Transport Strategies

Crows Nest OSD Site A – Detailed SSDA (SSD-75660711)

32 Hume Street, Crows Nest

Traffic, Transport and Accessibility Assessment

Prepared for: Prodject

Reference: 24115

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1.0 Introduction

1.1 Background

The Concept State Significant Development Application (SSDA) received approval from the Minister for Planning and Public Spaces on 23 December 2020. This approval (SSD 9579) established a framework for a commercial Over Station Development (OSD) above the Crows Nest Metro Station. The Concept SSDA defined key parameters, including building envelopes, permissible land uses, and Gross Floor Area (GFA), which the subsequent Detailed SSDA must align with.

Significantly, the Concept SSDA approved a maximum GFA of 56,400m² for non-station-related floorspace, divided as follows:

- Site A: 40,300m² (commercial)
- Site B: 13,000m² (residential)
- Site C: 3,100m² (commercial)

It is noted that this application only applies to Site A.

The proponent now envisions transforming the site into a mixed-use development, comprising:

- Residential GFA: 43,683 m², including 32,000 m² dedicated to Build-to-Rent and 4,861 m² dedicated to affordable housing (15% of the Build-to-Rent GFA).
- Non-Residential GFA: 6,822m², accommodating retail, food and drink premises at ground levels and rooftop bar in Tower 1.

To facilitate this shift towards a mixed-use development and align with the draft Crows Nest Transit-Oriented Development (TOD) Rezoning Proposal, the proponent intends to lodge:

- An Amendment to the Concept SSDA: To adjust the approved commercial use and obtain consent for the revised residential-focused proposal, including affordable housing.
- A Detailed SSDA: Concurrently prepared in anticipation of the Amendment Concept SSDA approval.

The Amendment Concept SSDA seeks to leverage the Affordable Housing Bonus Sites proposed under the draft Crows Nest TOD Rezoning Proposal, which recommends reducing non-residential Floor Space Ratio (FSR) on Site A from 10:1 to 1:1. This reduction supports the delivery of additional residential and

affordable housing. For this report, it is assumed that these rezoning amendments will be finalised before the Detailed SSDA's determination.

The detailed scheme represents an optimal outcome for the site, maintains consistent with the Concept SSDA subject to the Amendment Concept SSDA in terms of preserving the transport amenity of the surrounding area.

Transport Strategies has been commissioned by Prodject to prepare a traffic, transport and accessibility assessment (TTAA) for the Detailed SSDA development scheme at 32 Hume Street, Crows Nest.

1.2 Purpose of this Report

This report has been prepared to satisfy Issue 11 of Secretary's Environmental Assessment Requirements (SEARs) for SSD-75660711 (Crows Nest OSD Site A – Detailed SSDA) dated on 18 October 2024 and the Consolidated Conditions of Consent for SSD-9579 (Mod 2) - Condition B15 dated December 2021.

Issue 11 and Condition B15 are outlined and associated reference/response are shown in the following table.

Issue 10 Item	Reference within this report/Response
Traffic, Transport and Accessibility Provide a transport and accessibility impact assessment, which includes:	
An analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	See Section 2. The performance of nearby intersections was previously assessed in the Sydney Metro City and Southwest EIS Technical Paper 1, which this report references. Based on this existing analysis, further modelling of current conditions is not required within this Transport and Accessibility Impact Assessment (TAIA). Additionally, the development is projected to generate minimal traffic, with no adverse effects anticipated for the surrounding road network. Therefore, post-development SIDRA modelling is also considered unnecessary.
Details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height	Details of the proposed development are provided in Section 3 and Appendix C, with the swept path analysis available in Appendix E.

Issue 10 Item	Reference within this report/Response
clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	The development plans to utilize the existing drop-off/pick-up zones on Clarke Lane and Oxley Street, along with the bus bays located on Pacific Highway. The loading dock, constructed as part of the Sydney Metro project, will largely remain as initially constructed except with the addition of a ramp due to the Metro-built slab (RL 88.740) being higher than the finished level of the loading dock (RL 87.526).
Analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments.	The impacts of the proposed development during the construction phase are addressed in the Construction Traffic Management Plan (CTMP), which is provided as a separate report and will accompany the State Significant Development Application (SSDA). For information on the operational impacts of the proposed development, refer to Section 5.
Measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards.	As detailed in Section 5, the development is anticipated to have no negative effect on the current performance of the surrounding road network. Therefore, no mitigation measures are deemed necessary.
Proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as	A separate Green Travel Plan has been developed and will be submitted alongside the SSDA.

