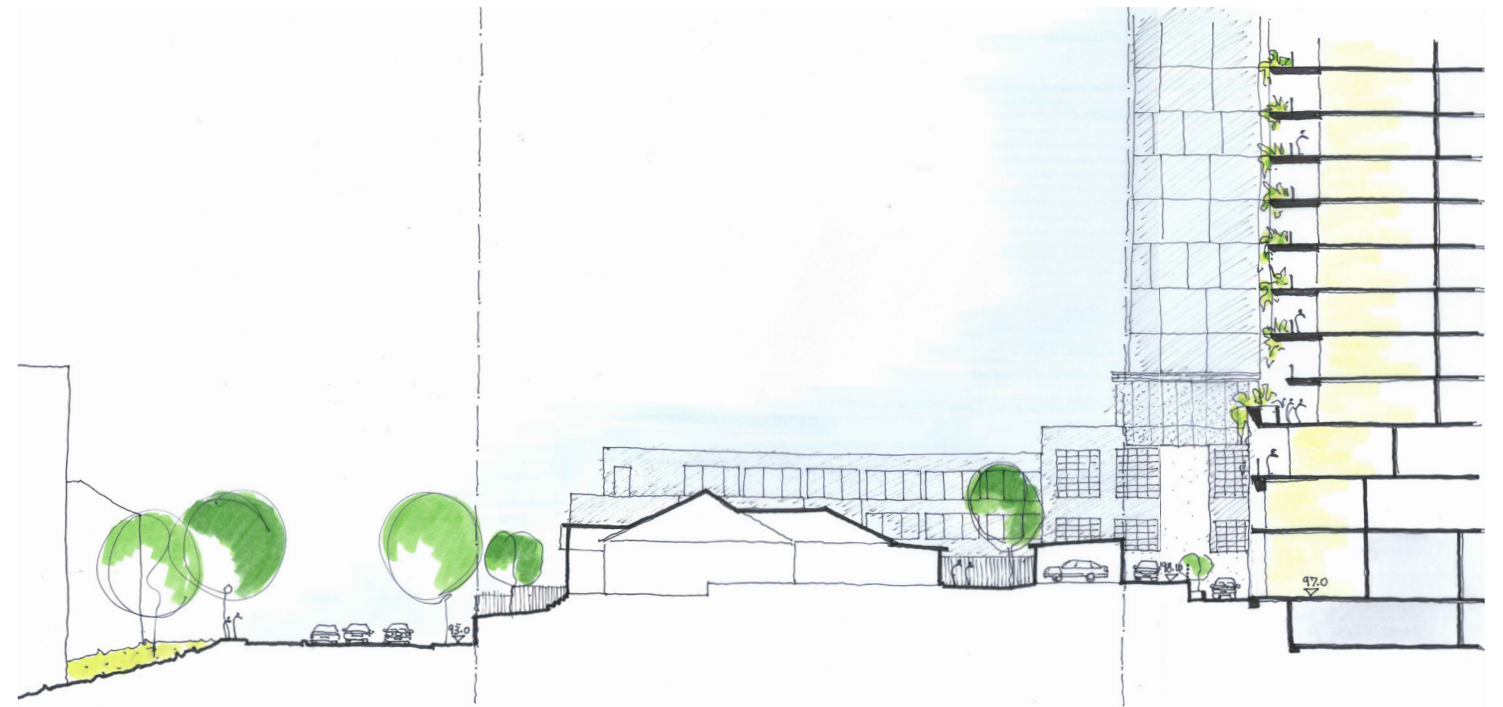


Mews

Mews - Near Future

With some negotiation with the adjoining land owners the mews environment could be further improved with the existing upper level being repaved and the lower level closed to traffic allowing for individual front gardens for the mews terraces. This would enhance the mews with additional landscaping potential while also providing private open space for the mews terraces.

Current traffic movement from the Sinclair Street properties uses the upper level of the access as a two way entry and exit and the residential properties do not use the lower level currently. Refer to traffic assessment report for upper lane traffic manoeuvring capability study.





Mews

Mews - Ultimate outcome

As the adjoining residential properties fronting Sinclair Street were rezoned from low density to high density residential the likelihood is that they will be consolidated and redeveloped as a series of apartment buildings. The owners of these properties are currently advancing a development proposal to market.

In this scenario the opportunity would exist to level out the two sides of the mews and provide access to a series of terraces on the west of the mews as well as the proposed terraces on the east.

It would be likely that the vehicular access to the new development would be from the low side on Sinclair Street meaning that the mews would be pedestrian dominated from the loading dock north. The resultant residential amenity offers a unique character and quality not found elsewhere in the area.





Mews Residential

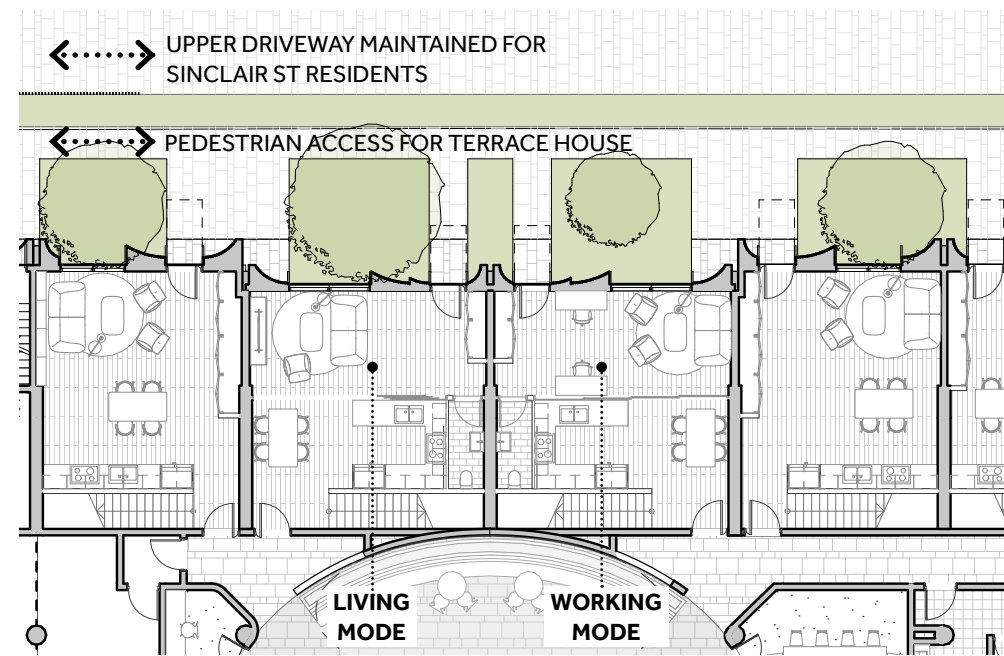
BTR Live-Work

The rear mews comprises a series of two-storey terrace-style dwellings with generous ceiling heights and direct pedestrian access to the mews laneway, enhanced by opportunities for semi-private courtyards. These dwellings are conceived as flexible live/work residences or conventional terraces, offering a level of diversity and domestic scale rarely found in apartment developments.

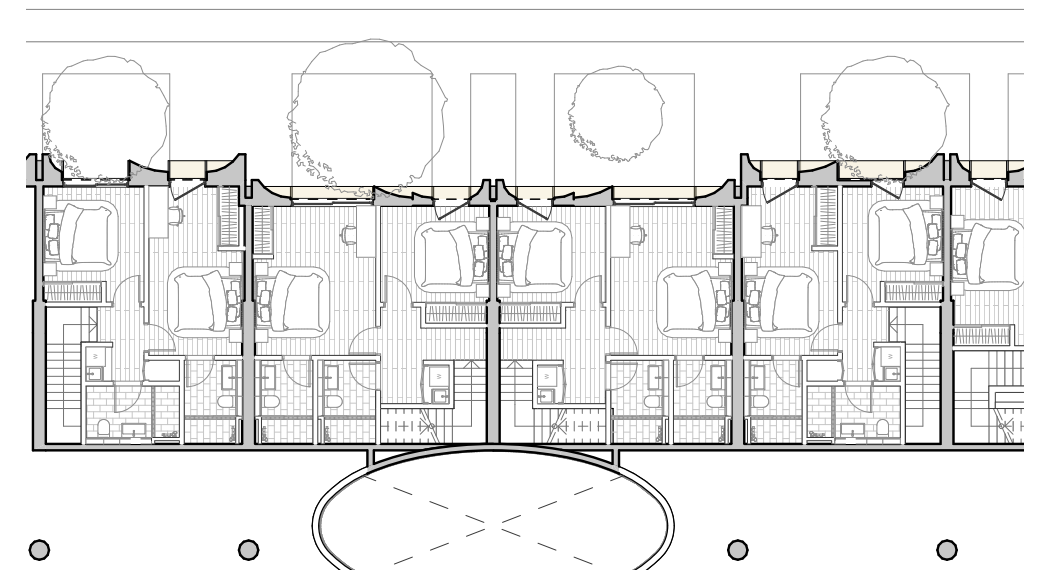
This reinvention of what was once a vehicular service lane into a fine-grained, human-centred residential street introduces a new layer of place-making within the Crows Nest precinct. It brings texture, life, and a distinct character that shifts the rear of the site from a space of utility to one of community.



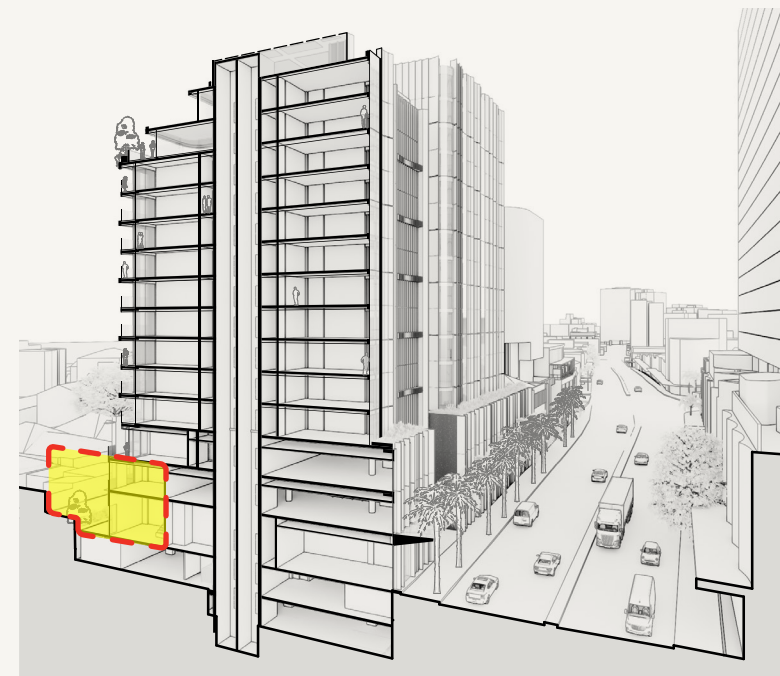
View From Mews Upper Driveway



Ground Floor (Live/Work)



Level 01 (Bedrooms)





Podium Floor

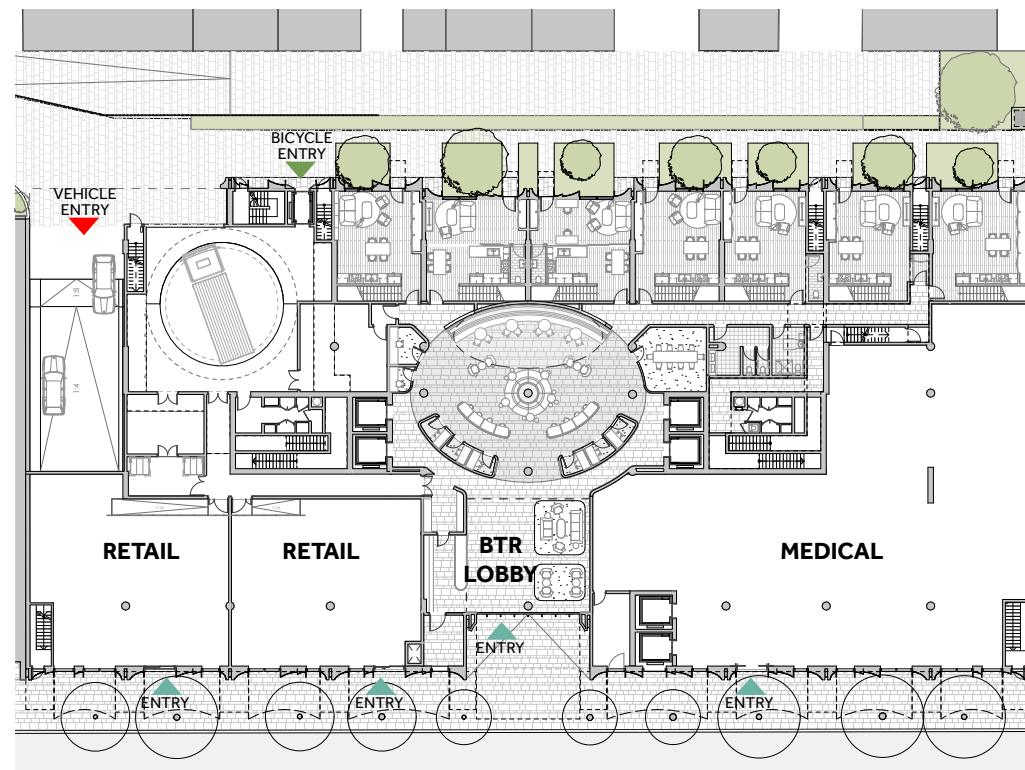
Mixed - Use

The podium levels of the building are all mixed use with the Pacific Highway presentation reflecting the nature of the street as a busy commercial frontage with both retail and medical uses addressing the street while the rear mews is more residential in character.

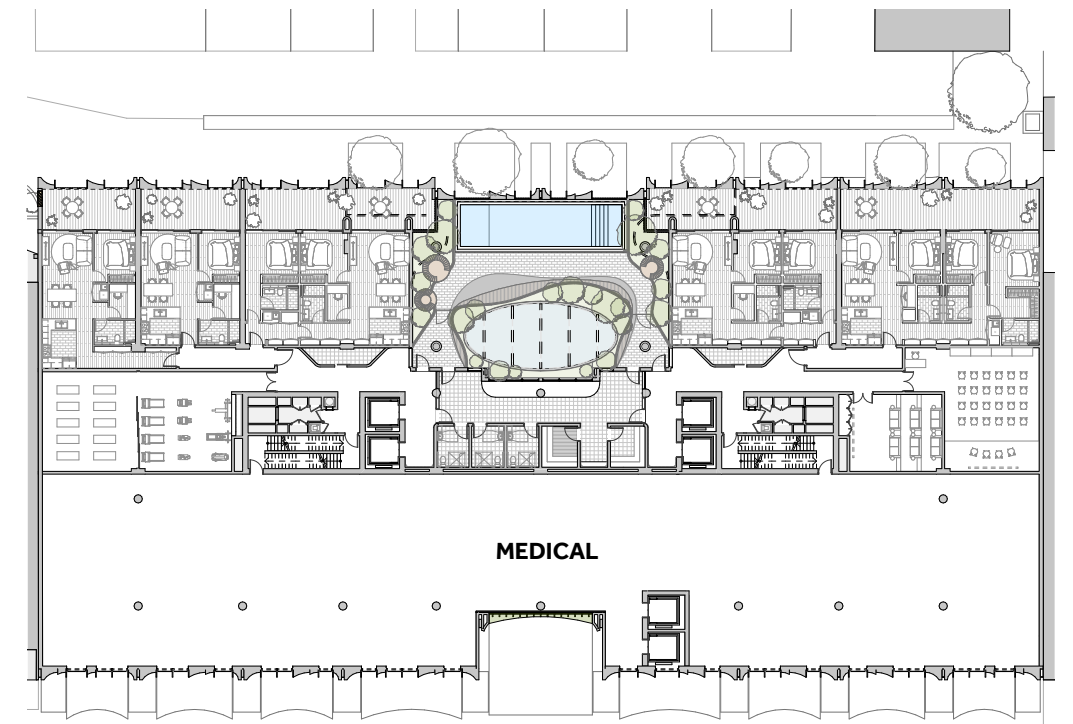
Below ground the parking is divided by level with the medical and retail cars together with courier spots in the upper basement and the residential cars on the lower half level. All bike parking is also located on the first basement and can be access from the bike lift directly from the mews.

