

Response to Submission and Additional Information - *Department of Planning, Housing and Infrastructure* Crows Nest Overstation Development - Site B





Contacts

Derek Scholes
derek.scholes@woodsbagot.com
T +61 292 492 683

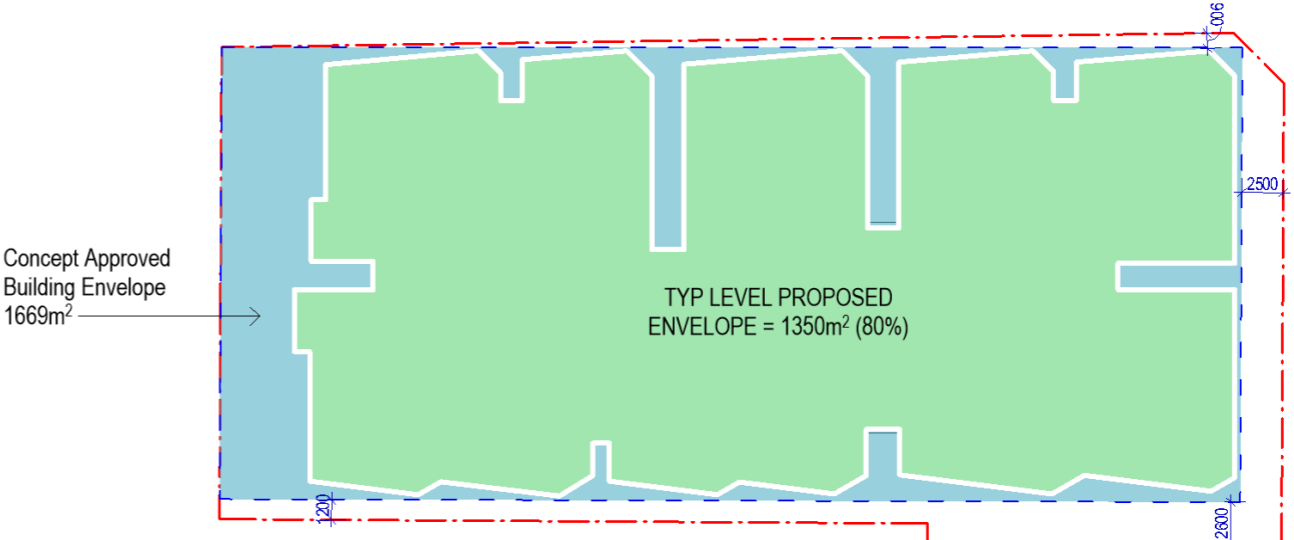
Jason Fraser
jason.fraser@woodsbagot.com
T +61 292 492 665

Woods Bagot acknowledges the Traditional Owners of the land, sky and waters. We pay our respects to Elders past, present, and to the future leaders of our community.
We honour the ongoing deep spiritual connection that the Traditional Owners have with this country. With respect, we tread gently to help reconcile and pave the way for a united and harmonious future for all people.

Contents

01	Built Form
02	Amenity
03	Appendix

01 Built Form

Additional Information Request		Response:
<p>1.A</p>	<p>Review and revise the façade treatments of the car parking levels to provide an appropriate horizontal height datum/ delineation between the station and the development (as recommended by the Design Guidelines) and to reduce its visual impacts. This may include consideration of:</p> <ul style="list-style-type: none"> i. Additional landscaping along the car parking level and provide details to demonstrate any landscaping would be practical and viable ii. Sections to indicate how the proposed new columns that are to be extended up to the transfer slab, and the car park façade screen are integrated. iii. The extent/ height of the terracotta façade and how that relates to the desired streetscape. 	<p>The façade expression at the car park level, above the metro station, is dictated by the location of structure that extends from the station. In some locations, this structure sits directly along the façade line, meaning that creating a recessive element at the car park levels poses a challenge. Regardless, we have designed the façade to read as a transitional and recessive element in the following ways:</p> <ol style="list-style-type: none"> 1. Landscaping has been provided around the extent of the car parking level except for where structure from the metro box prevents any landscape zone. Landscaping viability should be confirmed by RPS. 2. A lightweight, folded metal cladding in a dark finish is proposed to delineate between the green terracotta and red brick. This will be detailed with a shadow gap where it interfaces with the terracotta, and a landscaped edge where it interfaces with the metro station. 3. The folded metal will add depth to the façade as it picks up shadows across the day. The folded panels will also assist in integrating the structure that sit in line with the façade, notably along Clarke Lane and Hume Place, to create a unified horizontal expression between the OSD and the metro. 4. Shadow slot increased to 1m <p>Refer to Appendix 03.01</p>
<p>1.B</p>	<p>Confirm compliance with Condition B3 of the Concept Approval and provide supporting illustrations showing how the proposal satisfies the building efficiency target of 80%.</p>	<p>The below diagram illustrates compliance with the 80% building envelope efficiency target.</p>  <p>Concept Approved Building Envelope 1669m²</p> <p>TYP LEVEL PROPOSED ENVELOPE = 1350m² (80%)</p> <p>4 ENVELOPE - TYPICAL LEVELS 09 - 18 SCALE 1 : 300</p>

02 Amenity

Additional Information Request		Response:
2.A	<p>Provide further details, including supporting documentation and drawings to illustrate how the proposal will meet the objectives and criteria of the Apartment Design Guide (ADG). This must include:</p> <p>a) How the proposal maximises solar access, including identifying:</p> <ol style="list-style-type: none"> the number of apartments that receive two or more hours of solar access the extent of solar access received by those apartments that receive less than two hours of solar access; and the extent of apartments that receive no direct solar access. 	<p>Drawings DA-2303, DA-7721, DA07722 address solar access to units. 62% (76 units) achieve more than 2 hours of direct sunlight between 9am and 3pm at mid-winter. 38% (46 units) achieve 1 hour 45 minutes of solar access between 3:15 -5pm at mid-winter. Achieving the ADG design guidance for solar access is not possible on this site due to the long east and west orientation. The proposed development improves amenity for those apartments with less direct sun access in the following ways:</p> <ol style="list-style-type: none"> Significant views are oriented away from the desired aspect for direct sunlight along the western Pacific Highway façade. The proposal orients the west facing units to the south where there are views back to the harbor and city. Where apartments receive no direct solar access from 9am - 3pm during mid-winter, greater separation between units is proposed to increase access to daylight throughout the year. <p>Refer to Appendix 3.02</p>
2.B	<p>Demonstrate a reasonable level of privacy and amenity can be achieved between the proposed building and future adjoining development to the south along the Pacific Highway, including further consideration of:</p> <ol style="list-style-type: none"> the appropriateness of the location and design of the proposed communal open space adjacent to the southern boundary on Level 8 measures to mitigate visual impacts between the future adjoining development, particularly any proposed openings within the nominated 12 metre separation. 	<p>The outdoor area on the southern boundary at level 8 is a secondary communal space while the roof terrace provides the main functional communal open space. The intention of the southern boundary terrace is to provide breathing space between buildings, and for further landscaped edges above the podium in keeping with the Design Quality Guidelines for Crows Nest Overstation Developments.</p> <p>To mitigate the visual impacts between adjoining future development to the south the following design approaches have been made:</p> <ol style="list-style-type: none"> Primary living room orientation is to the east and west, any south facing windows are positioned towards the corner of apartments to look beyond any adjoining future development. Windows to the south are primarily for cross ventilation. Bedroom windows have also been oriented to the west to mitigate any visual impacts between neighbours. The south façade is predominantly blank wall to accommodate future development. Landscaping and balustrade design on the southern terrace will be designed to ensure privacy between the proposal and any future development. Solid blackout panel to be installed on inside face of carpark perforated mesh screening