Issue 10 Item	Reference within this report/Response
connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high-quality end-of-trip facilities, and implementing a Green Travel Plan.	
Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	A separate Construction Traffic Management Plan has been developed and will be submitted alongside the SSDA.

Condition B15 of SSD-9579 (Mod 2)	Response
Traffic and Transport B15. Future development application(s) shall be accompanied by a Traffic Impact Assessment (TIA) that assesses the traffic, transport and pedestrian impacts on the road and footpath networks and nearby intersection capacity. The TIA shall also address:	
(a) traffic generation impact and any necessary road infrastructure upgrades to adjoining and nearby roads and intersections	See Section 5.
(b) vehicle and pedestrian safety within and around the site	See Section 4.7.
(c) loading / unloading and servicing	See Section 4.5.
(d) on-site car parking provision, location, access and operation	The proposed development does not provide any car parking.
(e) efficiency and safe access of any mechanical car parking arrangement	The proposed development does not provide any car parking.
(f) the impact of the removal of any existing on-street car parking spaces	The proposed development will not result in any removal of existing on-street car parking spaces.

Condition B15 of SSD-9579 (Mod 2)	Response
(g) pedestrian and bicycle infrastructure and facilities.	See Sections 4 and 6.

The structure of the report is as follows:

- Chapter 2: Describes the existing Site and transport conditions
- Chapter 3: Describes the proposed development
- Chapter 4: Assesses the parking requirements and adequacy of the proposed parking provision
- Chapter 5: Assesses transport impacts
- Chapter 6: Assesses vehicle access and car parking layout
- Chapter 7: Summarises the study's findings

1.3 References

- North Sydney Development Control Plan (NSDCP) 2013
- AS 2890.2:2018 – Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities
- AS 2890.3:2015 – Parking Facilities, Part 3: Bicycle Parking
- SSD-9579 (Mod 2) Consolidated Consent
- Sydney Metro City & South West: Crows Nest Over Station Development Transport, Traffic and Pedestrian Assessment Report (prepared by Metron, dated November 2018)
- Sydney Metro City & Southwest: Crows Nest Over Station Development (Amended), Transport, traffic and parking assessment report, Ref: NWRLSRT-MET-SCN-TI-REP-000008, Version 1, July 2020
- Traffic and Transport Assessment Detailed State Significant Development Application Site C, Crows Nest over station development, April 2021 | Version: 3
- Crows Nest Over Station Development – Site B Transport and Accessibility Impact Assessment Prepared for: Thirdi Crows Nest Commercial Developments Pty Ltd Ref: 301351270, 5 September 2024
- Crows Nest Station Design Site A & B OSD Enabling Report (prepared by Sydney Metro, dated 29 June 2023).
- Other documents and data are referenced in this report.

1.4 Mitigation Measures

The proposed mitigation measures to address the impacts related to transport and traffic are outlined in the following sections of the report:

- 4.1 Car Parking Requirements
- 4.2 Accessible Car Parking Requirements
- 4.3 Motorcycle Parking Requirements
- 4.4 DCP Bicycle Parking Rate

- 4.5 DCP End-of-Trip Facility Rate
- 4.6 Service Vehicle Parking Rate
- 4.7 Pedestrian Infrastructure and Safety
- 4.8 Bollard Relocation along Pacific Highway
- 6.1 Site Access
- 6.2 Internal Circulation
- 6.3 Bicycle Parking

These measures aim to minimise potential transport and traffic impacts effectively.

2.0 Existing Transport Conditions

2.1 Existing Site

The subject site, referred to as Crows Nest Over Station Development (Site A), is located within Crows Nest and within the North Sydney Local Government Area (LGA). The site is located at 32 Hume Street, Crows Nest. The site is located directly above and adjacent to the operational Crows Nest Metro Station.

The site comprises the entirety of the block and is bound by Pacific Highway to the west, Hume Street to the south, Clarke Lane to the east, and Oxley Street to the north. It is 3,879 m^2 in size legally referred to as Lot 2 of DP1296669. It is noted that Lot 1 of DP1296669 relates to the Crows Nest Metro Station intertwines with Lot 2 (Site A) on some levels.