Legend

	Pedestrian Access		Bicycle Access		Vehicle Access
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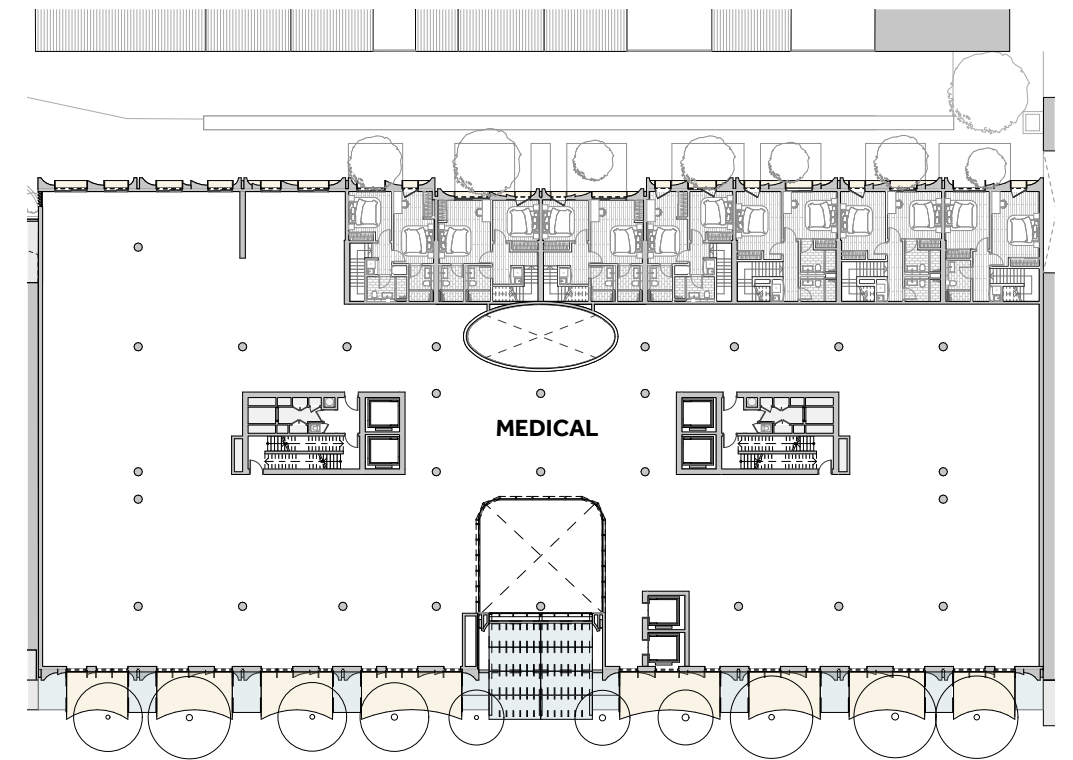
Ground Floor



Level 02



Basement 01



Level 01



Tower Floor - Residential

Built to Rent (BTR)

The tower residential floor-plate is arranged from two cores each with direct external access and visual amenity at the end of corridors which each serve a maximum of 7 units. Directly off the lift lobby is access to two communal terraces each with a unique aspect. To the south the terrace is lush and sunny while to the north the terrace is a gathering space with direct views to the harbour and city skyline.

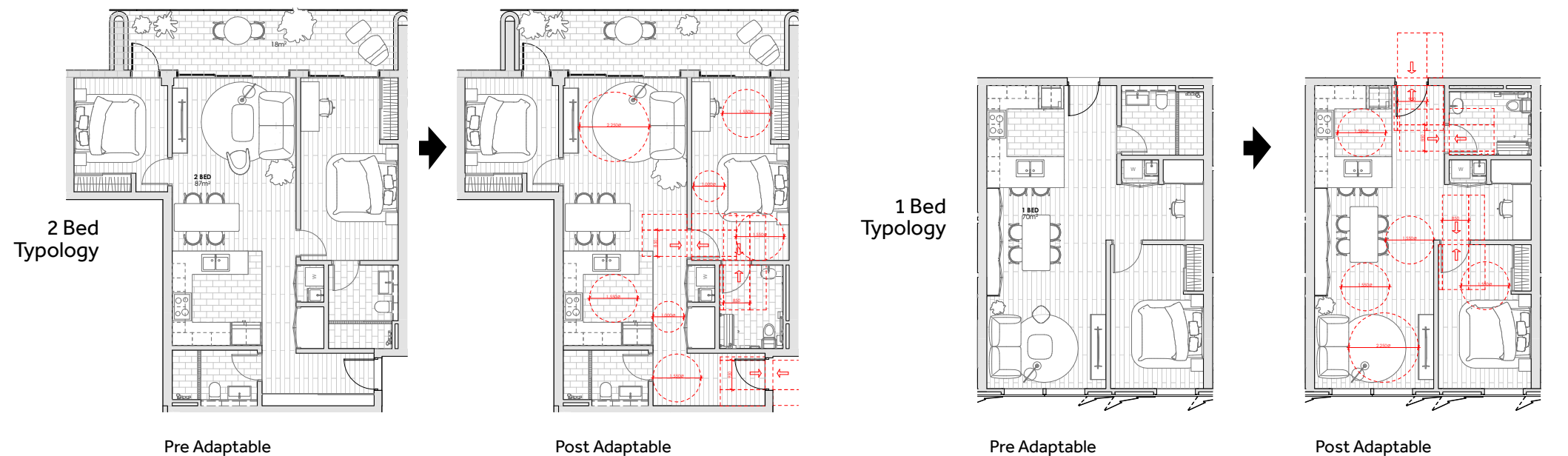
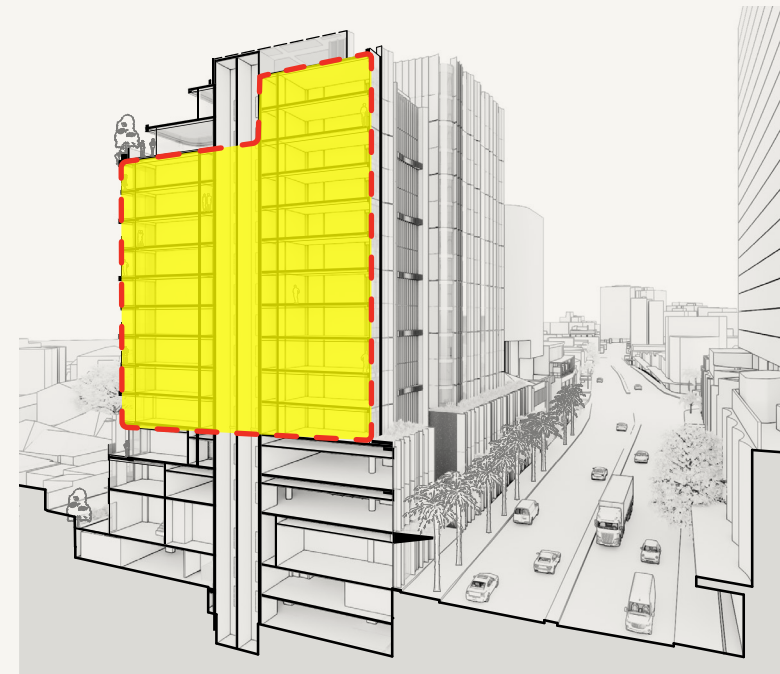
The two central units are dual aspect through apartments with living areas to the west. All other units facing only the Pacific Highway have had the area of the balcony consumed in the units internal usable area as this aspect to the noisy and polluted frontage would typically see balconies used more for storage than an actual amenity.

The south west facing units all have generous balconies towards the iconic views.

A series of 1 and 2 bed units are adaptable as shown below, with minimum renovation required for future adaptation.



Typical Tower Floor



2 Bed Typology

1 Bed Typology

Pre Adaptable

Post Adaptable

Pre Adaptable

Post Adaptable



Residential Amenities

Co-working space

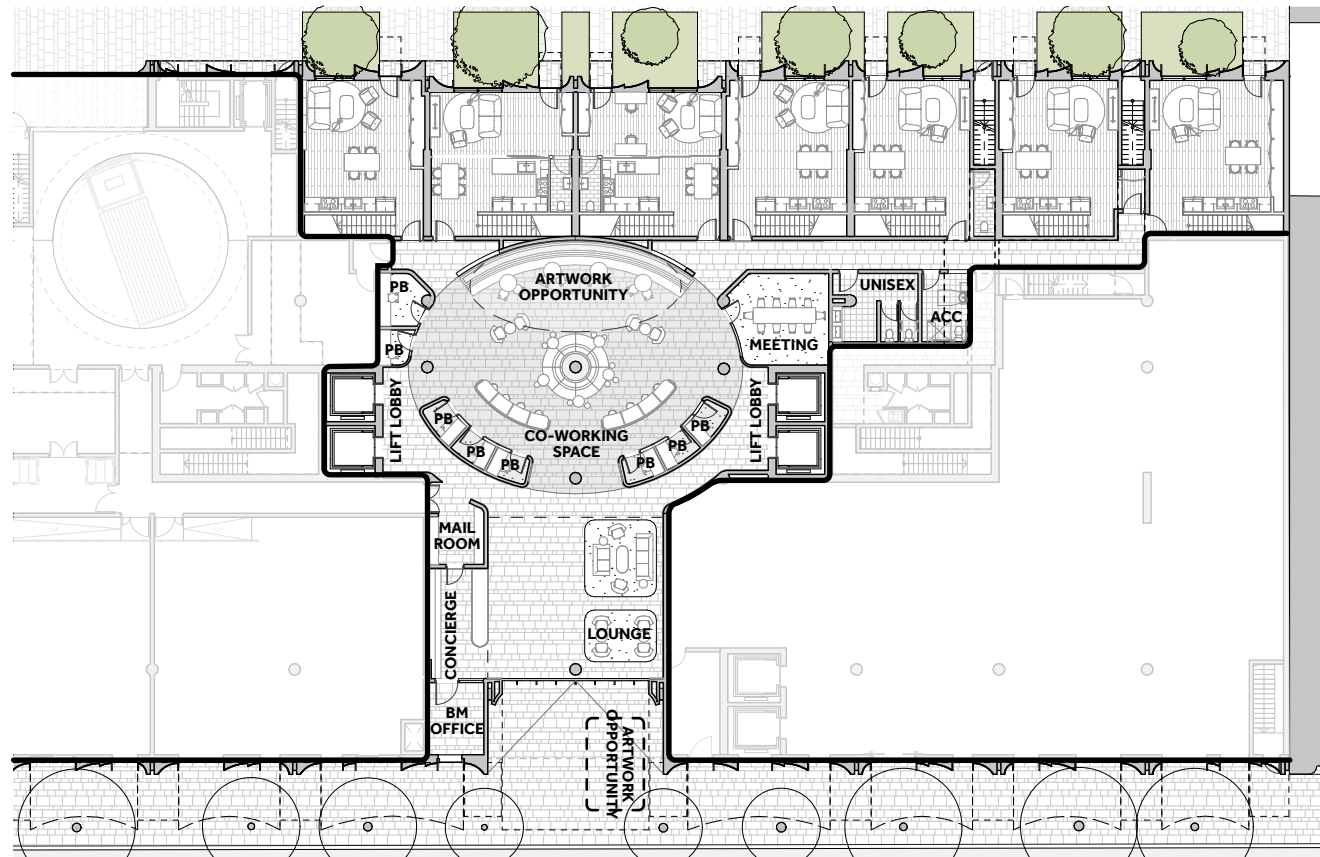
The entry condition to the residential component is a double-storey lobby volume with a relaxing waiting lounge adjacent the building concierge providing a warm, safe and inviting entry experience.

Beyond the lobby volume opens up to a 3 storey space topped with a generous skylight bringing natural light deep into the floor plate, enhancing the co-working space.

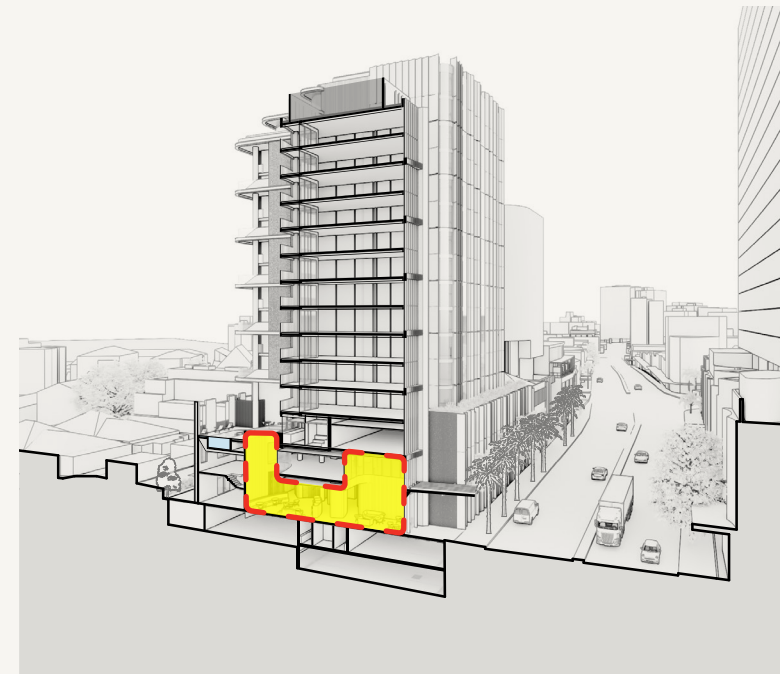
The amenities here offers residents a convenient place to work near their home but separate from it allowing for family or communal living and an evolving work from home culture. The space includes bookable phone booths, hot desks, and meeting rooms, fostering ideals of networking and productivity.