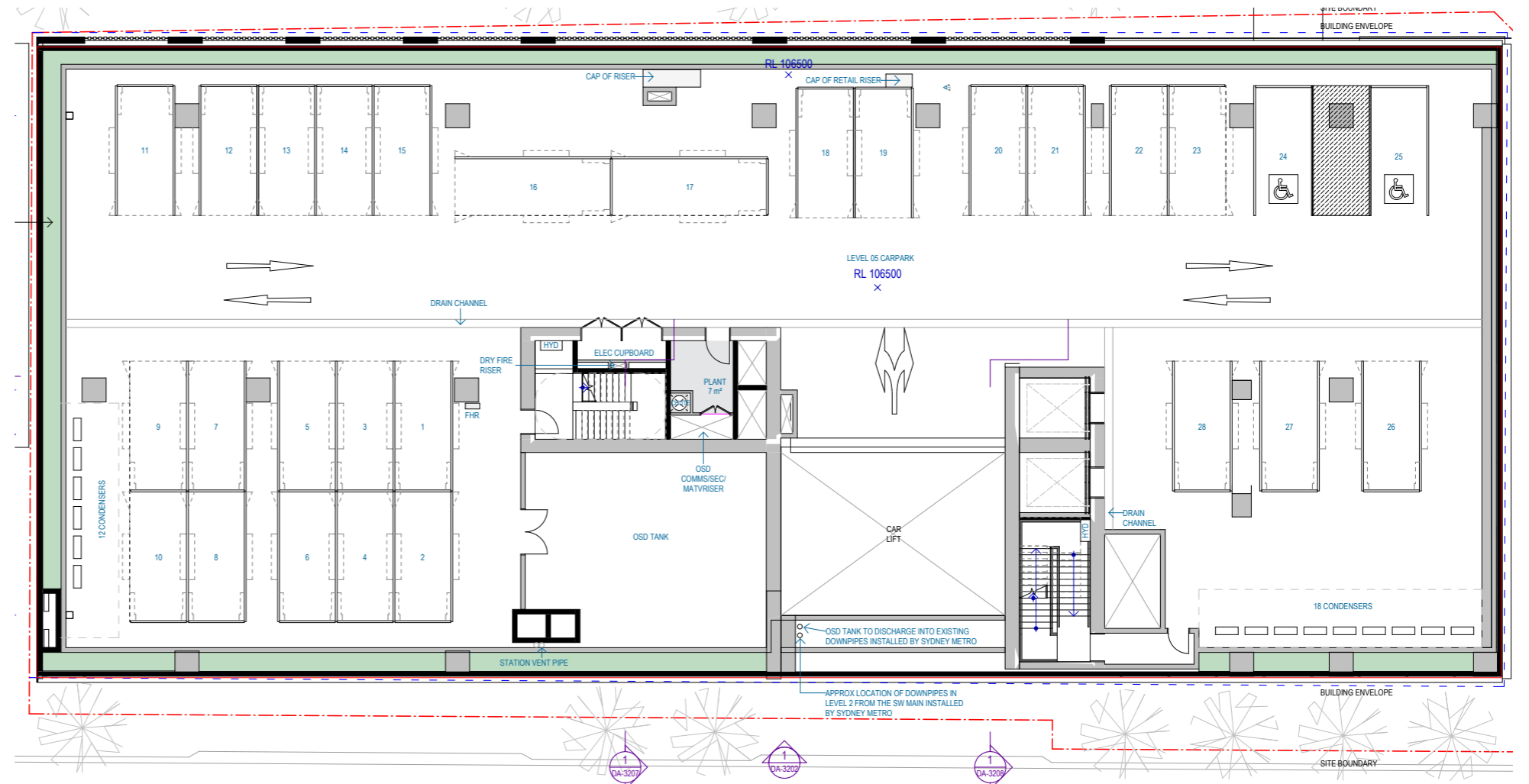
Additional Information Request		Response:
2.C	Confirm whether the removal of the winter gardens on levels 9-15 for the selected dwellings will not compromise the amenity of those balconies in terms of wind conditions.	Refer to <i>Wind Assessment</i>
2.D	Similar to the evidence submitted in support of the proposed winter gardens, demonstrate how the dwellings can achieve adequate natural cross-ventilation where reliant on the internal corridors.	Refer to <i>Wind Assessment</i>
2.E	Clarify the statement in the Acoustic Response, dated 26 March 2025, that recommends alternative means of ventilation be provided to those dwellings on road traffic noise affected facades.	Refer to <i>Acoustic Assessment</i>

[Blank Page]

03

Appendix

03.01 Built Form Car Park Facade

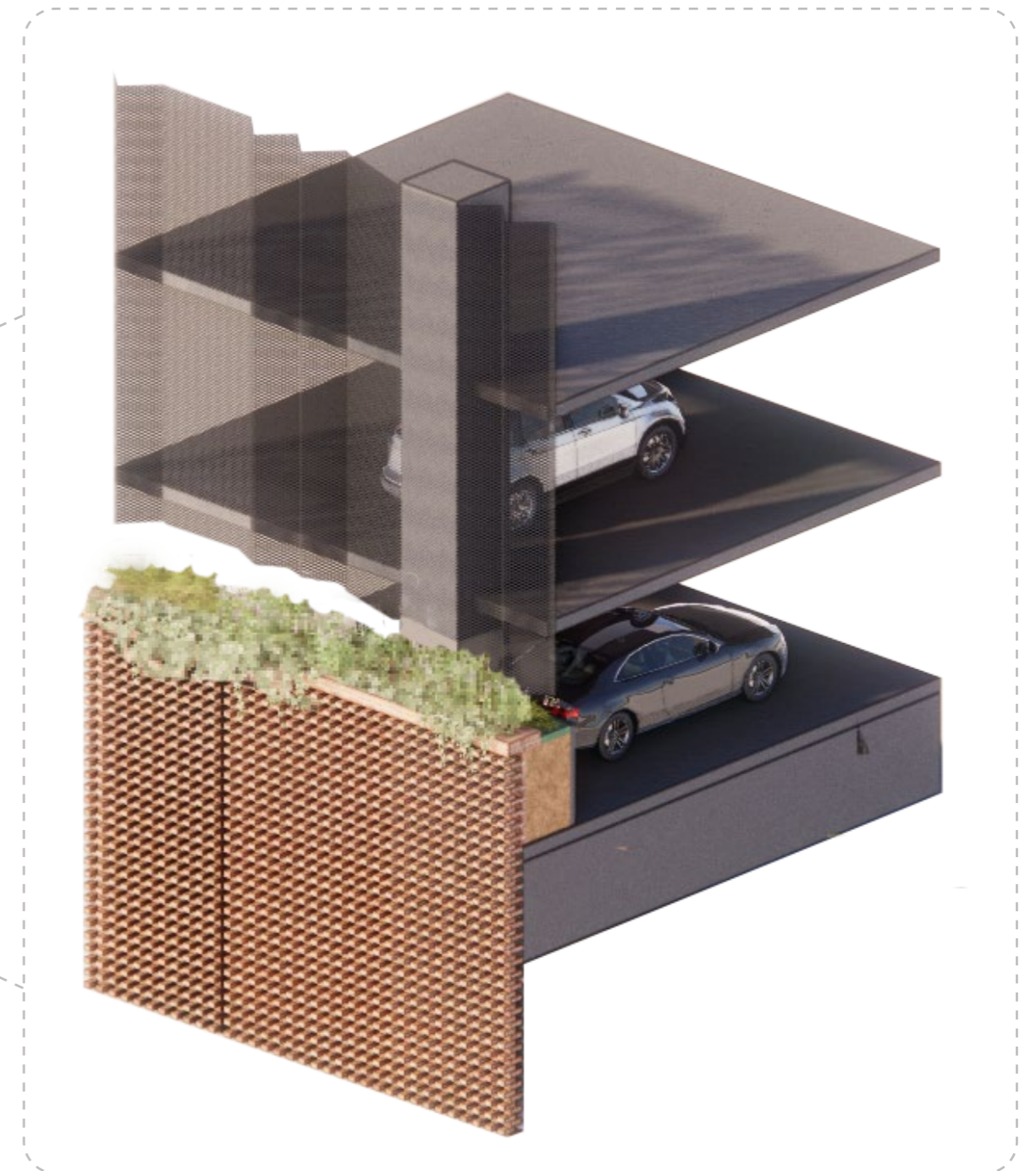


The car park facade is a transitional element, establishing a strong delineation between the station box and the tower. It has been designed to integrate the structure coming up from the metro with a perforated folded pattern. This transitions the architecture to the angled tower expression.

Landscaped zone
(Refer to Landscape Report for species viability, and maintenance.)

03.01 Built Form Car Park Facade

The following diagrammatic sections through the eastern (Clarke Lane) side of the proposal indicate how the structure will be integrated within the facade. The perforated metal can be folded with varying depths of 200-400mm. These folds will assist in casting shadows along the facade and provides an architectural language that will seamlessly integrate the structural columns. This expression is consistent around the car park which has been defined by the setback on Clarke Lane.