Address	Legal description of lots that constitute the Scope of Works under the Subject SSDA Site A	Details
505 Pacific Highway, Crows Nest, NSW, 2065	Lot 1 of DP1296669	Station Lot (Crows Nest Metro Station)
32 Hume Street, Crows Nest, NSW, 2065	Lot 2 of DP1296669	Development for Lot A – Site A Thirdi (Subject to the SSDAs).

***Note**:*

- *The Plan of Subdivision for the Metro (DP1296669) was registered with NSW Land Registry Services (LRS) on the 5 August 2024. The Plan of Subdivision, once registered, created the following lots:*
  - *Lot 1 (Metro Station),*
  - *Lot 2 (Site A for Thirdi)*
  - *Lot 3 (Site B for Thirdi)*
  - *Lot 4 (Parcel on the northern side of Clarke Lane).*
- *Lot 1 of DP1296669 relates to the Crows Nest Metro Station.*
- *Lot 2 of DP1296669 relates to Crows Nest OSD (Site A) (works subject to this SSDA).*
- *Lot 1 and 2 are intertwined (on some levels, with Lot 2 (Site A) located above the Lot 1 (the Crows Nest Metro Station).*

The Site layout and surrounding environs are shown in Figure 2.1.

Figure 2.1: Site Layout and Surrounding Environs

2.2 Existing Road Network

The surrounding road network includes:

- Pacific Highway – a State Road that connects High Street/Arthur Street/ Lavender Street/Middlemiss Street/Alfred Street to the southeast and College Crescent/Pretoria Parade to the northwest. In the vicinity of the Site, Pacific Highway generally runs in a southeast-northwest direction with two traffic lanes in each direction. Time-restricted kerbside parking is allowed along both sides of the road. The road has a posted speed limit of 60km/h with a 40km/h school zone limit where applicable.

- Hume Street – a local road that connects Albany Street to the north and River Road to the south. In the vicinity of the Site, the road runs in a northeast-southwest direction with one traffic lane in each direction. Kerbside parking is not allowed along both sides of the road near the Site. The road has a posted speed limit of 50km/h.

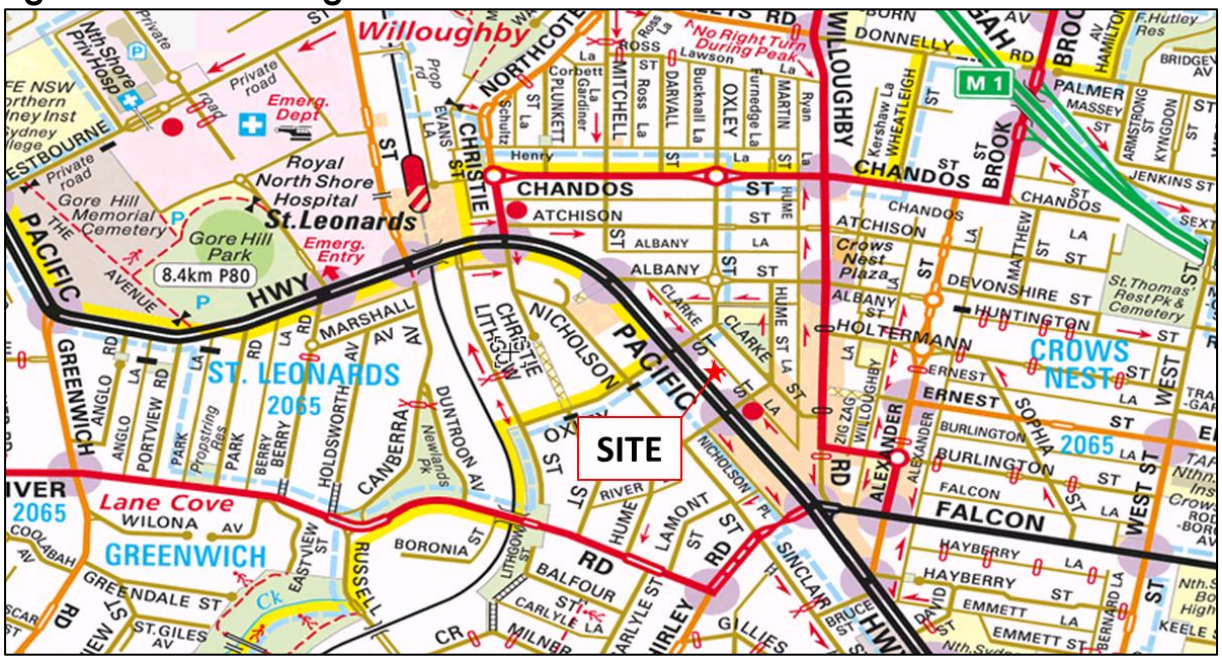
- Oxley Street – a local road that connects to Lawson Lane to the north and Lithgow Street to the southwest. In the vicinity of the Site, the road runs in a northeast-southwest direction with one traffic lane and one parking lane in each direction. Time-restricted kerbside parking is allowed on both sides of the road. The road has a posted speed limit of 50km/h.