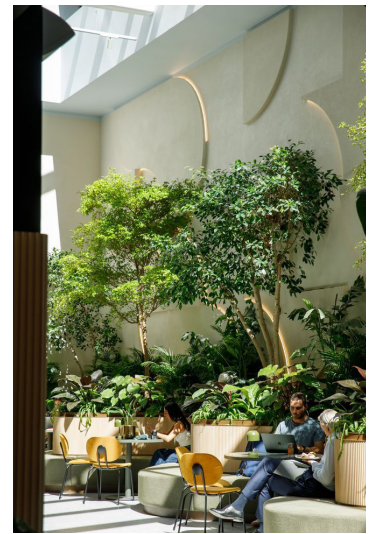
View From Main Entrance



Ground Floor Plan



Lobby Artwork



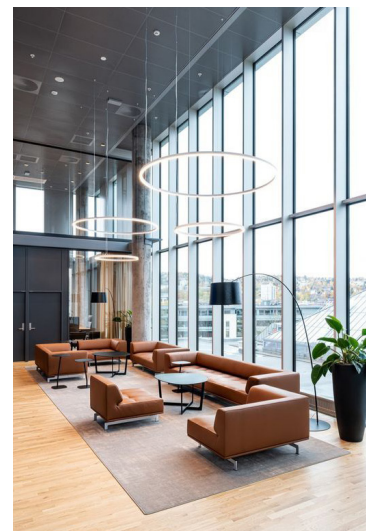
Skylight Over Co-Working Space



Bookable Meeting Room



Bookable Phone Booth



Lobby Lounge



Residential Amenities

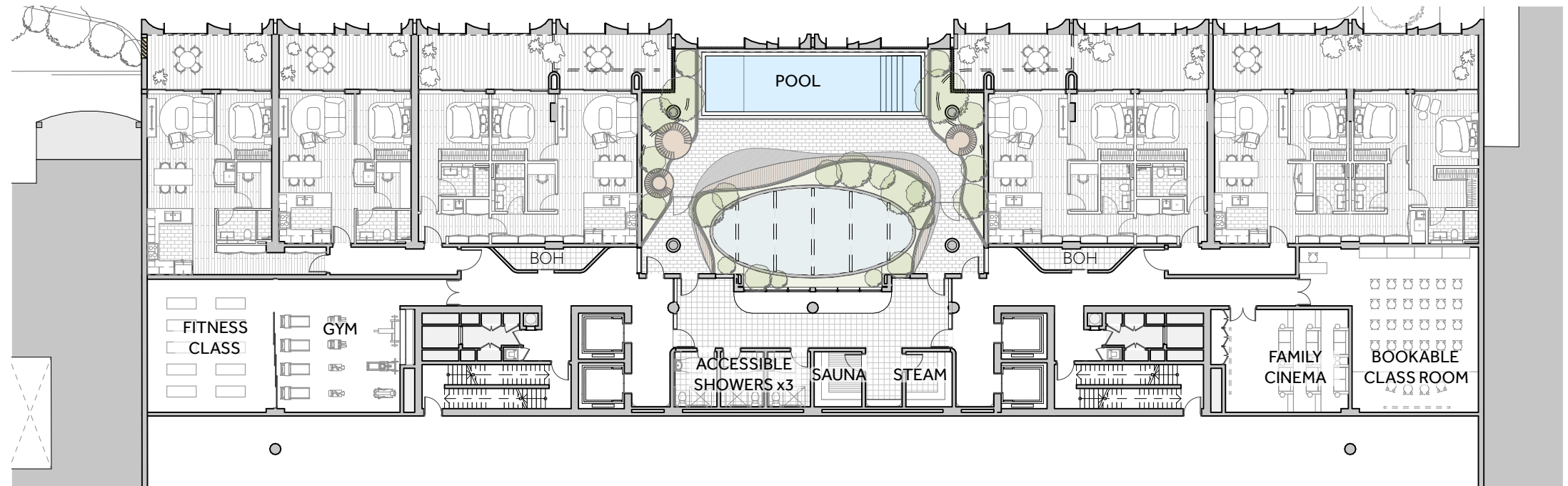
Pool Deck

From a residential perspective level 2 is a wellness-focused level featuring an outdoor plunge pool, sauna, steam room, and change rooms at its core. This space is west facing and protected in the sheltered heart of the form of the towers above. Giving a protected quiet central location for tenant amenity overlooked by a series of double storey break out spaces above.

Internally a gym and fitness classroom sit on one side, while a family theatre and a multifunctional space allow for presentations, workshops, and community gatherings.



View To The Pool Deck



Level 02 (Residential Amenities)





Residential Amenities

On-floor Terraces

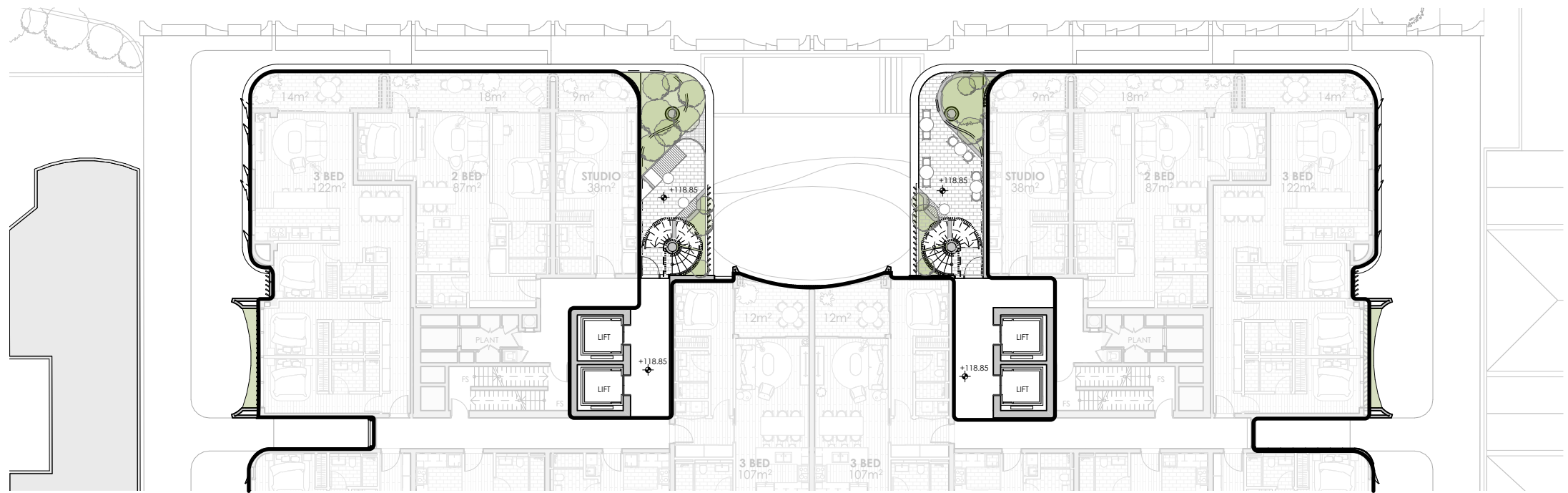
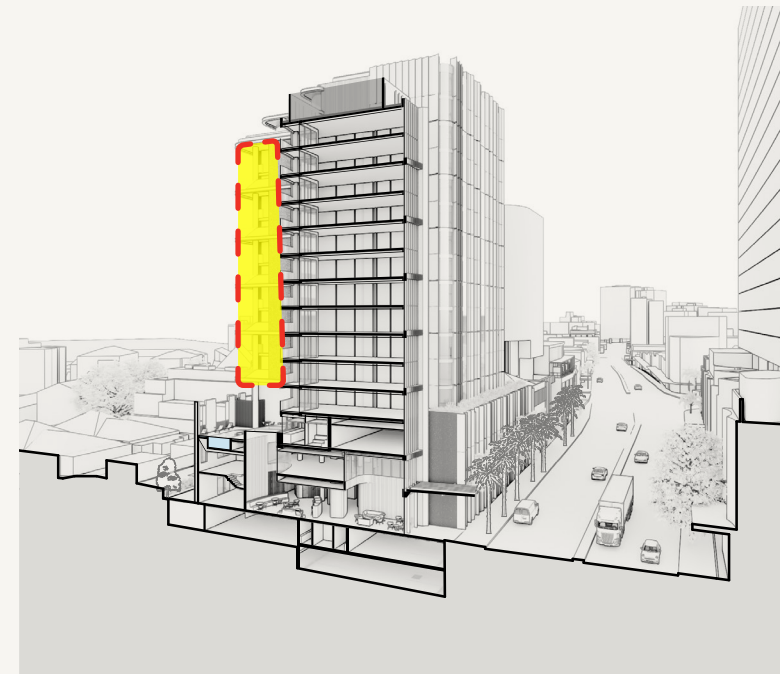
Every two floors feature an outdoor communal terrace with daybeds nestled within lush landscaping. These spaces provide residents with quiet retreats for relaxation, sunbathing, or social gatherings, all while enjoying breathtaking city and harbour views.



South Tower Terrace



North Tower Terrace



Typical Tower Floor With On Floor Terrace



Residential Amenities

Roof Terraces

South Tower: A zero-depth pool offers a space for kids to splash or residents to cool their feet in summer, all while taking in spectacular front-row views of Sydney Harbour. An indoor-outdoor kitchen, BBQ facilities, and an oval bar set a casual and social atmosphere. Loose furniture arrangements allow the space to transform into a multi-functional venue, suitable for moonlight cinema nights, community gatherings, and social events.

North Tower: Also featuring a zero-depth pool and lounge seating, this terrace is designed for both everyday use and private functions. Large dining tables and spacious sofas create an intimate setting for private bookings, such as family birthday parties and anniversary celebrations.

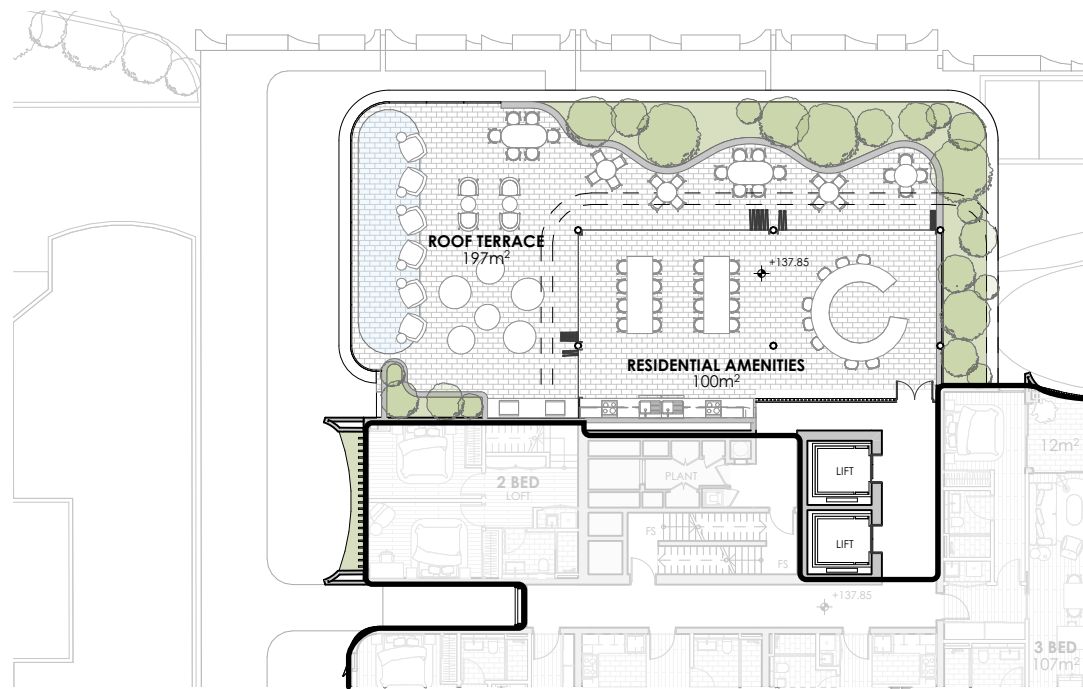
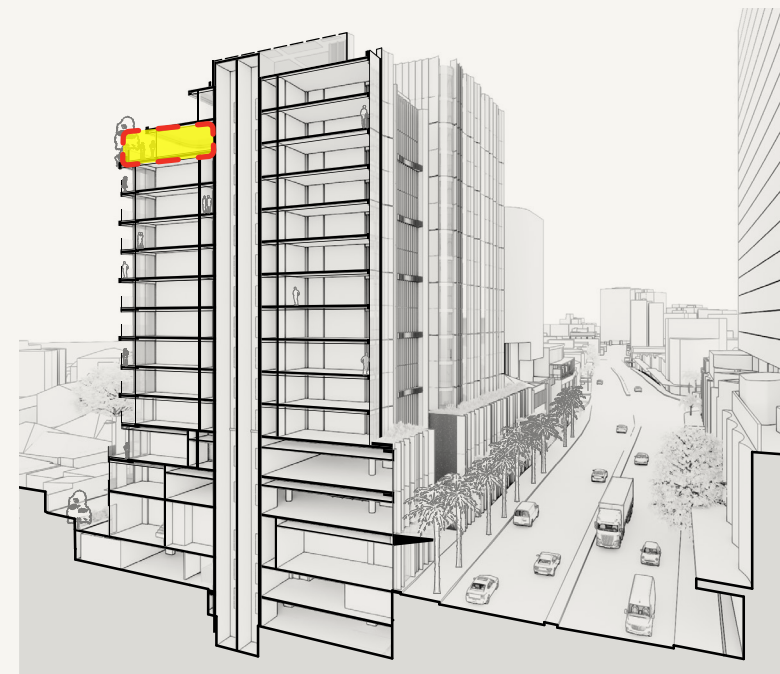
This considered approach to amenities ensures a well-balanced mix of wellness, social interaction, and relaxation, enhancing the overall residential experience.



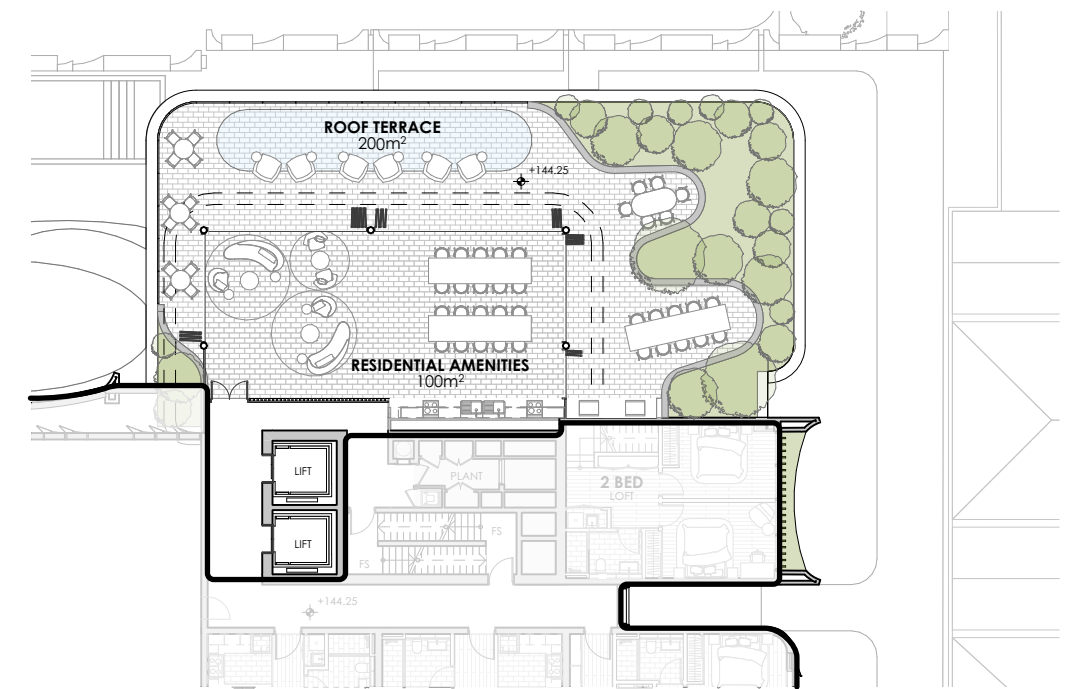
South Tower Roof Terrace



North Tower Roof Terrace



Level 12 (South Tower Roof Terrace)



Level 14 (North Tower Roof Terrace)



Facade Articulation

The overall approach to the buildings facades has been to respond to the qualities of the varied contexts, the highway is busy, loud and commercial with a formality and fine grain established by a series of heritage terraced buildings.

By contrast the rear is at the top of the slope from the harbour, overlooks a residential precinct rolling away below it and is much quieter in character. Here the context is a mix of single family homes and small apartment buildings making bulk and form important considerations.

The architectural response seeks to create a series of articulated and differentiated forms that respond to these various conditions in specific and appropriate ways. The four main blocks of the building together with the dividing cruciform of contrasting elements all have different heights and articulations above a consistent podium form.

To the highway the proposition provides a balanced solid to glazed podium consistent in height, materiality and fine grain with the character and qualities of Pacific Highway. To the rear the expression of a series of residential terraces creates a podium of residential amenity to the mews.

Above the tower forms are articulated through both massing, material and colours to break the form down into a series of articulated slender forms. This is first achieved through the form of the towers then accentuated through the vertical fenestration to the east and horizontal break up to the west and further articulated in the use of the cruciform articulation, material and colour contrast to the main forms.



01 286-294 Pacific Hwy Future Development



Tower Facade

Pacific Hwy Entrance Detail



02

02

01

01 Indicative Building Signage

02 Indicative Tenant Signage



Tower Facade

Central Spine & Entrance Detail





Podium Facade

Pacific Highway

The podium facade features a strong vertical expression of a series of vertical scalloped forms inspired by the adjoining former North Shore Gas Company Showroom building. At human level these columns are clad in glazed tiles, through them the podium introduces fine-grain texture and a more human scale at the street level.

Varying panel widths and allowing them to stand free from the podium roof edge create a visual rhythm that aligns with the existing row of palm trees. Behind them, a recessed curtain wall adds depth and contrast, evoking a sense of movement-offering glimpses of the past, reminiscent of walking through the forest that once existed before urban development.