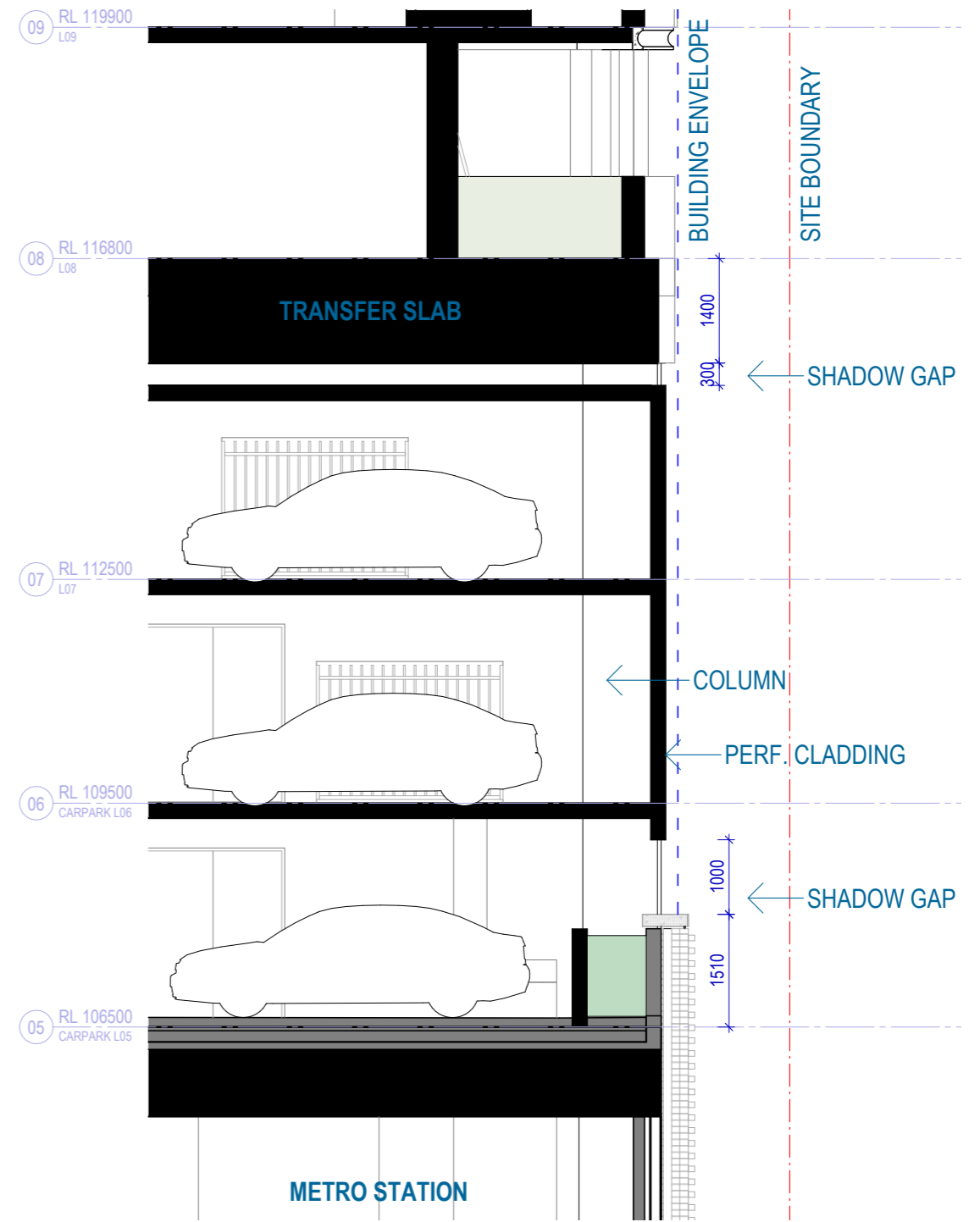
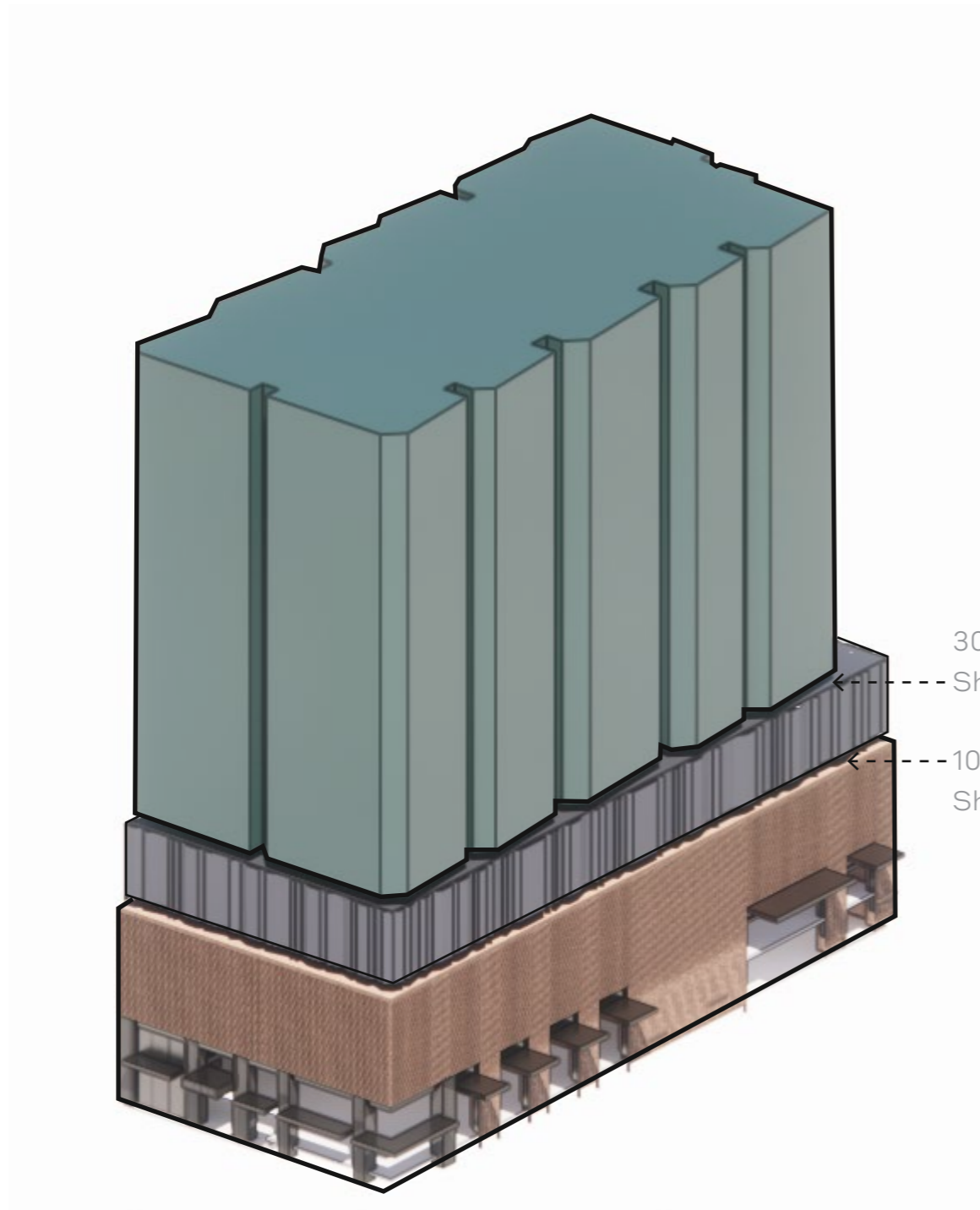


Sectional Axonometric

03.01

Built Form Car Park Facade

TERRACOTTA TOWER
↑
↓
BRICK PODIUM



Section Diagram

03.02 Amenity Solar Access

ADG Compliance

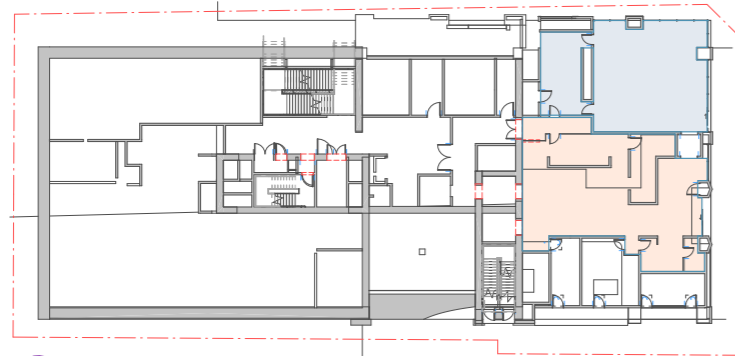
62% (76 units) Meet 2 Hour Requirement
 38% (46 units) Feature Additional Natural Light at Building Openings
100% Total