- Clarke Lane – a local northeast-bound laneway that connects Albany Street to the northwest and Hume Lane to the southeast. The road runs in a northeast-southwest direction with one traffic lane and one parking lane for

each direction. Time-restricted kerbside parking is allowed on the eastern side of the road. The road has a speed limit of 50km/h.

The surrounding road network is shown in Figure 2.2.

Figure 2.2: Surrounding Road Network



2.3 Key Intersections

The key intersections in the vicinity of the Site comprise:

- Signalised intersections at:
  - Pacific Highway/Hume Street
  - Pacific Highway/Oxley Street
- Give-way intersections at:
  - Clarke Lane/Hume Street
  - Clarke Lane/Oxley Street

2.4 Existing Public Transport Services

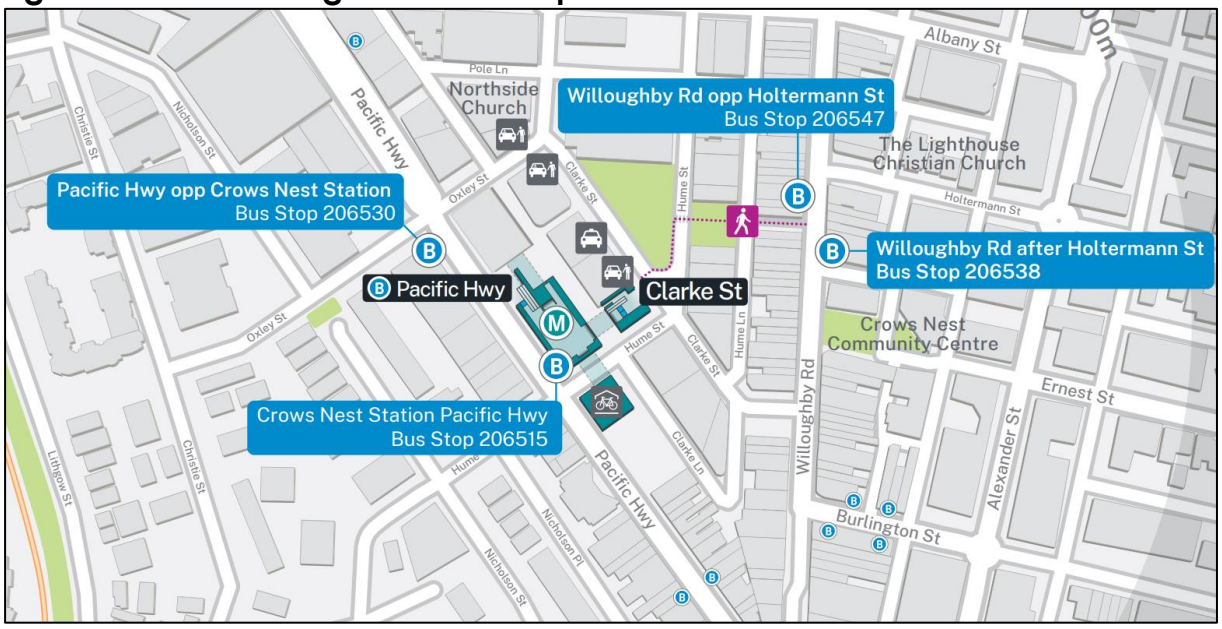
The Site is well-serviced by a public transport network, with the nearest bus stop located in front of the Site along Pacific Highway. This bus stop is serviced by the following bus routes:

- 114 – Royal North Shore Hospital to Balmoral
- 119 – Gore Hill to North Sydney Station (Loop Service)
- 144 – Manly to Chatswood via St Leonards
- 252 – North Sydney to Gladesville
- 254 – Riverview to McMahons Point via North Sydney
- 265 – North Sydney to Lane Cove via Crows Nest

- 267 – Greenwich to Chatswood via Crows Nest
- 286 – Milsons Point to Denistone East via North Sydney & St Leonards
- 287 – Milsons Point to Ryde via North Sydney & St Leonards
- 290 – Epping to City Erskine St via North Sydney (Night Service)
- 291– Epping to McMahons Point via North Sydney
- 622 – Milsons Point to Dural via Cherrybrook
- 612X – North Sydney to Castle Hill (Express Service)
- N91 – City Town Hall to Macquarie Centre (Night Service)

See Figure 2.3 for bus stop locations.