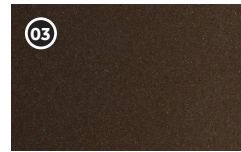
01 Ground Floor Facade

Glazed Fluted Terracotta Panels In Dark Sandstone Finish



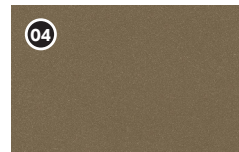
02 Upper Podium Facade

Glazed Ceramic Tile In Dark Sandstone Finish



03 Podium Facade Reveal

Aluminium Window Glazing Frame And Reveals In Dark Bronze Finish



04 Awning & Recessed Facade

Steel Or Aluminium Panels In Dark Champagne Finish



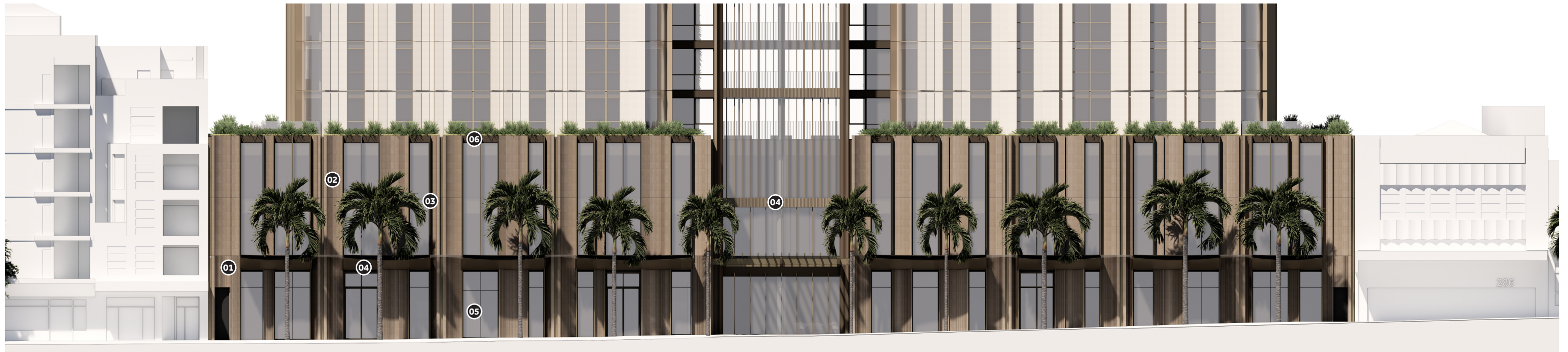
05 Podium Glazing

Clear Low E Igu With Ghost Spandrels In Dark Bronze Finish



06 Podium Roof Planter

Planter Box On Structure To Match Dark Bronze Finish





Tower Facade

External Finish & Awning Detail





Podium Facade

Mews

The Mews elevation takes on the fenestration logic and fine grain of the Pacific Highway frontage adapting it into an expression of a series of terraced facades held apart by bronze coloured reveals between units subtly defining the residential rhythm of the mews.

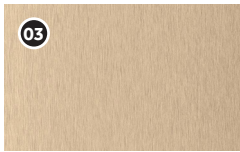
The material palette is masonry with individual window openings and balconies expressed in vertical framed forms expressing a sub-grid to the terraced structure. The balustrade texture further articulated the occupation of the building face to the mews.



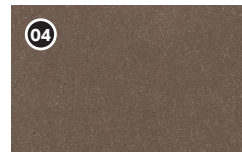
01 Ground Floor Facade
Grc Cladding With Fluted Grooves In Soft Sandstone Finish



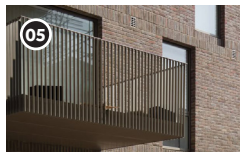
02 Upper Podium Facade
Grc Cladding In Soft Sandstone Cladding



03 Podium Facade Reveal
Aluminium Facade Cladding And Steel Awning In Light Bronze Finish



04 Recessed Facade
Grc Cladding In Dark Bronze Finish



05 Balustrade
Steel Palisade Balustrade To Match Adjacent Facade Cladding Finish



06 Podium Glazing
Clear Low E Igu With Spandrels Panel In Light Bronze Finish



Tower Facade

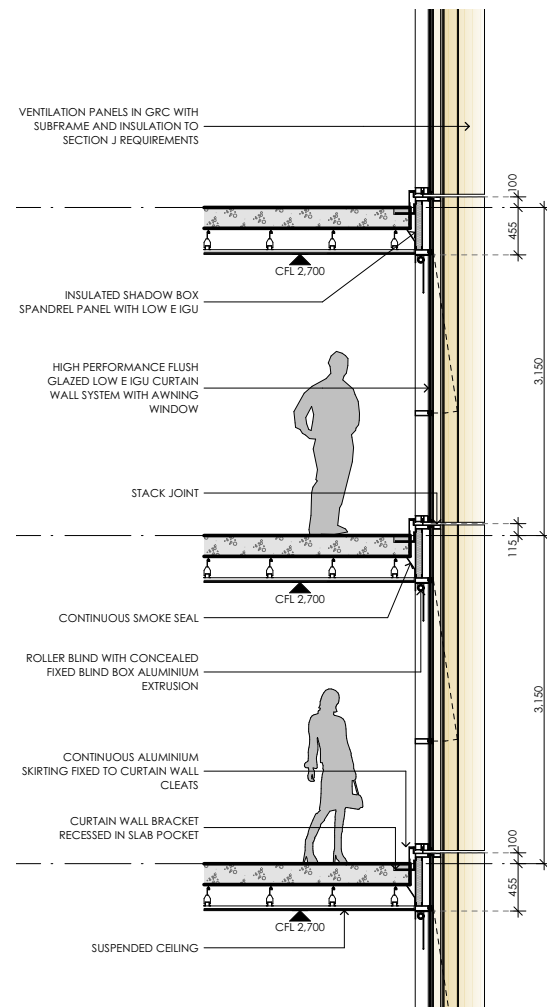
East - Pacific Highway

The Tower extends the Podium's vertical expression upward, inviting the eye towards the buildings silhouette to the skyline which sees the vertical fenestration extent to an articulated parapet edge. Again the multiple form expression of the tower is articulated through the materiality and stepped profile of the various built forms.

The clean, faceted façade draws inspiration from the scalloped terracotta panels of the neighbouring heritage building, creating a refined architectural dialogue. This expression is more than aesthetic as it contains and expresses the ventilation strategy to the apartments. Acoustically treated side louvres seamlessly integrate a mechanically assisted ventilation system while maintaining the elegance of the façade.

The expression of the central cruciform element aligns with the break in the podium at the main entry to the building linking both street and skyline with a fine grain vertical fenestration inset from the main built forms on either side.

<p>01 Tower Facade</p>	<p>02 Facade Loured Reveal</p>	<p>03 Recessed Facade</p>
<p>Faceted grc cladding in vanilla ferrol light finish.</p>	<p>Aluminium glazing frame and facade loured reveal in light bronze finish.</p>	<p>Aluminium facade cladding and loured blades in dark champagne finish.</p>
<p>04 Recessed Facade</p>	<p>05 Roof Plant Room Facade</p>	<p>06 Facade Glazing</p>
<p>Aluminium window frame and spandrels cladding in dark bronze finish.</p>	<p>GRC cladding in dark bronze finish.</p>	<p>Clear Low E Igu with ghost spandrels panel in light bronze finish.</p>




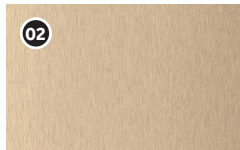
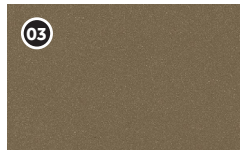



Tower Facade

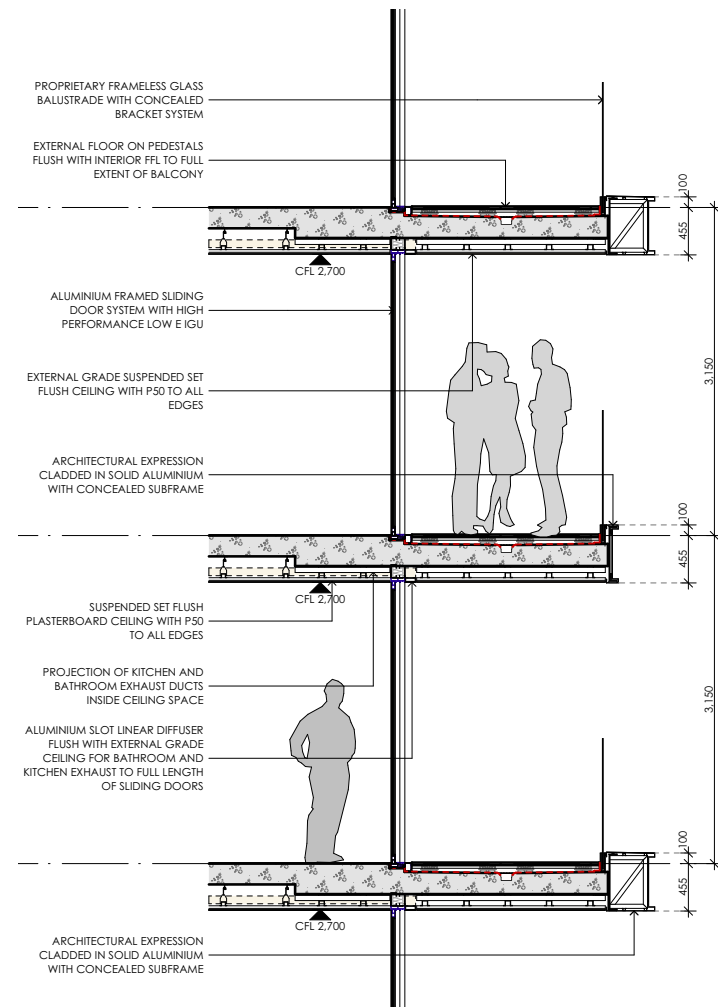
West Neighbourhood Scale

By Contrast to the verticality of the Pacific Highway facade the west face of the tower is horizontally struck maximising connection to the expansive views across the harbour and city skyline.

The stepped nature of the two west facing blocks are crowned in two communal open space amenity areas. The forms are both expressed in a primary two storey articulation linking to the front facade break up and resolving in a central expression of double storey communal open spaces above the central pool area.

The rear elevation stepped form allows the building to break down into smaller forms managing the connection of the large volumes of the Pacific Highway buildings with the smaller scale of the residential neighbourhoods to the west. The buildings roof top plant rooms are placed to the Pacific Highway frontage both to accentuate the height stepping down to the west and to place the plant at the acoustically louder face of the building maximising residential amenity to the building and its neighbours.

		
<p>01</p> <p>Facade Cladding</p> <p>Faceted grc cladding in vanilla ferrol light finish.</p>	<p>02</p> <p>Reveal & Slab Edge Profile</p> <p>Aluminium facade cladding in light bronze finish.</p>	<p>03</p> <p>Recessed Facade</p> <p>Aluminium facade cladding and louvred blades in dark champagne finish.</p>
		
<p>04</p> <p>Balustrade</p> <p>Clear glass balustrade.</p>	<p>05</p> <p>Balustrade</p> <p>Steel palisade balustrade to match adjacent facade cladding finish.</p>	<p>06</p> <p>Podium Roof Planter</p> <p>Planter box on structure to match dark bronze finish.</p>





Landscape Design

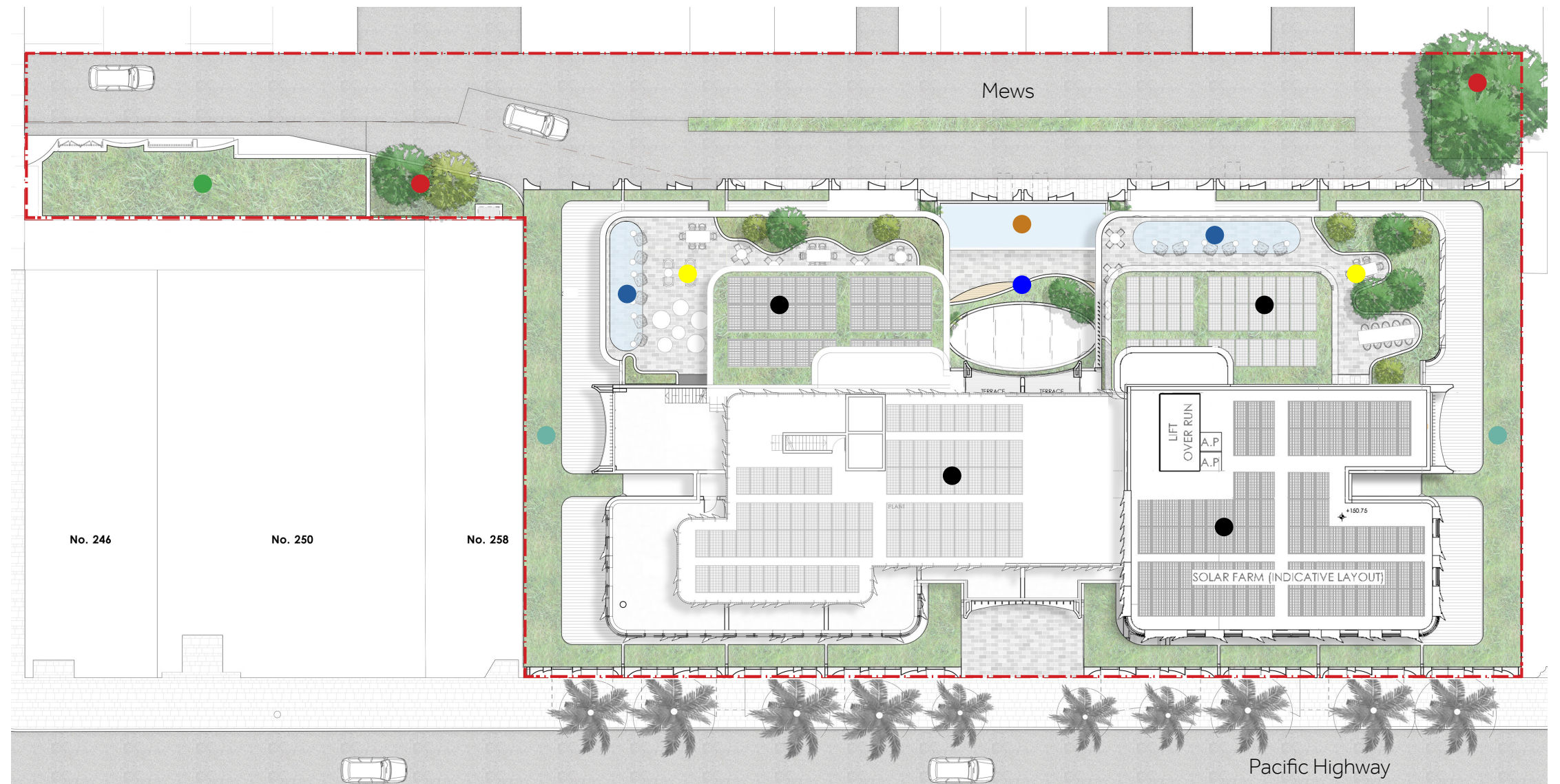
Summary

The landscape design for 270 Pacific Highway integrates a rich variety of green spaces across multiple levels—from secluded gardens and street interfaces to rooftop terraces and vertical planting—fostering amenity, biodiversity, and a strong connection to nature.

Key features include a lush pool courtyard, a green spine along the western façade, and a network of communal terraces with planting that enhances privacy, supports shade, and encourages outdoor use.

High-quality materials and climate-suited native species underpin a human-scaled, resilient design. Accessibility, lighting, irrigation, and soil strategies have been carefully considered, ensuring longevity, inclusivity, and low maintenance.