Note:
 ADG Objective 4A-1
 Design Guidance

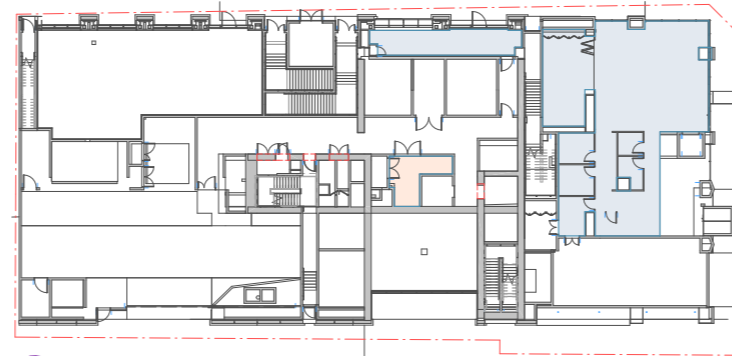
*Achieving the design criteria may not be possible on some sites. This includes:
 - where greater residential amenity can be achieved along busy road or rail line by orientating the living rooms away from the noise source
 - on south facing sloping sites
 - where significant views are orientated away from the desired aspect for direct sunlight"

Legend

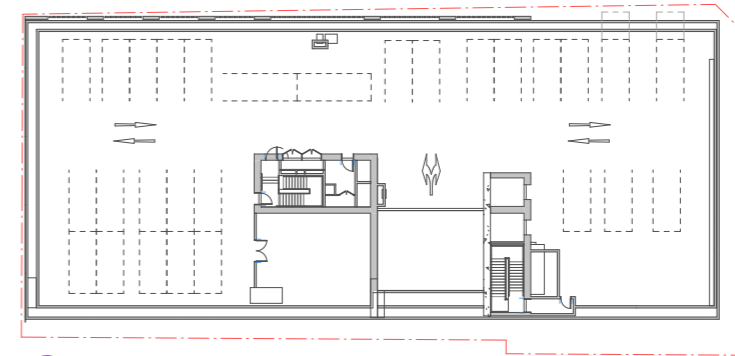
- UNIT GAINS 2HRS+ SOLAR ACCESS ON JUNE 21 BETWEEN 9AM-3PM
- UNIT ACHIEVES 1HR 45MINS SOLAR ACCESS ON JUNE 21 BETWEEN 3:15PM - 5PM MAXIMISES NATURAL LIGHT WITH ADDITIONAL OPENING TO SOUTH



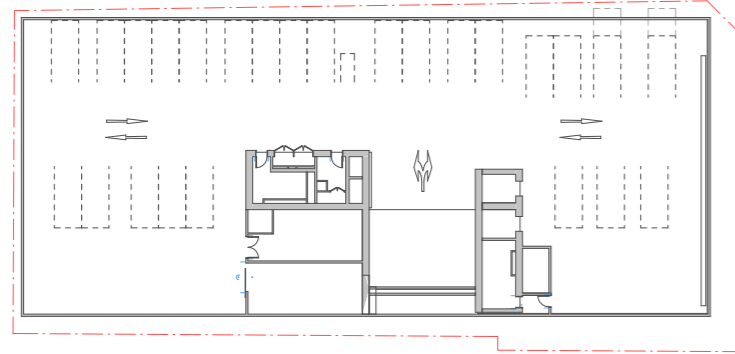
1 SOLAR ACCESS - GROUND - HUME PLACE
 SCALE 1:300



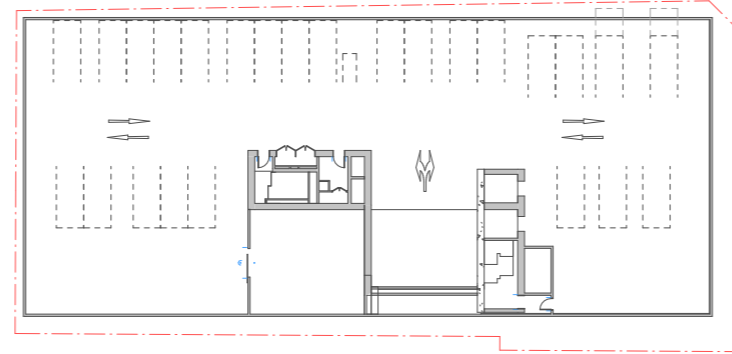
2 SOLAR ACCESS - LEVEL 01
 SCALE 1:300



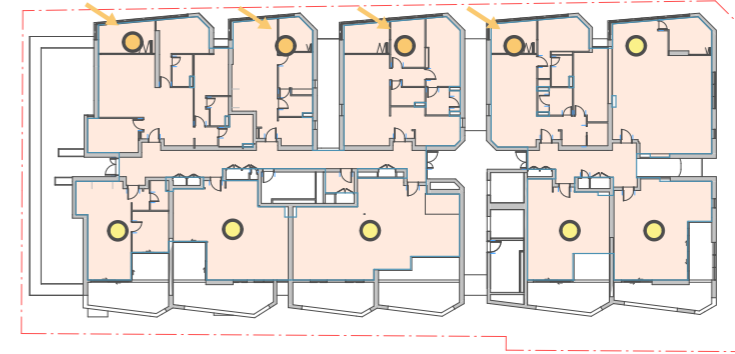
3 SOLAR ACCESS - L05
 SCALE 1:300



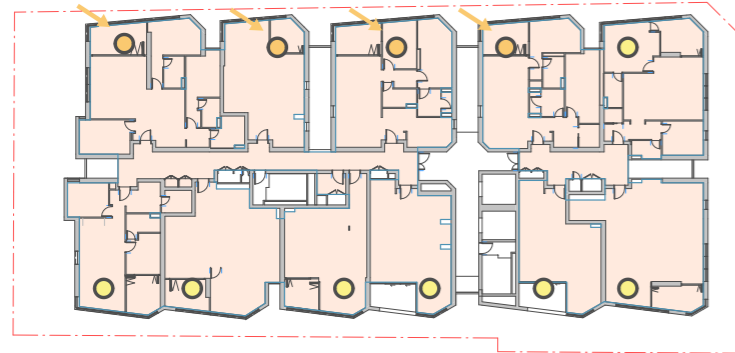
4 SOLAR ACCESS - L06
 SCALE 1:300



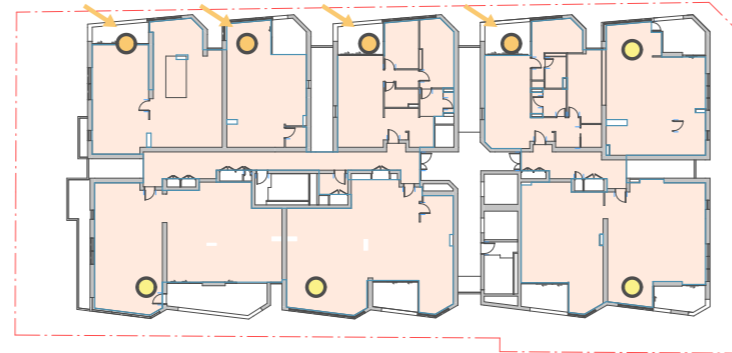
5 SOLAR ACCESS - TYP LOWER LEVELS - 07-08
 SCALE 1:300