Figure 2.3: Surrounding Public Bus Stops



St Leonards Station is situated approximately 800 meters from the site, within a short walking distance. The station is served by the T1 North Shore and Western Line, Northern Line services, as well as the Central Coast and Newcastle Line. The rail network layout is illustrated in Figure 2.5.

The station offers excellent connectivity, with frequent direct services to key employment hubs, including the Sydney CBD, North Sydney CBD, Chatswood, and Macquarie Park, particularly during peak weekday hours. Trains run every 3-4 minutes during peak periods.

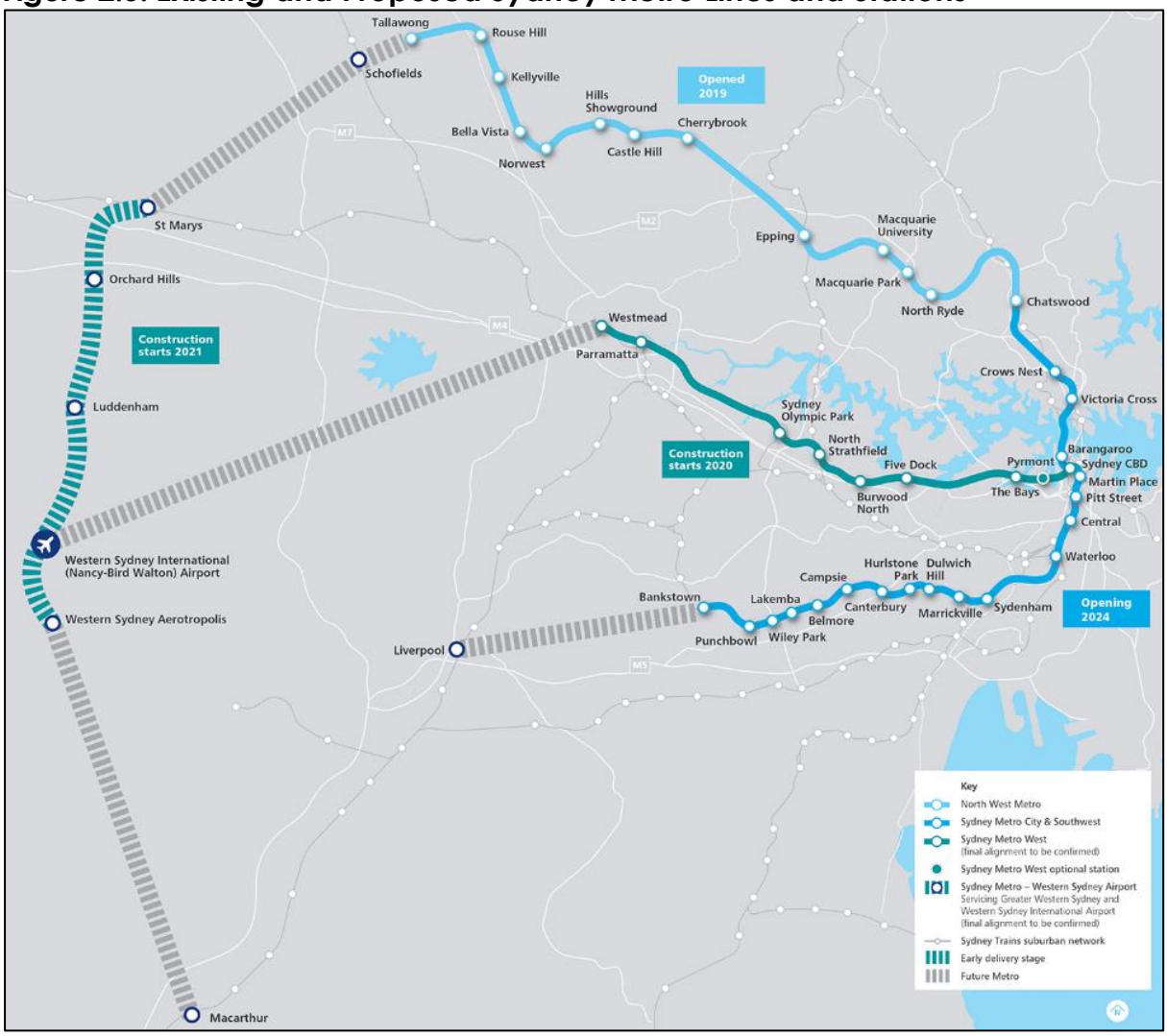
Figure 2.5: Sydney Train Network Map

The Site is located on top of the Crows Nest Metro Station. The station is serviced by M1-Metro North West & Bankstown Line. The recently completed Sydney Metro City & South-West project in August 2024 enhanced