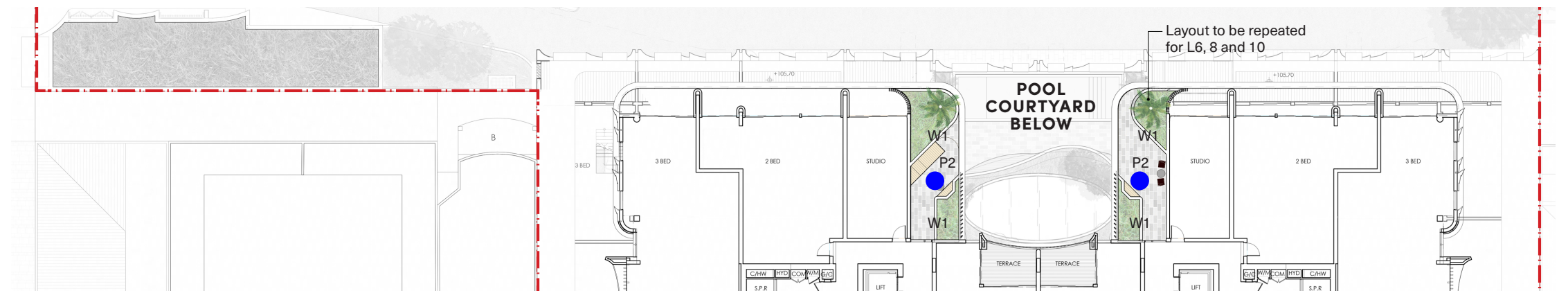
Full landscape design information can be found in the attached Landscape Report prepared by Turf.



Landscape Overview Plan

Legend

	Communal Space		Tenant Balconies
	Green Roofs		Roof Terrace
	Deep Soil		Pool
	Water Feature		Solar Farm



Level 6, 8 & 10 Green Spine Plan



Project View

Residential Communal Open Spaces



Compliance



Solar Access

As proposed the development achieves more than the 70% solar access to residential units taken for the extended hours of the day with a minimum of 63% between 9-3pm.

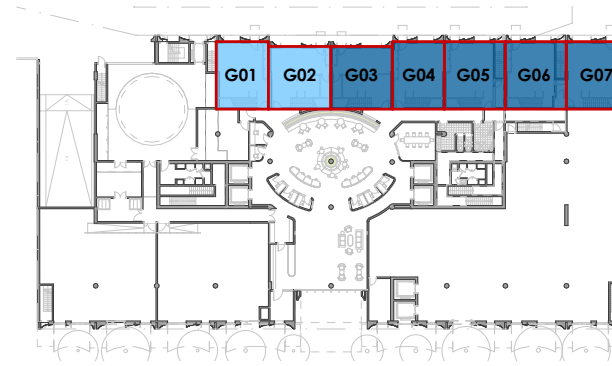
However the development has been significantly impacted by the recent approvals of the two adjoining buildings which create significant additional overshadowing and limit the amount of units that receive 2 hours of solar in mid winter.

The proposal therefore seeks to offset this lose of amenity through the global residential amenity standard introduced by WELL.

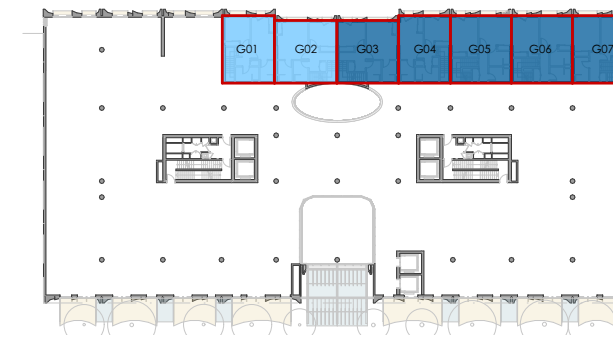
The development is seeking to achieve a high amenity level on balance across all measures within the tool with a particular focus on the availability of communal open space at roof level and to the western face of the building

which will both get ample solar and be afforded spectacular views to the harbour and city skyline beyond.

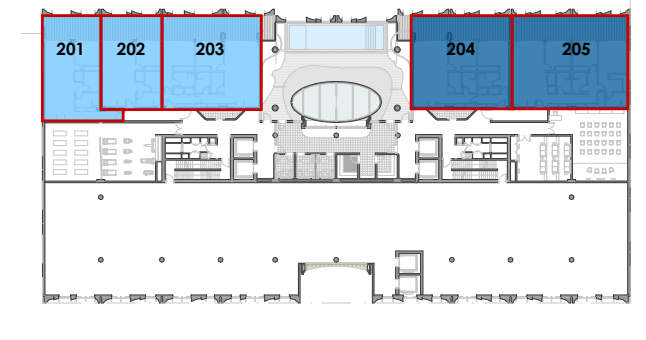
Taken on balance we believe the extent of amenity measures proposed in a BTR format more than offset the lack of compliance with the midwinter measure caused by the future adjoining developments.



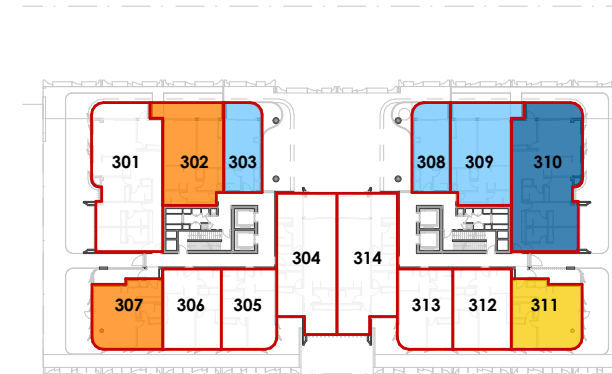
Ground Floor



Level 01



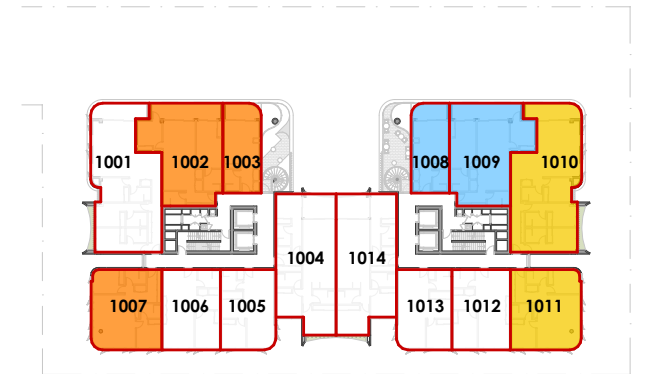
Level 02



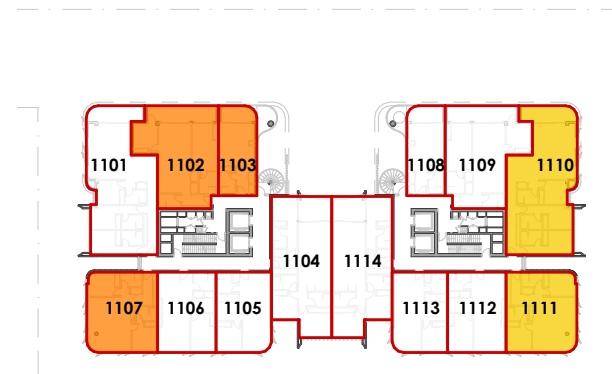
Level 03 - Level 04



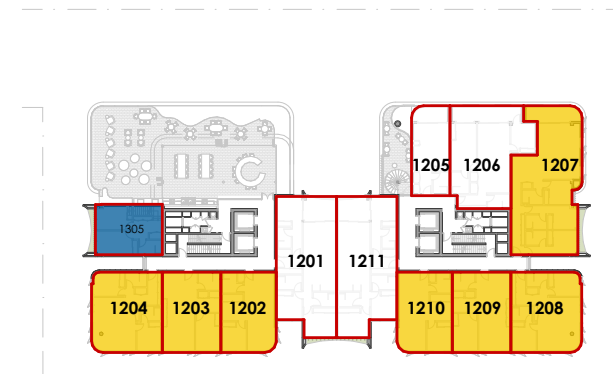
Level 05 - Level 09



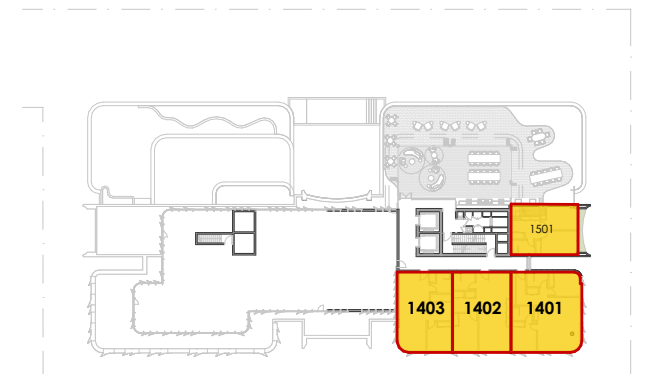
Level 10



Level 11



Level 12 - Level 13



Level 14 - Level 15

9am - 3pm, 21/JUNE		SUNRISE - SUNSET, 21/JUNE	
>2 HOURS SOLAR ACCESS	32 ^{APTS} (19%)	>2 HOURS SOLAR ACCESS	55 ^{APTS} (33%)
NO DIRECT SUN	37 ^{APTS} (22%)	NO DIRECT SUN	15 ^{APTS} (9%)

- APARTMENTS RECEIVED > 15MINS < 2HRS SOLAR ACCESS (9am - 3pm)
- APARTMENTS RECEIVED > 2HRS SOLAR ACCESS (9am - 3pm)
- ADDITIONAL APARTMENTS RECEIVED > 2HRS SOLAR ACCESS (SUNRISE TO SUNSET)
- APARTMENTS WITH NO DIRECT SOLAR ACCESS (9am - 3pm) WITH SOLAR ACCESS OUTSIDE 9am to 3 pm
- APARTMENTS WITH NO DIRECT SOLAR ACCESS (SUNRISE TO SUNSET)

Communal Open Space

The communal open space amenity of the scheme responds to the nature and setting of the development in its location, scale and variety of amenity.

Inspired by the WELL for Residential tool the development has focused heavily on the provision of usable, meaningful and varied communal spaces both within the building and in a series of external areas affording opportunities for individual withdrawal and communal coming together as well as a variety of functions from a pool deck, gym and class space to co-working and communal gathering areas as described earlier in this report.

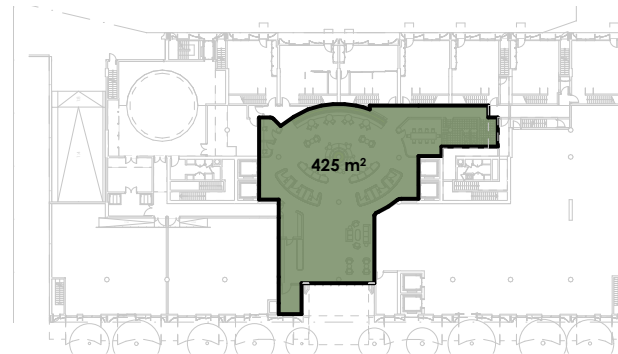
Taken as a ratio of site area and not including the amenity of the mews the development delivers over the ADG requirement for 25% of site area externally and additionally adds a further almost 28% internal communal area giving residents of

the building a total of an additional 12sqm per dwelling of communal space amenity across the development.

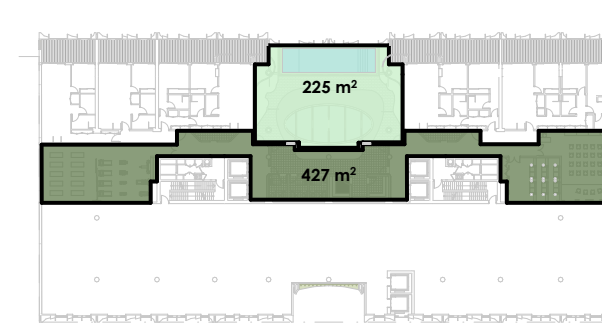
Taken together the overall communal open space proposition offers a wide variety of amenity and balances out the reduction in mid winter daylight due to recently approved adjoining developments in this dense urban area.

INTERNAL AMENITY FACILITIES		OUTDOOR TERRACE AND AMENITIES SPACE	
INTERNAL AMENITIES SPACES	1,052m ² (27.7%)	OUTDOOR AMENITIES SPACES	964m ² (25.4%)
OVERALL COMMUNAL AMENITY SPACES			
TOTAL COMMUNAL AMENITY SPACE	2,016m ² (53.1%)		
	12m ² /Dwelling		

OUTDOOR COMMUNAL AMENITIES
 INDOOR COMMUNAL AMENITIES



GROUND LEVEL



LEVEL 02



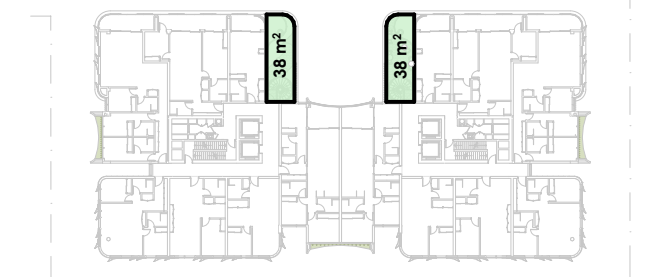
LEVEL 04



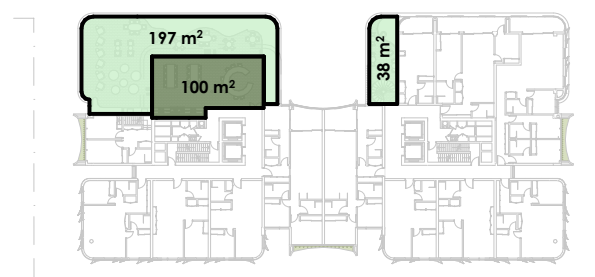
LEVEL 06



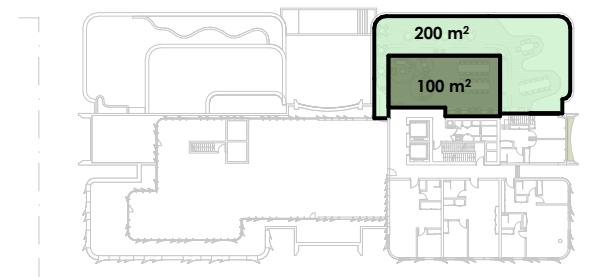
LEVEL 08



LEVEL 10



LEVEL 12



LEVEL 14

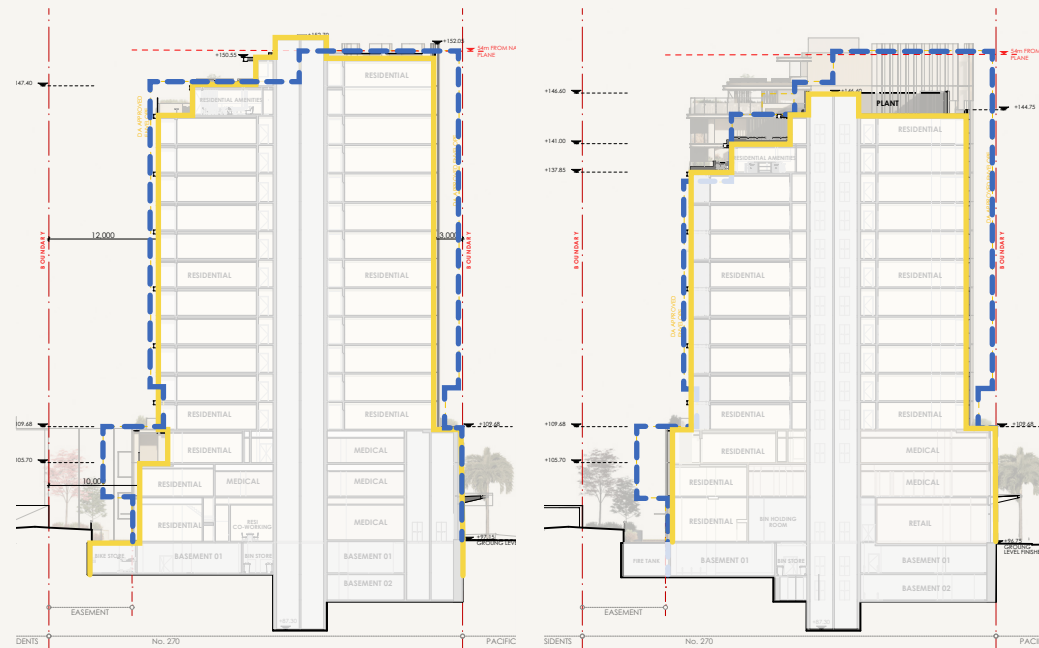
Overshadowing

The overshadowing envelope of the development has been guided and constrained by the existing approval.