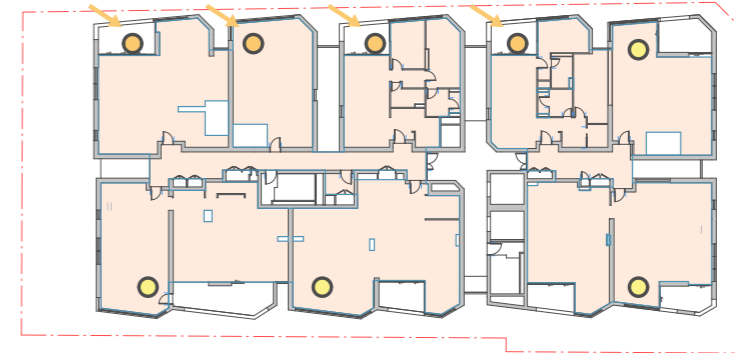
6 SOLAR ACCESS - L08
 SCALE 1:300



7 SOLAR ACCESS - TYPICAL LEVELS 09-18
 SCALE 1:300



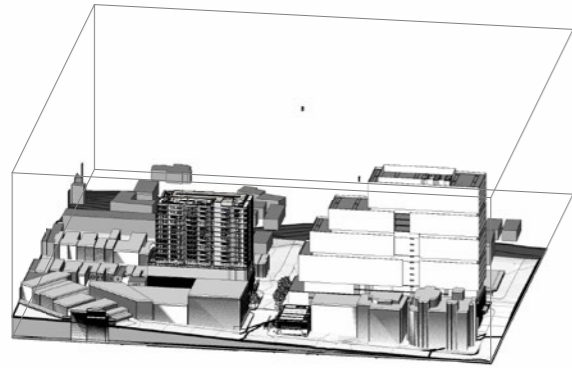
8 SOLAR ACCESS - L19
 SCALE 1:300



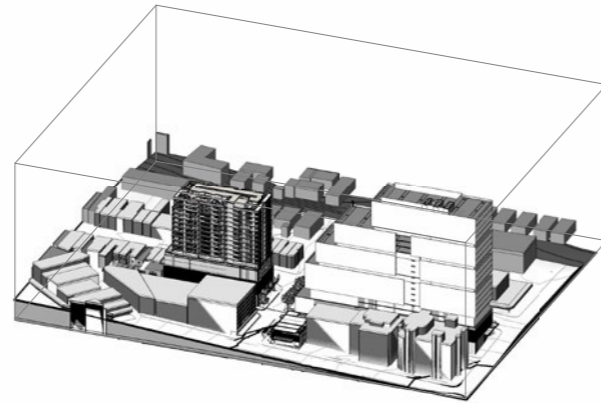
9 SOLAR ACCESS - L20
 SCALE 1:300

03.02 Amenity

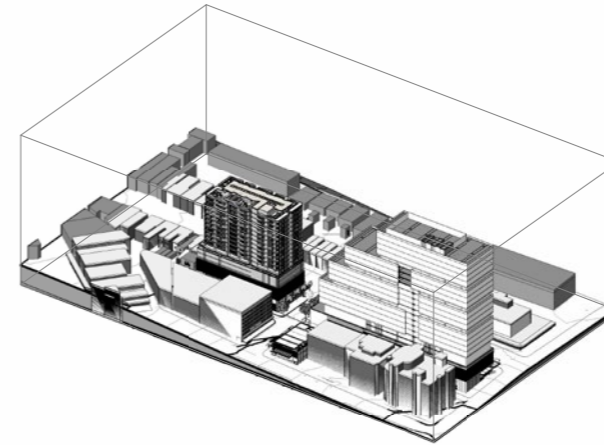
Sun Eye Diagram - Mid-Winter 9am-3pm



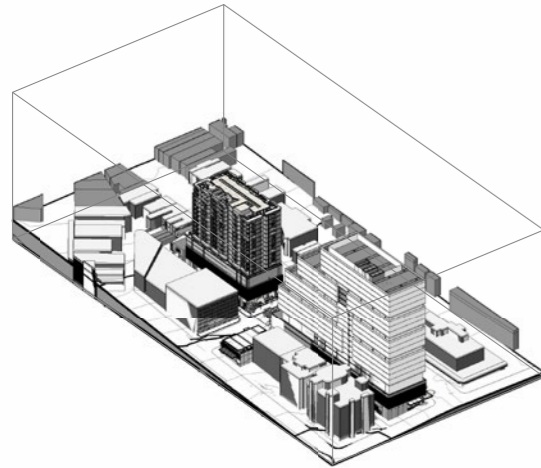
1 21 JUNE 2023 - 9



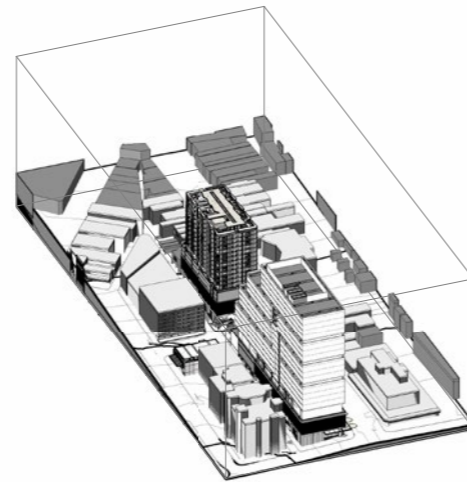
2 21 JUNE 2023 - 10



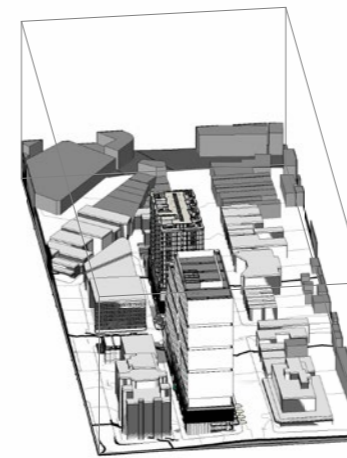
3 21 JUNE 2023 - 11



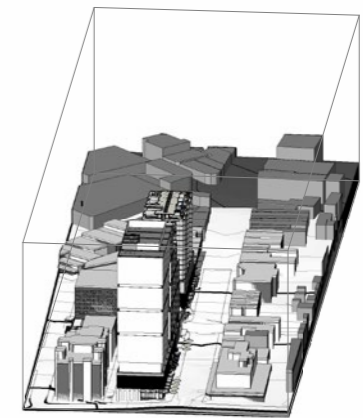
4 21 JUNE 2023 - 12



5 21 JUNE 2023 - 13



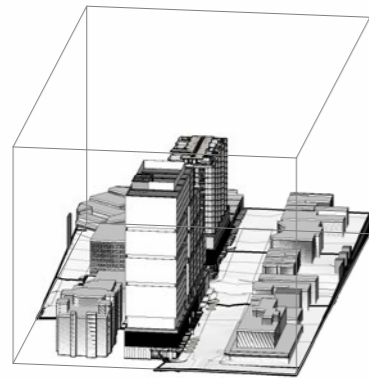
6 21 JUNE 2023 - 14



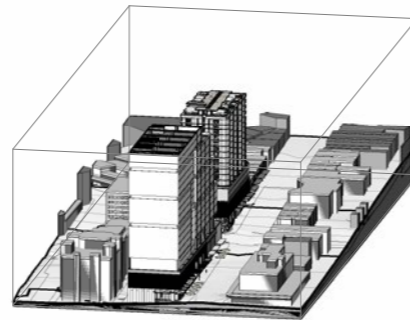
7 21 JUNE 2023 - 15

08.02 Amenity

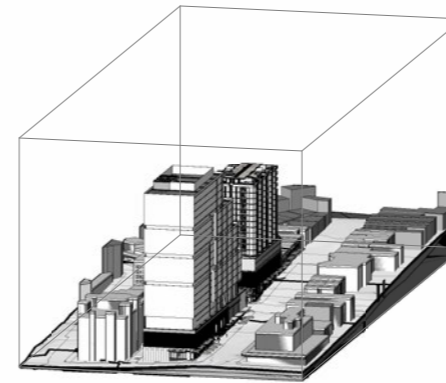
Sun Eye Diagram - Mid-Winter 3:15pm-5pm



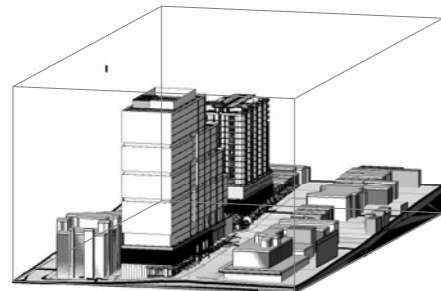
1 21 JUNE 2023 - 15:15
SCALE



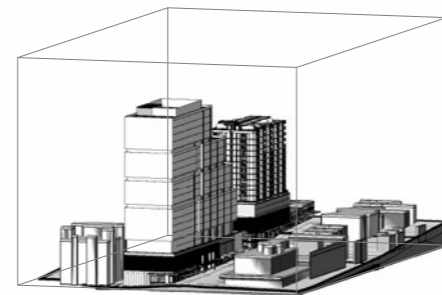
3 21 JUNE 2023 - 15:30