public transport accessibility in the surrounding area and expand transportation options. The line links with the North West Metro at Chatswood, offering a direct connection from Chatswood to Sydenham.

The Metro line significantly boost the capacity of the public transport network serving the area, supporting further development and growth. Additionally,

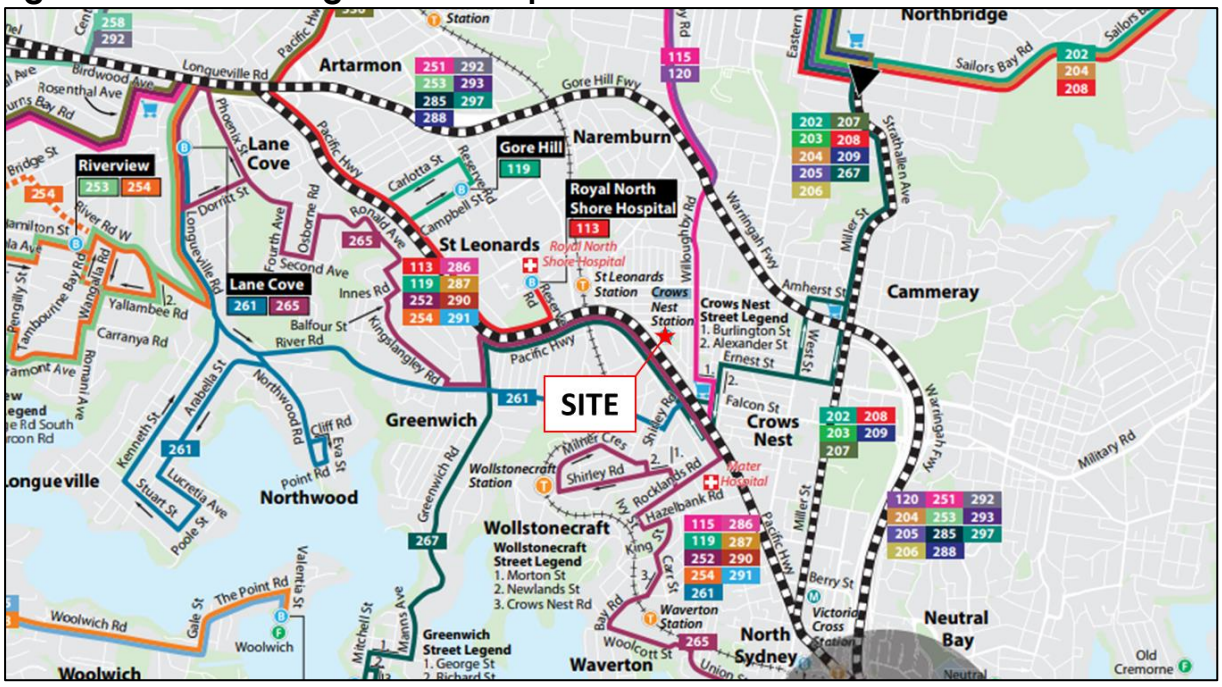
future projects are planned to improve the Sydney Metro network, enhancing accessibility and reducing travel times for commuters, especially to/between Bankstown (expected to be operational in 2025) and Parramatta (expected to be operational in 2030). See Figure 5 for existing and proposed Sydney Metro Lines and Stations.

Figure 2.5: Existing and Proposed Sydney Metro Lines and Stations



Details of surrounding public transport services are provided in Figure 2.6 and detailed in Appendix A.