As demonstrated here the proposed building sits within the shadow envelope of the existing approval offering additional solar to the neighbourhood as highlighted in yellow on the

shadow diagrams while only having the additional overshadowing in red onto Bruce Street caused by the single storey commercial tenancy on the Bruce Street frontage.

As such the proposed development is a significant net improvement on solar access to the surrounding neighbourhood.



North South Section (Building Envelope Comparison To Previously Approved DA)

Legend

	Precinct boundary (No additional overshadowing)		Existing shadow
	Site boundary		Shadow within the previously approved building envelope
	Previously approved building envelope		Additional solar access compare to previous approved envelope
	Proposed building envelope		Additional shadow compare to previously approved envelope



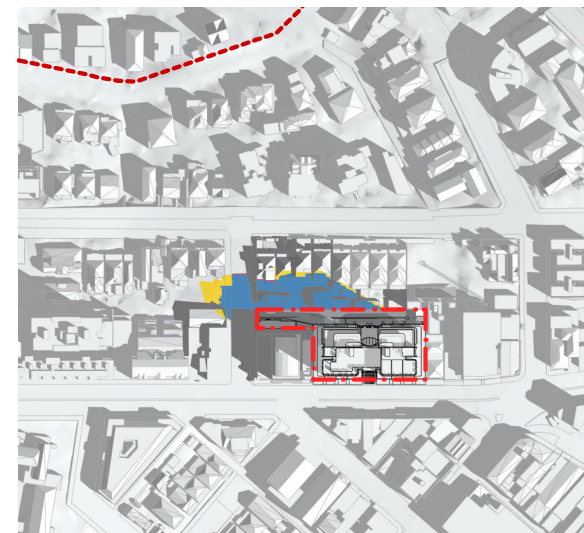
9AM



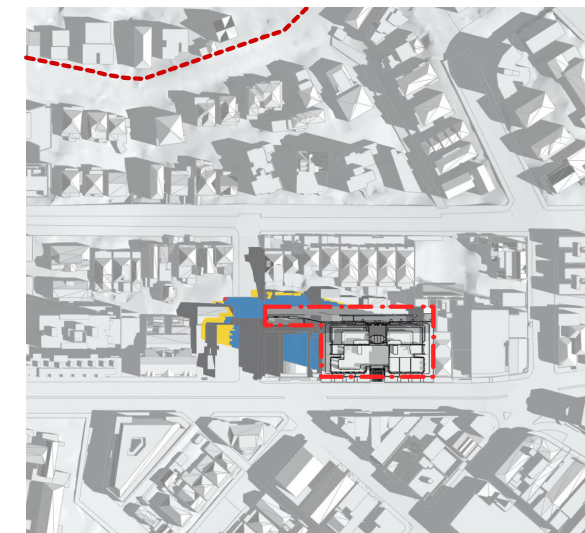
10AM



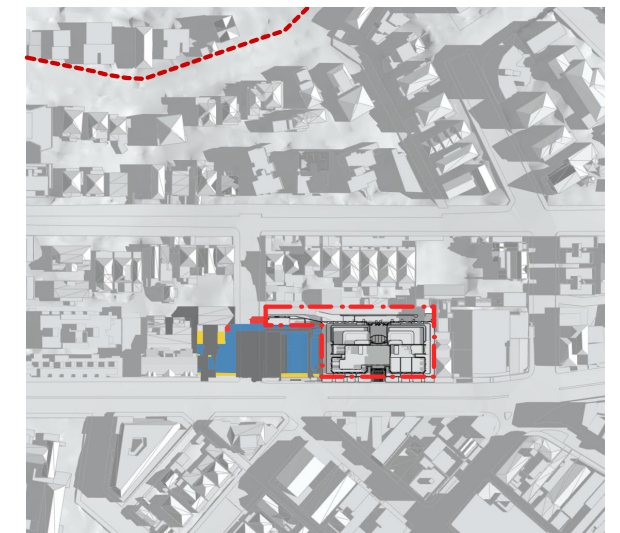
11AM



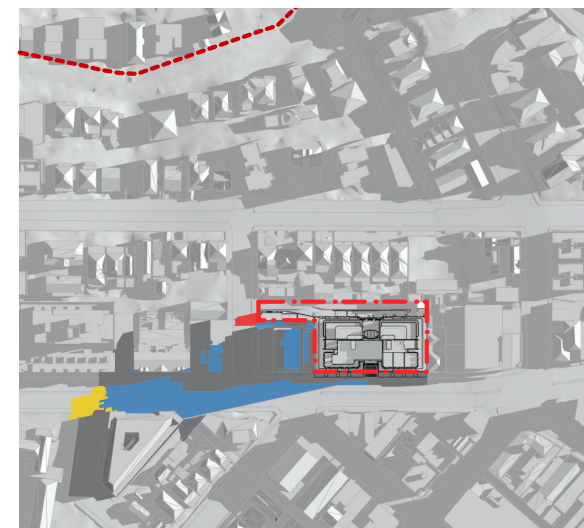
12PM



1PM



2PM



3PM

Setback

The proposed building envelope builds upon the previously approved commercial scheme, with increased setbacks on all sides to enhance residential amenity and address visual privacy within a dense urban context.

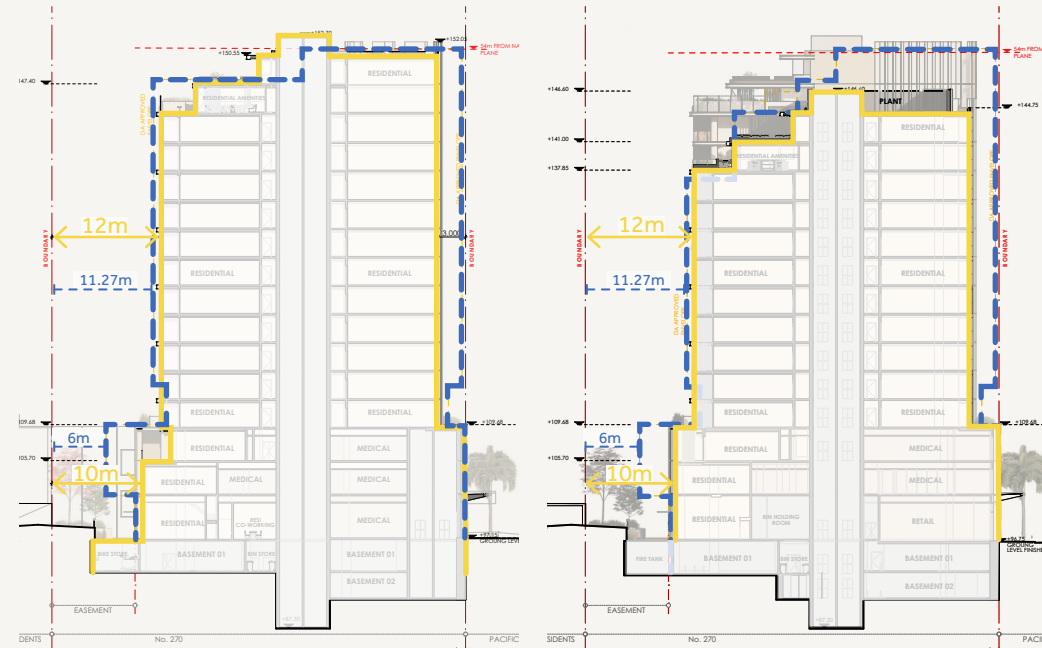
Pacific Highway (east): Tower setback has increased from a varied setback of 0m - 6m to 3m - 7m to mitigate noise and improve residential outlook.

Western interface: The podium setback has increased from 6m to 10m, reinforcing a more sensitive transition to the adjacent low-density housing, despite its recent rezoning for high-density use. The tower setback is further increased to 12m along the full height of the building.

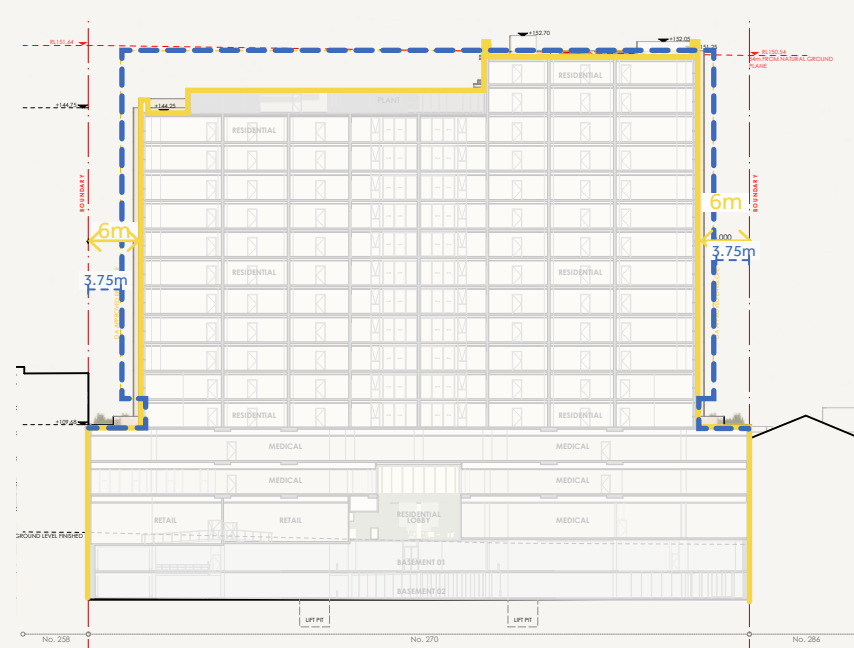
North-south side boundaries: Setbacks have increased from 3.75m to 6m. Given primary living room views are oriented east and west, in

both the proposed and adjacent building to the north, angled façades and privacy screens have been introduced at bedroom windows to redirect views and minimise overlooking toward the development to the north.

These spatial adjustments contribute to improved acoustic buffering, and enhanced privacy, aligning with good design principles for high-density urban living.



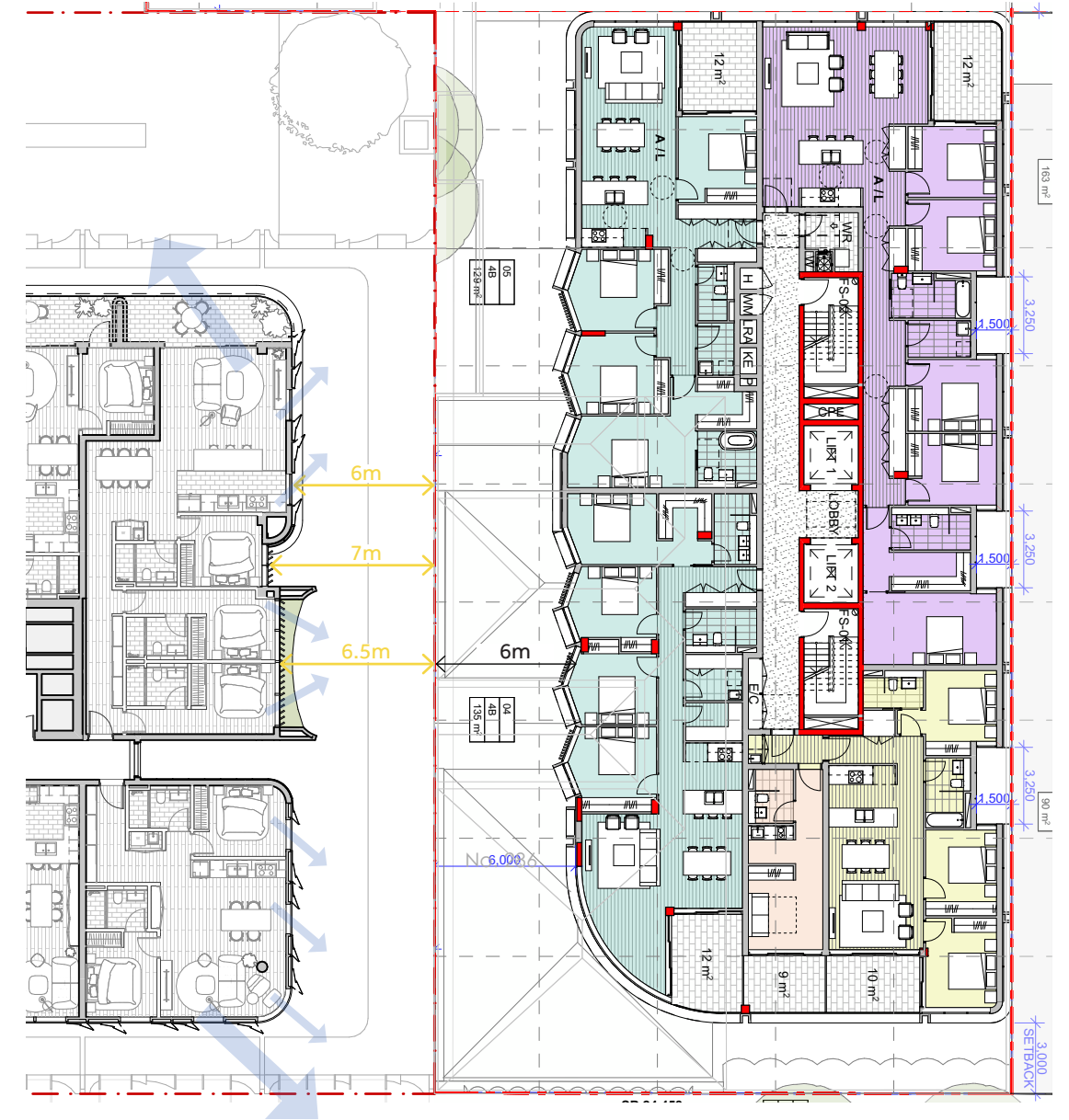
North South Section (Building Envelope Comparison To Previously Approved DA)



East West Section (Building Envelope Comparison To Previously Approved DA)

Legend

- Project Site Boundary
- Previously approved building envelope
- Proposed building envelope



Caption

Balconies

Pacific Highway

Due to its location on the Pacific Highway—a major arterial road characterised by continuous traffic—the site experiences elevated levels of noise and air pollution. Acoustic assessment shows that ambient noise exceeds allowable limits by 10dBA during the day and 20dBA at night. In such conditions, conventional balconies become inhospitable, often relegated to storage and contributing to visual clutter along the streetscape. In response, the design integrates these external areas into the internal apartment floor-plates, enhancing the quality and usability of the living spaces.

Additional communal outdoor terraces are positioned in quieter, elevated locations to the west of the building where they can offer more meaningful amenity, connection to landscape, and improved outlooks. This strategy not only elevates the internal amenity and residential experience through additional usable floor space in the apartments but also supports broader urban objectives for a more refined and coherent streetscape.

The approach is aligned with the Build to Rent Design Guide developed by the NSW Department of Planning and Environment, promoting flexibility, durability, and genuine livability in high-density residential environments.



2BED : 85m²
Internal area larger than Adg minimum 2bed minimum required. 70m²+10m²=80m²

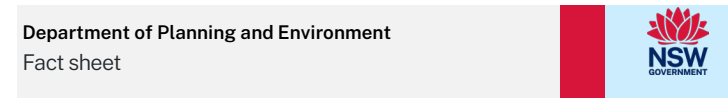
1BED : 70m²
Internal area larger than Adg minimum 2bed minimum required. 50m²+8m²=58m²

1BED : 65m²
Internal area larger than Adg minimum 2bed minimum required. 50m²+8m²=58m²

2BED:85m²
Internal Area Larger Than ADG Minimum 2BED Minimum Required 70m²+10m²=80m²

1BED:70m²
Internal Area Larger Than ADG Minimum 2BED Minimum Required 50m²+8m²=58m²

1BED:65m²
Internal Area Larger Than ADG Minimum 2BED Minimum Required 50m²+8m²=58m²



4E: Balconies and private open space

The Apartment Design Guide considers how balconies, courtyards and terraces improve life for residents, especially in the context of NSW's temperate climate. It aims to provide private open space and balconies that are appropriately sized, safe, well-located and integrated into the building's overall design.