SCALE



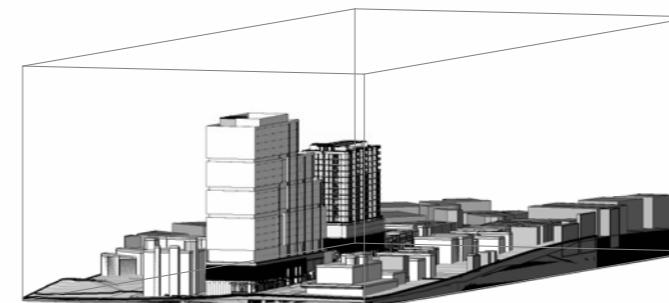
4 21 JUNE 2023 - 15:45
SCALE



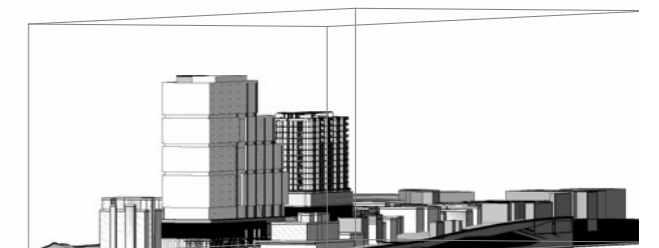
2 21 JUNE 2023 - 16:00
SCALE



5 21 JUNE 2023 - 16:15
SCALE



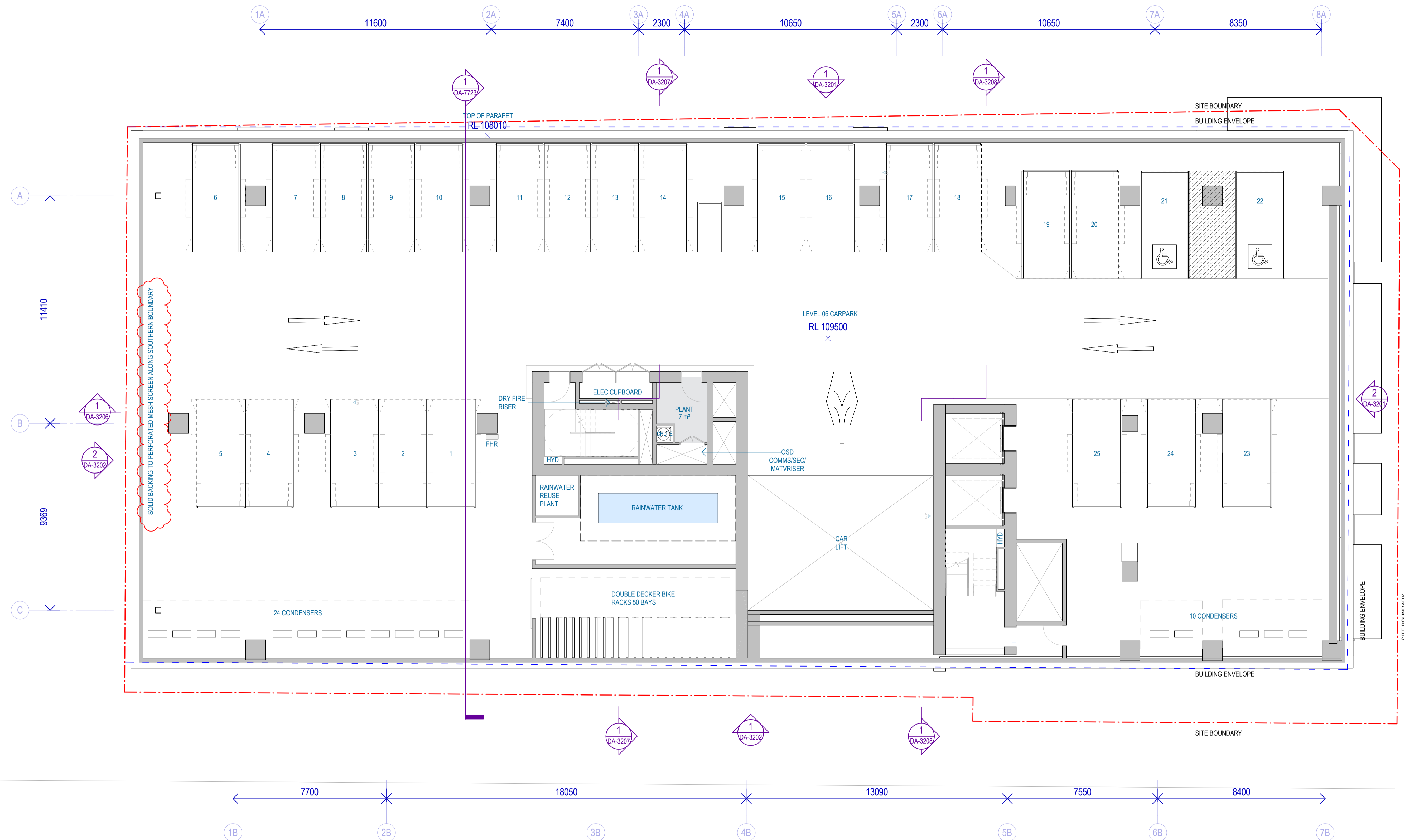
6 21 JUNE 2023 - 16:30
SCALE



7 21 JUNE 2023 - 16:45
SCALE



[Blank Page]



LEGEND

	BOUNDARY LINE		EXISTING		SILVER LIVABLE UNIT
	BUILDING SEPERATION		PROPOSED		ADAPTABLE UNIT
	BUILDING ENVELOPE		NOT IN SSDA SCOPE (CSSI APPROVED SCOPE)		FIRE EXTINGUISHER
	OPERABLE LOUVRE OVERHEAD		SHARED LOADING DOCK EASEMENT FOR RAIL AUTHORITY		LANDSCAPE

Recent revision history

#	Status	Description	Date
A	FOR SSDA	FOR SSDA	14/08/24
B	FOR SSDA	FOR SSDA	01/07/25
C	FOR SSDA	FOR SSDA	30/10/25

Notes
 Copyright © Woods Bagot 2018
 All Rights Reserved
 No material may be reproduced without prior permission
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings.
 Do not scale drawings.

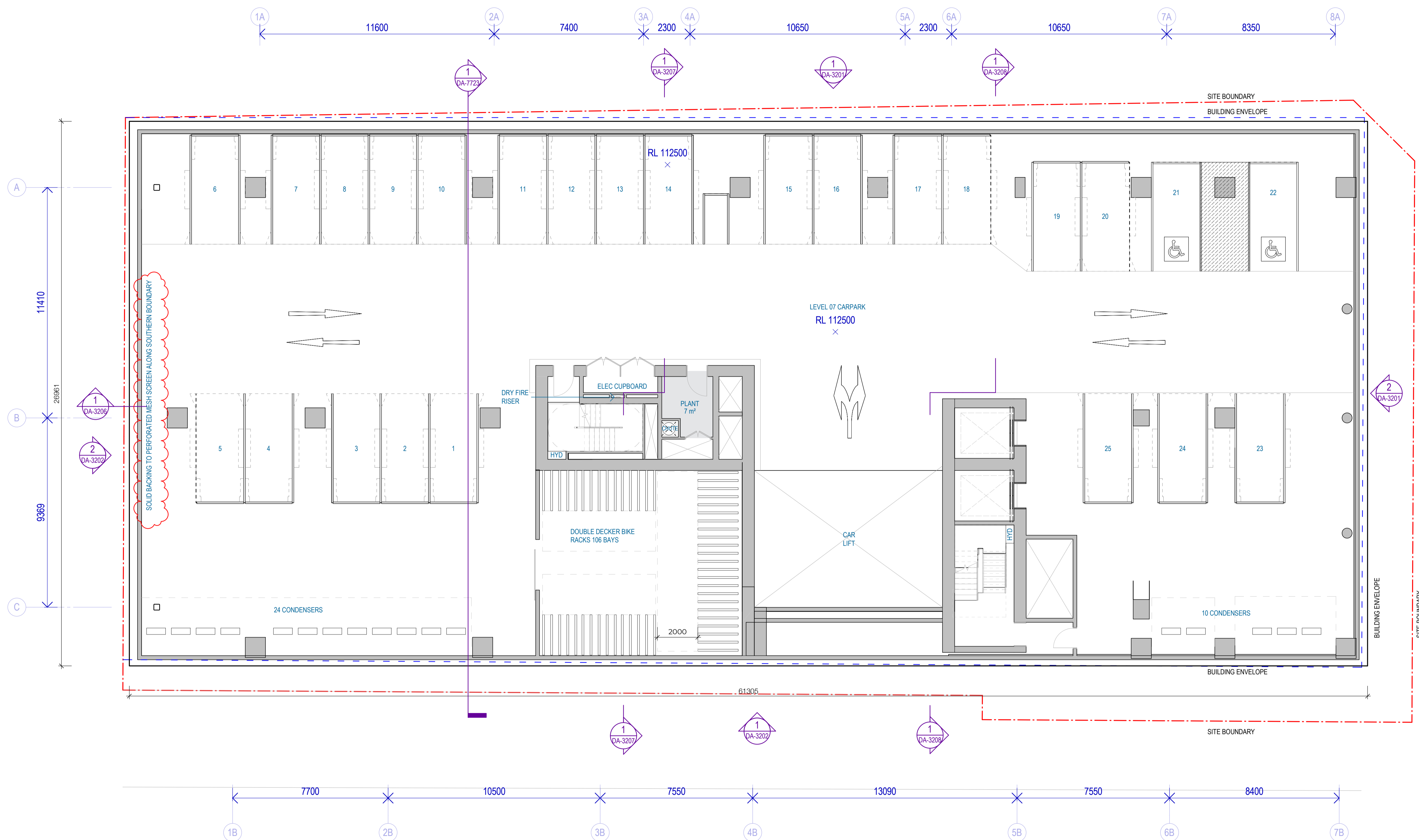
NOTE:
 Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent