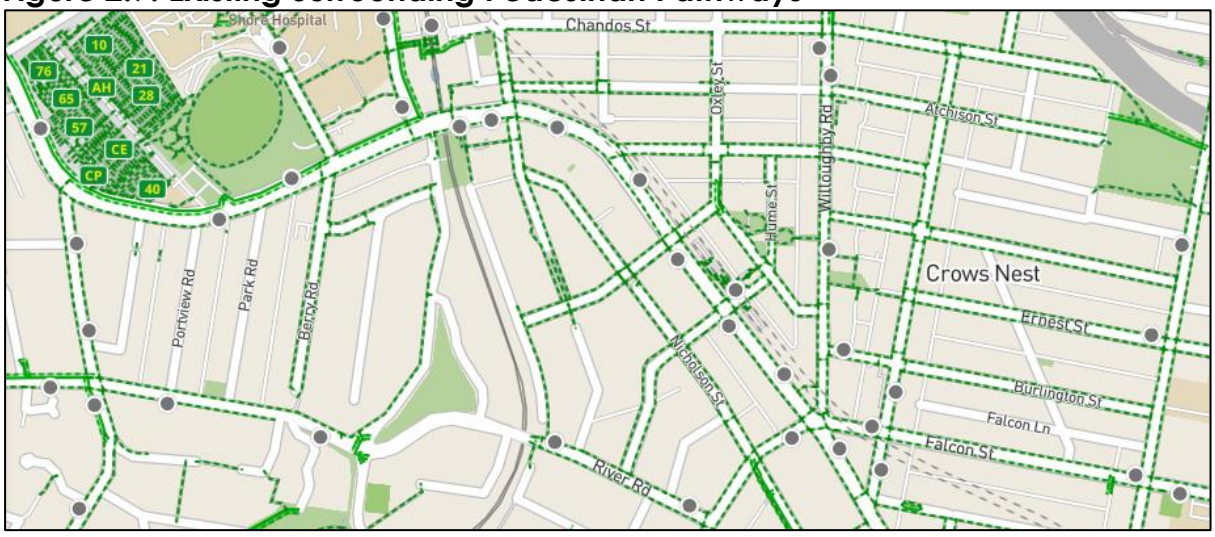
Figure 2.6: Surrounding Public Transport Network



2.5 Walking and Cycling Infrastructures

The Site provides high-level pedestrian connectivity to public transport services and the surrounding residential and commercial precincts. There are established and wide pedestrian footpaths on both sides of the surrounding road network in the vicinity of the Site. See Figure 2.7 for details.

Figure 2.7: Existing Surrounding Pedestrian Pathways



The cycling infrastructure in the Crows Nest town centre is limited. As part of the wider Crows Nest Station development, a new separated cycleway are provided along Hume Street, linking the cycle routes on Clarke Lane and Nicholson Street. It connects through Crows Nest to St Leonards Station and the

North Sydney CBD, primarily using a mix of roads with traffic, designated lanes, and short stretches of separated cycleways and shared paths. There are some on-street public bike racks (see 5 bicycle racks – 10 spaces in Figure 2.8) in direct vicinity of the Crows Nest Station and 176 secured bike racks within Site C for cyclists visiting the town centre and Metro Station. The existing cycling network is shown in Figure 2.9.