Balconies may not be suitable for some build-to-rent properties because of their environment or problems such as privacy, wind and noise. Balconies may not be suitable for heritage-listed sites or those adapted from other uses because of their existing features.

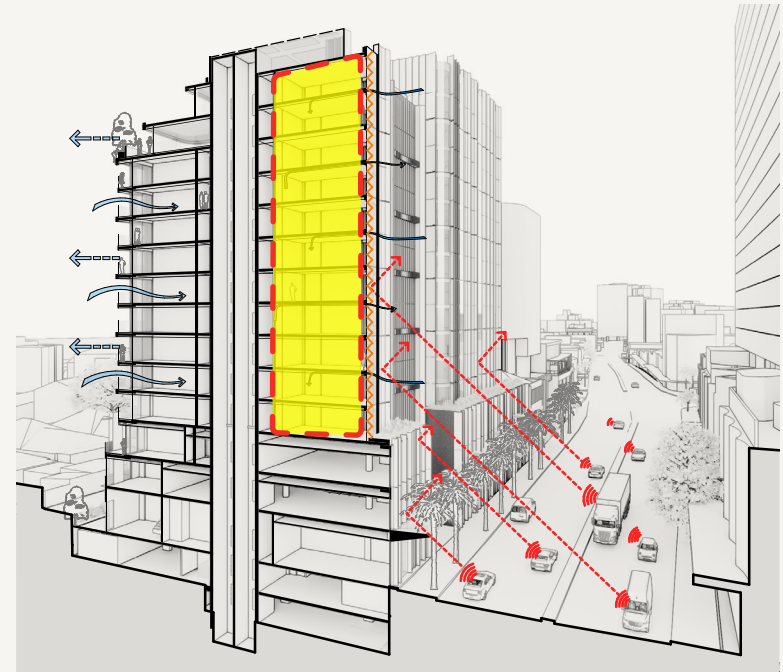
When it isn't possible to provide balconies or private open space, developers and consent authorities can apply the Apartment Design Guide flexibly. They can replace some of the 'missing' external private space with more communal outdoor space, over and above that required under the guide's objective 3D: Communal and Public Open Space.

Build-to-rent development often includes more communal open spaces for residents' use than the Apartment Design Guide's objective 3D requires.

Where there already is a large common area, the development could provide more space over various floors to act as smaller communal areas for people seeking outdoor space in a more private setting.

Table 13 External noise level criteria in accordance with the NSW NPI & NS DCP 2013

Location	Time of Day	Project Amenity Noise Level, LAeq, period ¹ (dBA)	Measured LA90, 15 min (RBL) ² (dBA)	Measured LAeq, period Noise Level (dBA)	Intrusive LAeq, 15 min Criterion for New Sources (dBA) ⁶	Amenity LAeq, 15 min Criterion for New Sources (dBA) ⁴	NS DCP 2013 Max LAeq, 1 hr (dBA)
Residences (Urban): Mixed-use buildings located along Pacific Hwy	Day	55 ⁷	60	70	65	58 ⁹	60
	Evening	45 ⁷	57	70	62	58 ⁹	50
	Night	40 ⁷	44	65	49	53 ⁹	45
Residences (Suburban): Residences located behind commercial & mixed-use buildings along Pacific Hwy	Day	50 ⁷	40	48	45	53	47
	Evening	40 ⁷	37	46	42	43	44
	Night	35 ⁷	33	42	38	38	35



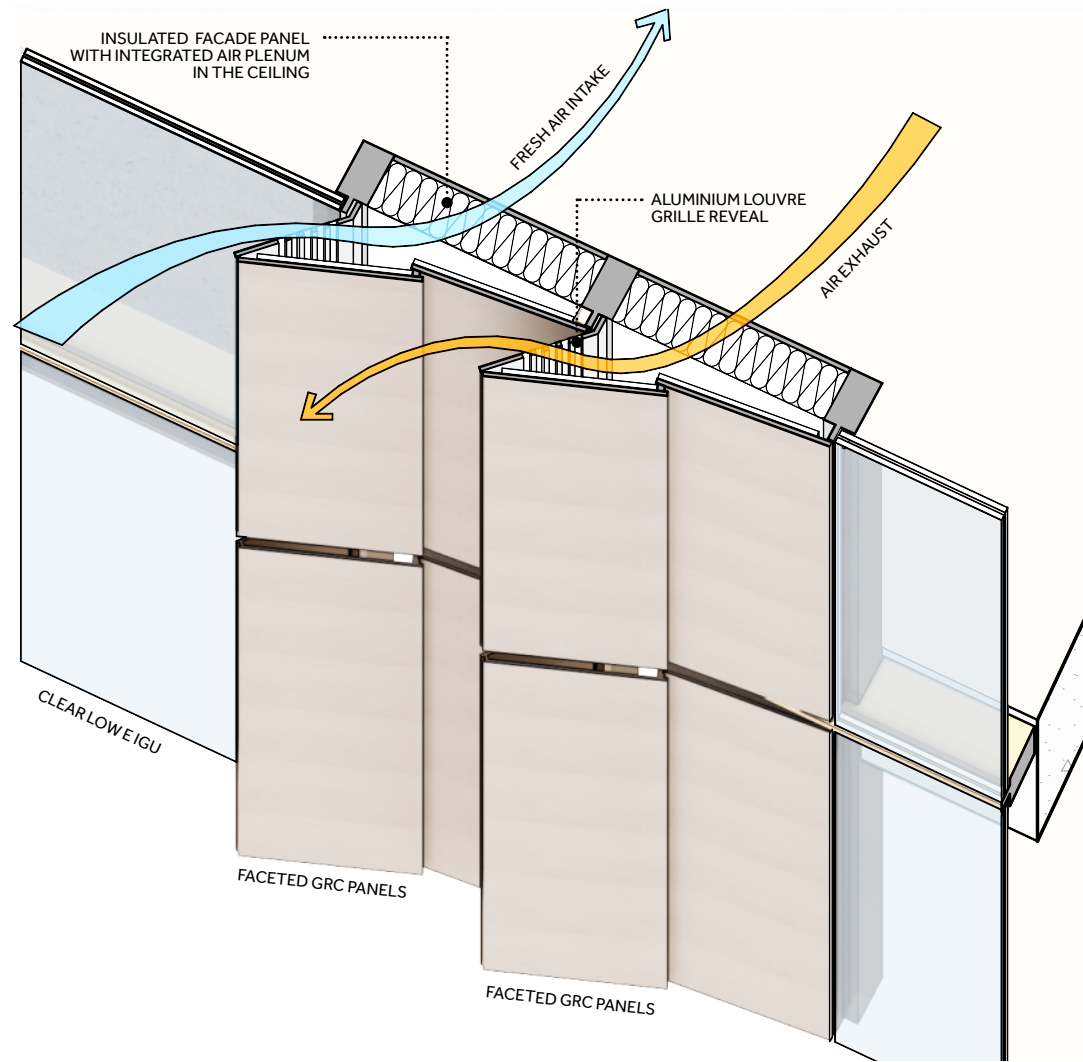
Filtered Fresh Air

Addressing Pacific Highway

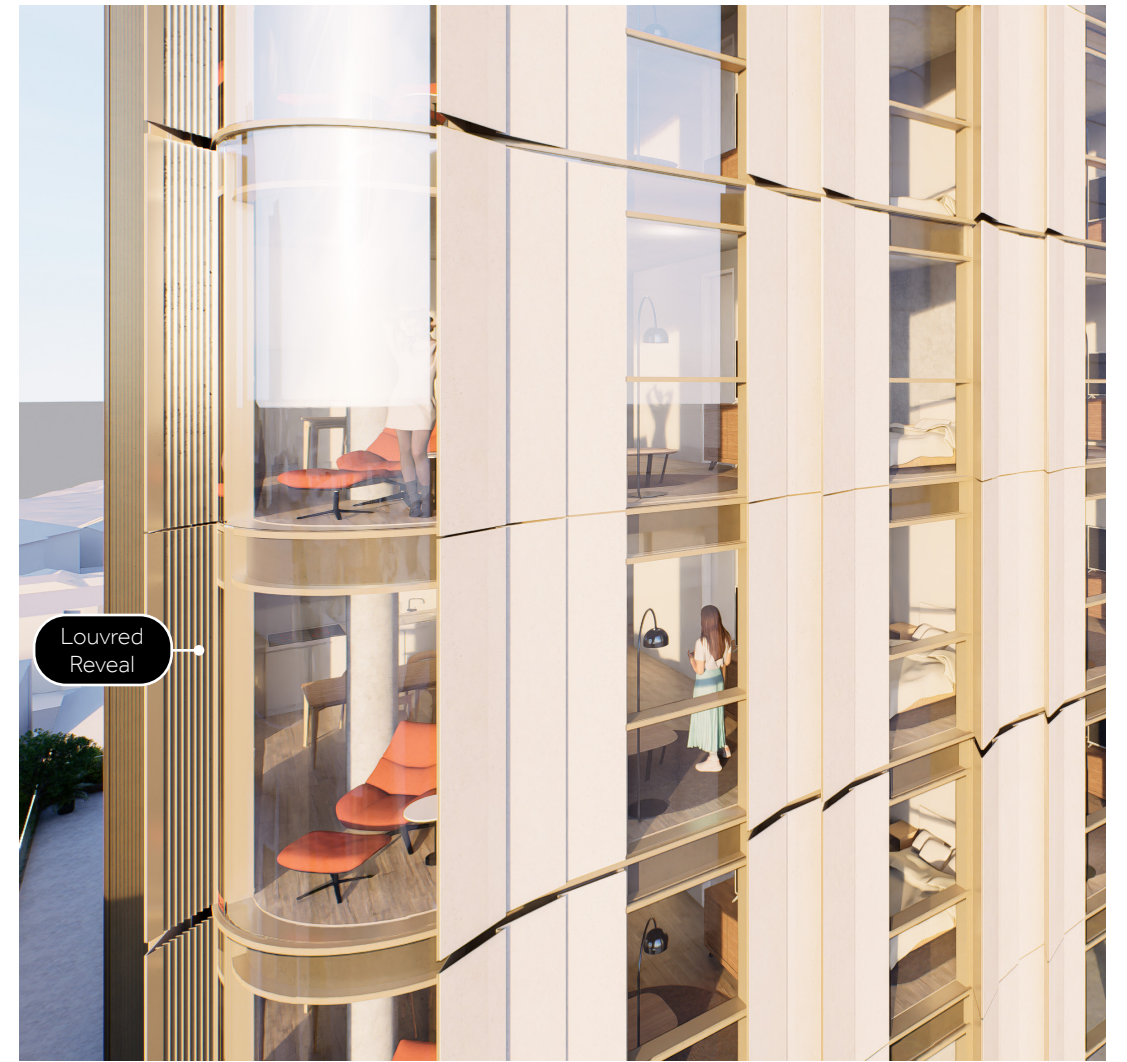
An alternative fresh-air system has been carefully integrated to ensure high indoor environmental quality, even when the windows are closed due to noise and pollutants from the Pacific Highway.

Fresh air is drawn through acoustically treated and filtered façade grilles, passing through a heat recovery exchanger that moderates temperature, removes excess humidity, and filters out airborne pollutants. This ductwork sits in advance of the units mechanical system which also utilises the treated external air to ensure year round fresh air in the apartments.

This system provides a consistent, comfortable, and healthy indoor environment, offering particular resilience to the raised pollutants of the Highway facade and during bushfire seasons when external fresh air quality significantly deteriorates.



Facade Ventilation Diagram



Facade Ventilation Diagram

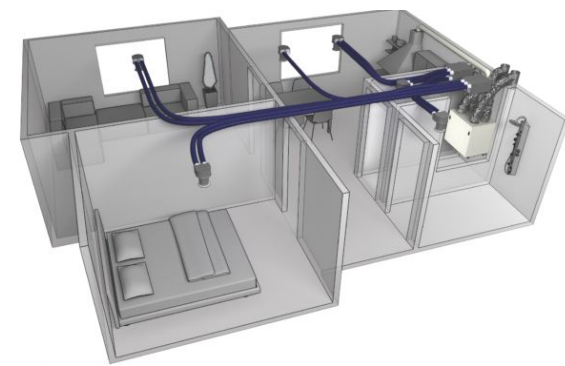
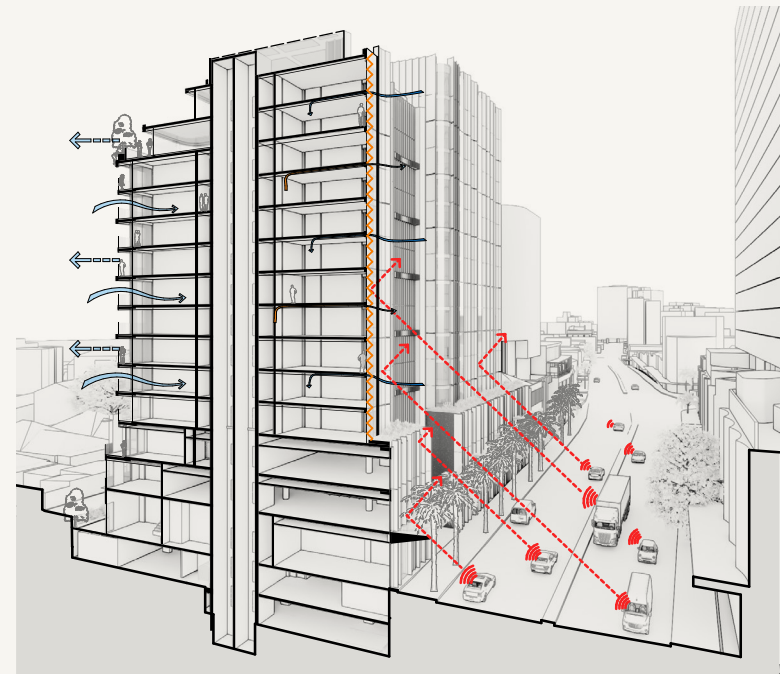


Image of a centralised per apartment HRV system



Mechanically Assisted Acoustically Treat And Filtered Fresh Air System By Neuron

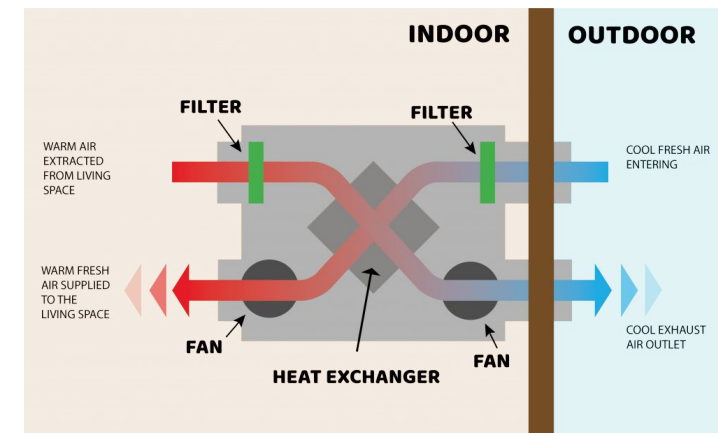


Image of a perroom mini HRV unit



ADG Compliance

Control	ADG design criteria	Compliance
3D Communal and Public Open Space	Ensure communal open space is well-designed, accessible, and enhances residential amenity. Minimum of 25% of the site area as communal open space.	Site Area: 3,796m ² Communal Open Space: Communal Outdoor Space: 964m ² (25.4%) Communal Indoor Space: 1,052m ² (27.7%) Total: 2,016 m ² (53.1% of site area dedicated to communal open space)
3E Deep Soil Zones	Provide deep soil zones on the site for tree planting and landscaping. Minimum 7% of the site area as deep soil zones.	Existing basement to be retained to minimise excavation embodied carbon, maintaining vehicular easement to the neighbouring site, while introducing deep soil pockets to the mews where no vehicular access is required. There is additional 600 mm- 1000 mm soil depth planting on structure throughout the western facade from level 2 up to the roof, refer to landscape design.
3F Visual Privacy	Ensure adequate building separation to provide visual privacy Minimum separation distances: Up to 12m height (4 storeys): 6m (habitable rooms/balconies), 3m (non-habitable). Up to 25m height (5–8 storeys): 9m (habitable), 4.5m (non-habitable). Over 25m height (9+ storeys): 12m (habitable), 6m (non-habitable).	6m setback from the north and south boundaries, Minimum separation to adjoining development 12m bedroom to bedroom. All apartments in both proposed and adjoining developments have living areas facing away from side boundaries towards the east and west outlooks, A louvre blade design in front of bedrooms redirects view from the adjacent development. Above podium the residential is setback 3m-7m from the Pacific Highway, 12m setback from the western boundary, facing the low-density development.
4A Solar and Daylight Access	Optimize solar access to apartments At least 70% of apartments receive a minimum of 2 hours direct sunlight between 9am–3pm in mid-winter. No more than 15% of apartments receive no direct sunlight during this period. Achieving the design criteria may not be possible on some sites. Design drawings need to demonstrate how site constraints and orientation preclude meeting the design criteria and how the development meets the objective	Due to the 33 degree orientation to north west, the western façade only received solar access from 2:30pm onward during mid-winter 21/June, however as noted in the ADG this is also the face with the dominant views over Sydney harbour and the city skyline. The proposal addressed the street alignment and maximised the apartments facing east to maximise the number of apartment receiving more than 2 hours solar during meet winter, with extended solar hour, the proposed development can increase the number of apartment receiving 2 hours of solar from 63% to 73%, while the western facing apartments orientate to maximise the Sydney harbour views. However, with two recent approvals of residential development north and east of the site the percentage of apartments reduced from 73% to 19%, or 33% with extended solar hours. To compensate for the apartment's lack of solar access in mid winter the design proposes increasing the communal open space from 25% to 53%, on the western face which is quieter and facing the view, including a wide range of indoor and outdoor amenities, equivalent to 12m ² of communal space per dwelling.