Project
Crows Nest OSD - Site B
 Client
Third.i

Issuer
W-B
WOODS BAGOT
 Project number
121809
 Checked Approved
 Checker Approver
 A1

Size check
 25mm
 Sheet size
 Scale
 1 : 100

Sheet title
CARPARK LEVEL 06
 Sheet number
DA-2216
 Status
 Revision
C



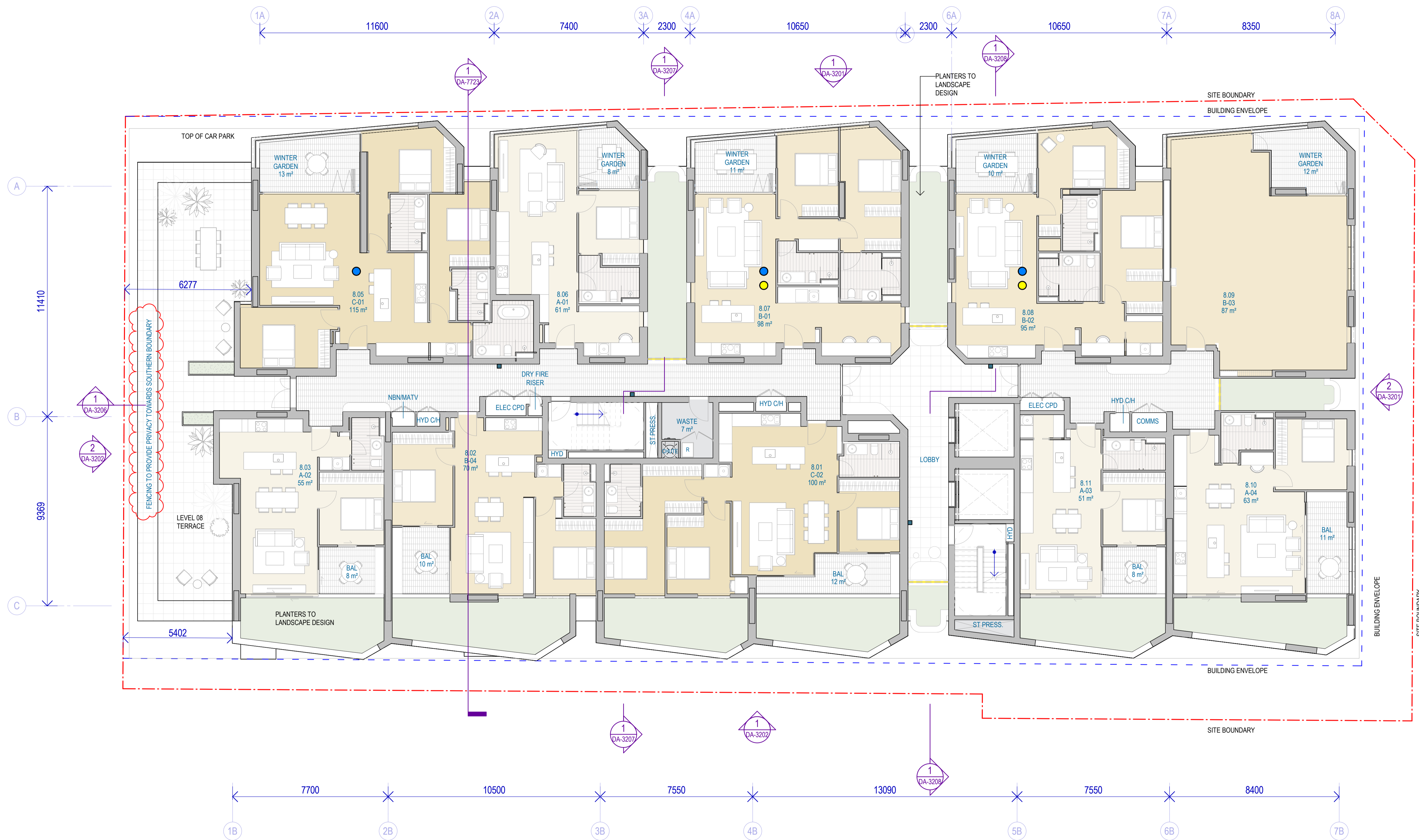
LEGEND

	BOUNDARY LINE		EXISTING		SILVER LIVABLE UNIT
	BUILDING SEPERATION		PROPOSED		ADAPTABLE UNIT
	BUILDING ENVELOPE		NOT IN SSDA SCOPE (CSSI APPROVED SCOPE)		FIRE EXTINGUISHER
	OPERABLE LOUVRE OVERHEAD		SHARED LOADING DOCK		EASEMENT FOR RAIL AUTHORITY
			LANDSCAPE		

#	Status	Description	Date	Notes
A	FOR SSDA		14/08/24	Copyright © Woods Bagot 2018 All Rights Reserved No material may be reproduced without prior permission
B	FOR SSDA		01/07/25	
C	FOR SSDA		30/10/25	Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawings.

NOTE:
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent

Project Crows Nest OSD - Site B	Issuer 	Sheet title CARPARK LEVEL 07
Client Third.i	Project number 121809	Size check 25mm
Checked Approved Checker Approver	Sheet size A1	Scale 1 : 100
	Sheet number DA-2217	Revision C



LEGEND	
	BOUNDARY LINE
	BUILDING SEPERATION
	BUILDING ENVELOPE
	OPERABLE LOUVRE OVERHEAD
	EXISTING
	PROPOSED
	NOT IN SSDA SCOPE (CSSI APPROVED SCOPE)
	SHARED LOADING DOCK EASEMENT FOR RAIL AUTHORITY
	LANDSCAPE
	SILVER LIVABLE UNIT
	ADAPTABLE UNIT
	FIRE EXTINGUISHER

Recent revision history			
#	Status	Description	Date
A		FOR SSDA	14/08/24
B		FOR SSDA	01/07/25
C		FOR SSDA	30/10/25

Notes
 Copyright © Woods Bagot 2018
 All Rights Reserved
 No material may be reproduced without prior permission
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings.
 Do not scale drawings.