ADG Compliance

Pacific Highway

Control	ADG design criteria	Compliance
<p>4B Natural Ventilation</p>	<p>Ensure adequate natural ventilation At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.</p>	<p>While a conventional balcony approach could achieve up to 63% natural ventilation for the first nine storeys however, the project's orientation along the heavily trafficked Pacific Highway presents a significant acoustic and air quality challenge. In such conditions, balconies are likely to remain closed for much of the time, often becoming underutilised, collecting dust, and contributing to visual clutter when viewed from the street.</p> <p>In response to the acoustic and air quality challenges posed by the site's location along the Pacific Highway, the project adopts a mechanical ventilation strategy that enhances occupant comfort, wellbeing, and environmental performance while maintaining visual coherence.</p> <p>These apartments—along with all others are equipped with dedicated Heat Recovery Ventilation (HRV) systems. These standalone units draw in fresh, filtered air from the exterior through acoustically treated façade grilles, supplying it directly to all habitable rooms. The system transfers heat from outgoing stale air to pre-condition the incoming air, improving energy efficiency while maintaining a comfortable indoor climate year-round; however, occupants can still open the window for fresh air when external conditions are pleasant.</p> <p>This solution ensures excellent indoor air quality even when windows remain closed, significantly reducing the transmission of traffic noise and outdoor pollutants. During bushfire events, when air quality is severely compromised, the system can be fitted with additional filtration to safeguard resident health over extended periods of exposure.</p> <p>The HRVs are fully accessible from within each apartment, allowing occupants to manage and maintain their system as needed. This approach aligns with the project's broader sustainability goals, offering resilience in both daily operation and extreme environmental conditions.</p>
<p>4C Ceiling Heights</p>	<p>Provide appropriate ceiling heights for natural ventilation and daylight access Minimum ceiling heights: 2.7m for habitable rooms. 2.4m for non-habitable rooms. 2.7m for main living area floor, 2.4m for second floor, where its area does not exceed 50% of the apartment area for 2 storey apartments 3.3m for ground and first floor to promote future flexibility of use in mixed used areas</p>	<p>Podium: 5m floor to floor on the Ground floor and 3.7m floor to floor on level 1 and level 2 Tower: 2.7m ceiling in habitable space and 2.4m ceiling in non-habitable space:</p>
<p>4D Apartment Size and Layout</p>	<p>Ensure apartments are appropriately sized and functional. Minimum internal areas: Studio: 35m². 1-bedroom: 50m². 2-bedroom: 70m². 3-bedroom: 90m². Additional 5m² for each apartment with a study 3.6m wide living room for studio and 1-bedroom apartments 4m wide living room for 2 and 3 bedroom apartments</p>	<p>Compliance achieved or bettered.</p>



ADG Compliance

Pacific Highway

Control	ADG design criteria	Compliance
4E Private Open Space and Balconies	Provide adequate private open space for apartments. minimum areas: Studio: 4m ² . 1-bedroom: 8m ² . (2m Depth) 2-bedroom: 10m ² . (2m Depth) 3-bedroom: 12m ² . (2.4m Depth)	<p>Apartment facing Pacific Highway have internalised the balcony area adding to the internal apartment area, 2 Bed apartment: Proposed: 86m² (larger than 70m²+5m²+10m² required area) 1 Bed apartment Proposed 65m²/70m² (larger than 50m² +8m² required area) The Housing SEPP also allows ADG flexibility for the balconies that may not be suitable for the BTR developments because of the harsh environment, and replace them with additional communal outdoor space or a series of smaller communal area in more private settings.</p> <p>The design integrates a series of double-storey terraces throughout the tower for convenient access and spatial variety, supported by generous communal open spaces at Level 2 and rooftop levels. The total communal amenity provided is double the ADG minimum—equating to an additional 12m² per dwelling—and offers a diverse mix of indoor and outdoor settings.</p> <p>These elevated communal terraces are positioned in quieter, west-facing locations with enhanced outlooks and connection to landscape, balancing the reduced mid-winter daylight caused by recently approved developments nearby. This strategy not only enhances residential amenity and spatial experience but also contributes to a more coherent, refined street scape and urban interface.</p>
4F Common Circulation and Spaces	Ensure common areas are well-lit and ventilated. Maximum 8 apartments per core on a single level. For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40	<p>Maximum number of apartment off a single core on a level is 7 units South Tower: 75 Apartments sharing 2 lifts North Tower: 86 Apartments sharing 2 lifts</p>
4G Storage	Provide adequate storage for residents. Minimum storage sizes: 1-bedroom: 6m ³ . 2-bedroom: 8m ³ . 3-bedroom: 10m ³ . At least 50% of storage to be located within the apartment.	<p>Where in-unit storage is limited, supplementary storage is provided in the basement via secure storage cages. Over 50% of the ADG minimum storage requirement is met within the apartments themselves, ensuring day-to-day convenience and compliance.</p>

TOD Design Guide Compliance

Pacific Highway

Control	Consideration	Response
3.2 Connecting with Country	<ul style="list-style-type: none"> Consider how development responds to the physical and cultural connection of local Aboriginal community to the land Consider how development can revive and enliven pre-development landscapes and traditional uses of Country and language as outlined in provision 3.2(2)(a)-(e) 	<p>The development acknowledges it's on the traditional lands of the Cammeraygal people of the Eora Nation. The design response to the site's location on a ridgeline, a natural path of travel and a point of outlook, by orienting the building to connect with views over the harbour and country, also with different architectural expressions to respond to the context, residential terrace facing the neighbourhood and harbour view on it's western façade, and striking vertical tower façade to respond to the civil nature on the eastern façade.</p> <p>The Architectural narrative is connected to Country by creating place of nature within the development. This is achieved through biophilic design, which integrates landscape space throughout the podiums and communal areas to support both people and biodiversity. The project uses the Connecting with Country framework by GANSW to inform its approach and focuses on understanding the place, its people, and the project's impact on the environment.</p>
3.3 Land Use	<ul style="list-style-type: none"> The distribution of land uses in the precinct is to be generally consistent with Figure 4 (figure below the table) and as zoned under the relevant LEP Development should retain a balance of commercial and residential uses within the St Leonards Core with a minimum non-residential floor space requirement for the MU1 mixed Use zone to provide jobs as required in the LEP Retain commercial core on appropriate sites to maintain viability of the St Leonards Core. 	<p>The proposal is consistent with applicable land use provisions:</p> <ul style="list-style-type: none"> Figure 4 in the Crows Nest TOD Design Guide maps the site as a 'health and education precinct'. The proposal provides 3,831m² of employment generating floor space for medical purposes; and The NSLEP zones the site MU1 Mixed Use and the proposed medical, retail and BTR components of the development are all permissible with consent and support the objectives of the MU1 zone. The development retains commercial in addition to proposing residential on the site.
3.4 Built Form	<ul style="list-style-type: none"> Maximum floor height assumptions should be based on: <ul style="list-style-type: none"> Ground floor – 5m. Above ground floor (residential) – 3.2m. Above ground floor (commercial) – 3.8m Rooftop service zone (2-20 storeys) – 2m 	<p>As outlined below, all floor to floor heights except for the rooftop service zone are less than the maximum set out in the Design Guide.</p> <p>Proposed ground floor – 5m.</p> <ul style="list-style-type: none"> Proposed above ground floor (residential) – 3.15m. Proposed above ground floor (commercial) – 3.7m Rooftop service zone (2-20 storeys) – 2.15m <p>The rooftop service zone is considered acceptable as the 15cm exceedance will not have a material impact on the building's presentation or interaction with surrounding developments.</p>
3.4.1 Solar Amenity and Overshadowing	<p>Low Density Residential Areas (inside investigation area boundary) should receive minimum 2 hours of direct sunlight between 9am to 3pm on June 21</p>	<p>All neighbouring low density residential areas will receive a minimum of 2 hours sunlight.</p> <p>The proposed building sits within the shadow envelope of previously approved development, with a further setback to the west. The design has improved the solar access to the surrounding neighbourhood compared to the previously approved scheme.</p>



TOD Design Guide Compliance

Pacific Highway

Control	Consideration	Response
3.6.3 Tree Canopy, Deep Soil and Biodiversity	<ul style="list-style-type: none"> Provide deep soil zones are to be a minimum dimension of 3m x 3m to support new trees and retain any existing trees. 	<p>The design retains the existing basement to minimise excavation and easement requirements, which limits the area available for the deep soil area. The existing deep soil area north of the service laneway is maintained, and an additional deep soil pocket next to the driveway and substation (refer to the landscape report)</p> <p>To compensate for the limited deep soil, the project incorporates extensive on structure planting with 600mm ~ 1m soil depth across the podium roof top, western façade, rooftop terraces and roof of boutique office buildings facing Bruce Street is designated as a "Habitat hotel" for native fauna, This approach aims to maximise the greening and contribute to the tree canopy area.</p>
3.7 Design Excellence	<ol style="list-style-type: none"> Development consent must not be granted for development on land identified as "Crows Nest Transport Oriented Development Precinct" on the Key Sites Map unless the consent authority considers that the development exhibits design excellence. In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters <ol style="list-style-type: none"> whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved, whether the form and external appearance of the development will improve the quality and amenity of the public domain, whether the development detrimentally impacts on view corridors from public spaces, the consistency of the development with any guidelines issued by the Planning Secretary relating to the design and amenity of the area There are a number of matters where consideration must be given to how the development addresses the following matters <ol style="list-style-type: none"> the suitability of the land for development, existing and proposed uses and use mix, heritage issues and streetscape constraints, the relationship of the development with other existing or proposed development on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form, bulk, massing and modulation of buildings, environmental impacts such as sustainable design, overshadowing, wind and reflectivity, the achievement of the principles of ecologically sustainable development, pedestrian, cycle, vehicular and service access, circulation and requirements, the impact on, and any proposed improvements to, the public domain, achieving appropriate interfaces at ground level between the development and the public domain, active street frontages, integration of landscape design. 	<p>The proposal is identified on the Key Sites Map and therefore this section applies.</p> <p>The proposal has been designed to demonstrate a high standard of design excellence consistent with the planning controls outlined within the Guideline.</p> <p>The proposed mixed-use development, comprising commercial and residential uses is consistent with the site's MU1 Mixed Use zoning and appropriately balances employment and housing opportunities within a highly accessible location.</p> <p>The development achieves design excellence through:</p> <ul style="list-style-type: none"> Architectural quality and context: The built form incorporates a high standard of design, materials, and detailing appropriate to the site's urban context, contributing positively to the Pacific Highway corridor and the evolving character of the Crows Nest TOD. Scale and relationship to locality: The proposed height and massing are consistent with the scale of surrounding development and represent an appropriate transition within the precinct. Heritage compatibility: The proposal is acceptable from a heritage perspective and will not adversely affect the significance or setting of the adjacent heritage item Improved amenity: The design achieves improved overshadowing outcomes compared to the previously approved development on the site, enhancing solar access to surrounding properties and the public domain. • Environmental sustainability: The proposal represents an ecologically sustainable development satisfying all relevant requirements under the Planning Systems SEPP, including energy efficiency, water management, and sustainable materials Public domain and activation: The development delivers active street frontages along both Pacific Highway and Bruce Street, improving pedestrian experience and street-level engagement. Landscape and open space: Landscaping across the site has been increased by over 50%, contributing to urban greening and enhanced visual amenity. <p>Accordingly, the proposal is considered to exhibit design excellence and satisfies the d provisions of Section 3.7 of the Crows Nest Design Guide.</p>



TOD Design Guide Compliance

Pacific Highway

Control	Consideration	Response												
3.8 Setbacks	<ul style="list-style-type: none"> Street frontage: <ul style="list-style-type: none"> 0m Pacific Highway 0m Bruce Street Above podium setbacks are to be provided in accordance with the relevant DCP 	<ul style="list-style-type: none"> Street frontages are compliant and 0m street and podium level setbacks are proposed on Pacific Highway and Bruce Street. Part F, Section 3.2.3.5 of the NSDCP prescribes the applicable above podium setbacks. As outlined in the table below, the proposal is compliant. <table border="1"> <thead> <tr> <th>Frontage</th> <th>Above podium DCP control</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Front</td> <td>3m</td> <td>3-7m</td> </tr> <tr> <td>Sides</td> <td>4.5m up to 8 storeys and 6m up to 18 storeys</td> <td>6m</td> </tr> <tr> <td>Rear</td> <td>12m up to 8 storeys and 15m over 8 storeys</td> <td>12-23m</td> </tr> </tbody> </table>	Frontage	Above podium DCP control	Proposed	Front	3m	3-7m	Sides	4.5m up to 8 storeys and 6m up to 18 storeys	6m	Rear	12m up to 8 storeys and 15m over 8 storeys	12-23m
Frontage	Above podium DCP control	Proposed												
Front	3m	3-7m												
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Rear	12m up to 8 storeys and 15m over 8 storeys	12-23m												
3.9 Street wall height	<ul style="list-style-type: none"> A three storey street wall/podium is applicable 	Compliant – a three storey podium is proposed.												
3.11 Carparking	<p>The following maximum carparking rates per dwelling apply to the residential component of the development:</p> <ul style="list-style-type: none"> Studio – 0.3 1 bedroom – 0.4 2 bedroom – 0.7 3+ bedroom - 1 	<p>N/A – the proposal utilises the non discretionary development standard for BTR car parking established in Section 74 of the Housing SEPP.</p> <p>Importantly, as outlined in Section 8 of the Housing SEPP, this SEPP prevails in the event of inconsistency with another Environmental Planning Instrument i.e Clause 7.3 of the NSLEP 2013 which requires consistency with the Crows Nest TOD Design Guide.</p>												
3.12 Wind	<ul style="list-style-type: none"> DAs are to be accompanied by qualitative wind assessment 	A Qualitative Wind Assessment has been prepared by CPP Wind Engineering Consultants												



Project View

Corner of Pacific Hwy & Bruce St



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286-294 Pacific Hwy
Future Development