NOTE:
 Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent

Project
 Crows Nest OSD - Site B

Client
 Third.i

Issuer
W-B
 WOODS BAGOT

Project number
 121809

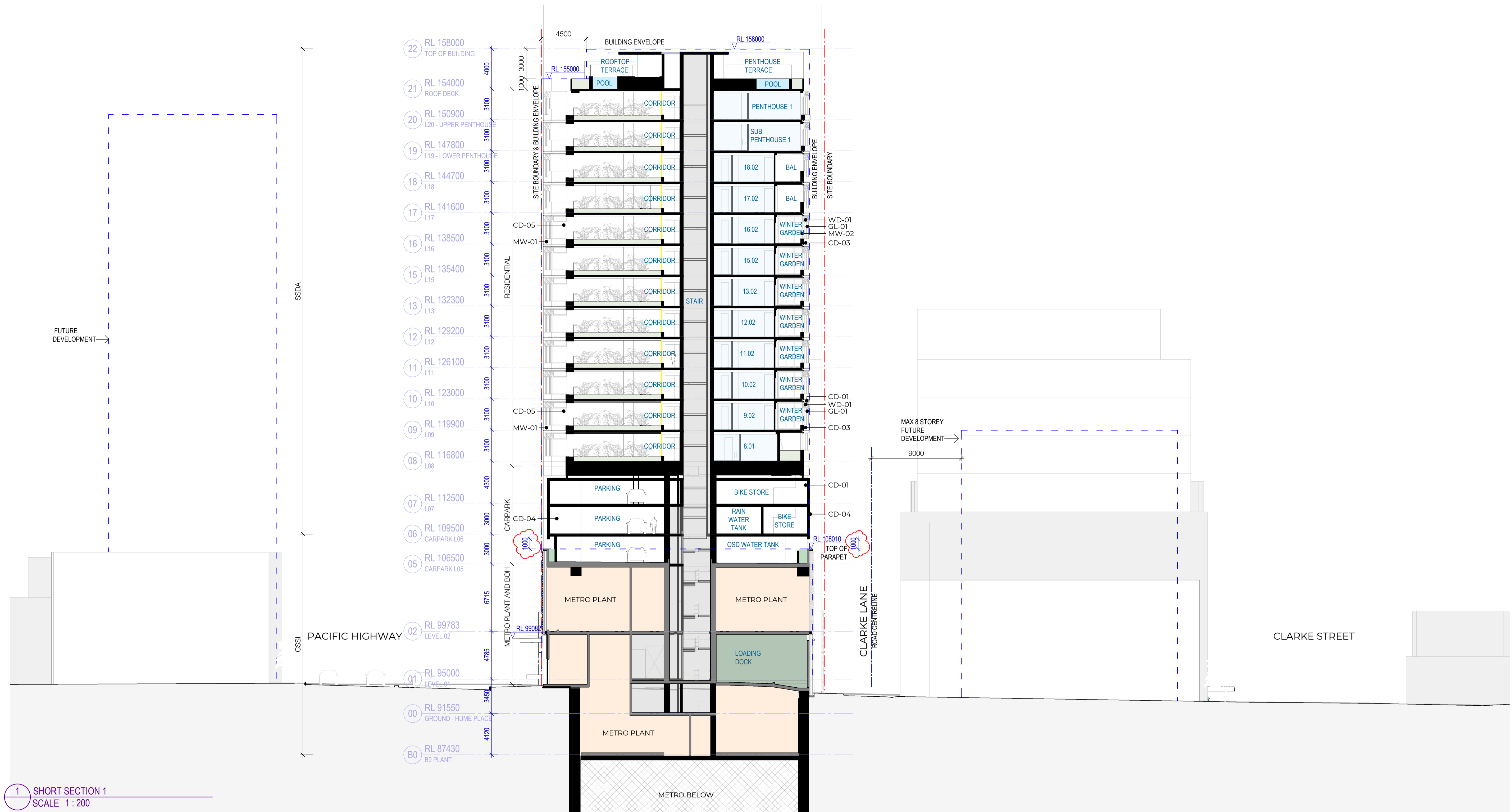
Checked Approved
 Checker Approver

Size check
 25mm
 Sheet size Scale
 A1 1:100

Sheet title
 LEVEL 08

Sheet number
 DA-2218

Revision
 C



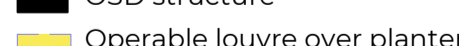





1 SHORT SECTION 1
SCALE 1 : 200

MATERIAL FINISHES LEGEND

									
CD-01 TERRACOTTA PANEL DARK GREEN	CD-02 TERRACOTTA PANEL BLACK	CD-03 RIBBED ALUMINIUM PANEL	CD-04 PERFORATED METAL PANEL	CD-05 TEXTURED WALL PANELLING	CD-06 GREY METAL PANEL TO MATCH METRO SELECTION	GL-01 GLAZING HIGH PERFORMANCE	MW-01 WARM GREY METAL PANEL	MW-02 WARM GREY METAL BALUSTRADE RAIL	WD-01 WARM GREY FRAMED GLAZING

LEGEND

#	Status	Description	Date
A	FOR SSSA	FOR SSSA	14/08/24
B	FOR SSSA	FOR SSSA	01/07/25
C	FOR SSSA	FOR SSSA	30/10/25

Notes
Copyright © Woods Bagot 2018
All Rights Reserved
No material may be reproduced without prior permission
Contractor must verify all dimensions on site before commencing work or preparing shop drawings.
Do not scale drawings.

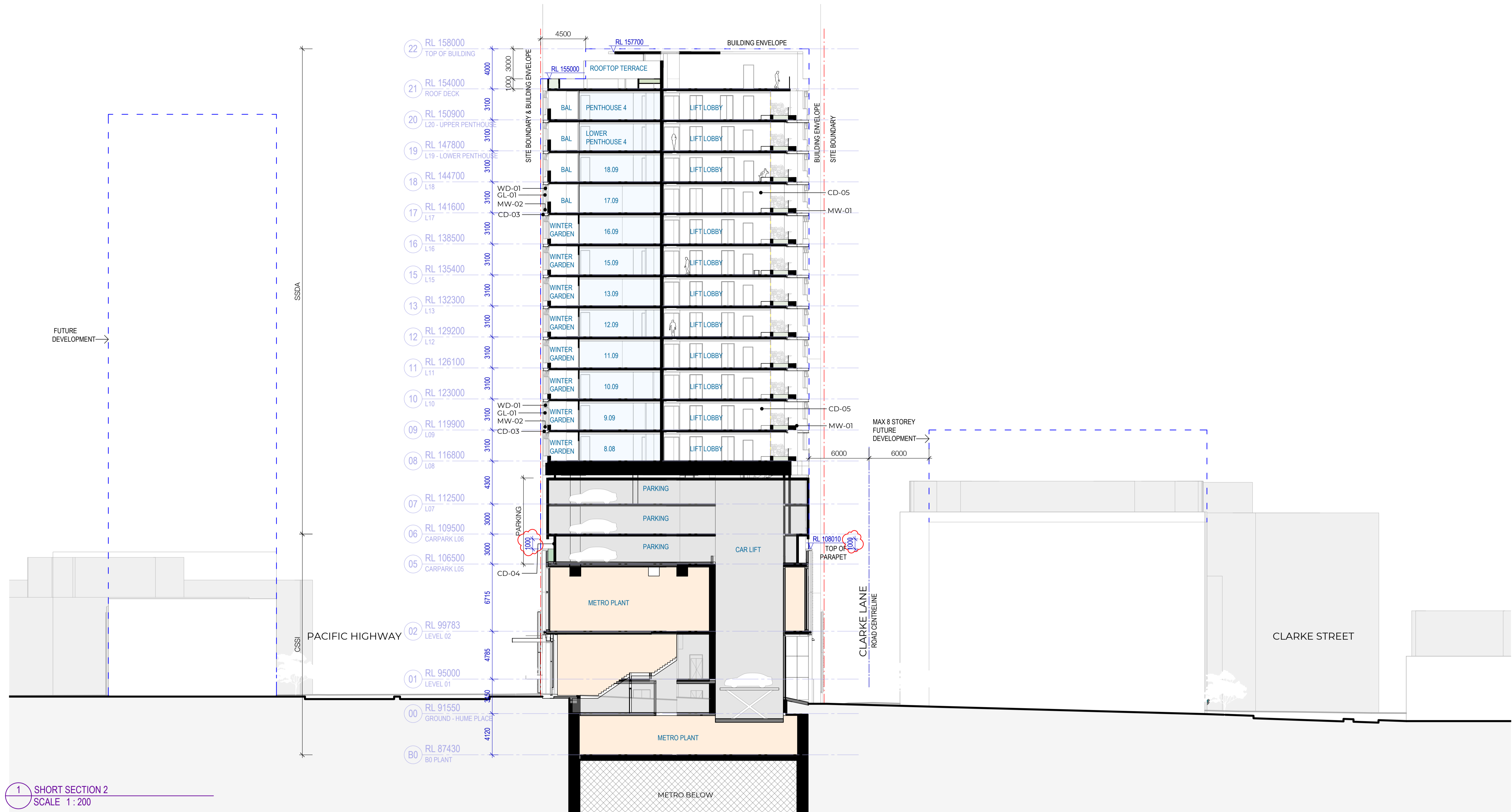
NOTE:
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent

Project
Crows Nest OSD - Site B

Client
Third.i

Issuer
W-B
WOODS BAGOT
Project number
121809
Checked
Approved
Checker
Approver
A1
Size check
25mm
Sheet size
Scale
As indicated

Sheet title
SHORT SECTION
Sheet number
DA DA-3207
Revision
C
Status



MATERIAL FINISHES LEGEND



LEGEND



#	Status	Description	Date
A	FOR SSSA		14/06/24
B	FOR SSSA		01/07/25
C	FOR SSSA		30/10/25

Notes
 Copyright © Woods Bagot 2018
 All Rights Reserved
 No material may be reproduced without prior permission
 Contractor must verify all dimensions on site before commencing work or preparing shop drawings.
 Do not scale drawings.

NOTE:
 Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent

Project
 Crows Nest OSD - Site B
 Client
 Third.i

Issuer
W-B
 WOODS BAGOT
 Project number
 121809
 Checked Approved Sheet size Scale
 25mm
 A1
 As indicated

Sheet title
 SHORT SECTION
 Sheet number
 DA DA-3208
 Status
 C
 Revision