Figure 2.8: Existing Surrounding Bicycle Racks along Clarke Lane

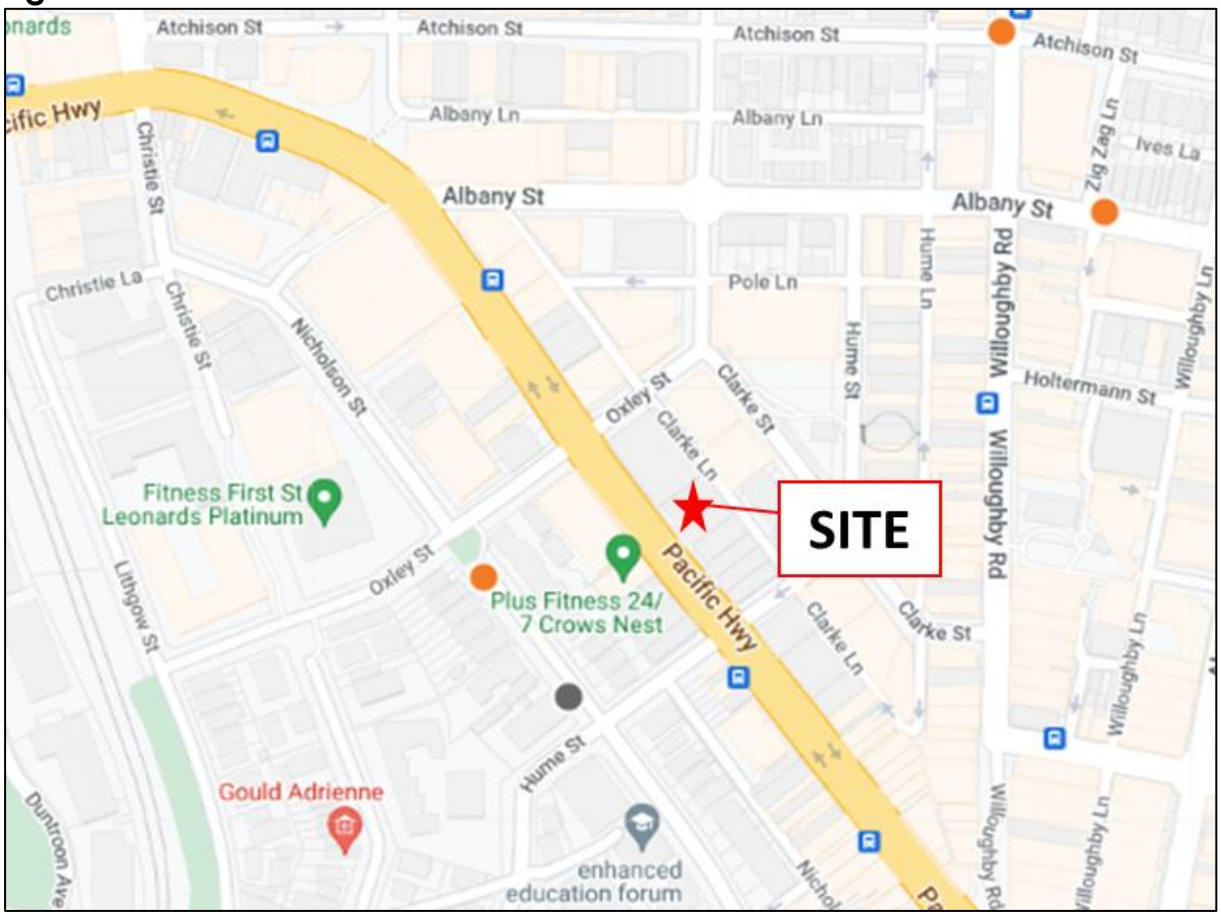
Figure 2.9: Existing Surrounding Cycling Routes

It is observed that cycling is not widely preferred in the Crows Nest area due to its steep topography, particularly around the Pacific Highway, which can make cycling challenging for less experienced riders. Crows Nest, being a densely developed commercial and residential hub, has limited dedicated cycling infrastructure, such as bike lanes, which adds to the difficulty of cycling safely. Traffic congestion in the area, especially during peak hours, also poses a safety concern for cyclists, as the streets are often busy with both vehicles and pedestrians. These factors combined make cycling less attractive compared to other options like public transport in the Crows Nest area.

2.6 Local Car Share

Car share programs have become increasingly popular across Sydney and are now considered a practical transport option for various trip types, especially for shorter journeys. These services are likely to be beneficial for future residents of the site. There are two GoGet car-sharing pods are located within walking distance of the Site. The nearest pod is located 3 minutes or 200m walking distance to the west of the Site along Nicholson Street. GoGet car pod locations are shown in Figure 2.10. There is also potential to introduce additional car share facilities as part of the precinct redevelopment, further reducing reliance on private vehicles. Other providers like Flexicar also offer services in the area.

Figure 2.10: GoGet Pod Locations



2.7 Taxi Ranks and Kiss-and-Ride Facilities

The Crows Nest Station includes 2 taxi spaces and 7 spaces for Kiss-and-Ride facilities along Clarke Lane and Oxley Street. See Figure 2.11 for the existing locations.

Figure 2.11: Existing Taxi Ranks and Kiss and Ride Facilities

3.0 Approved Concept SSDA, Proposed Detailed Site B, Approved Detailed Site C, and Proposed Detailed Site A Developments

3.1 Approved Concept SSDA Development for Sites A, B and C (SSD 9579)

The application for Crows Nest Over Station Development - Concept Application was lodged by Sydney Metro as a SSDA (reference SSD 9579) and was approved by the Minister for Planning and Public Spaces on 23 December 2020. The project is described in the approval as follows:

Concept Development Application for a mixed-use development over the approved Crows Nest Metro Station, including:

- Three building envelopes, comprising: Maximum building envelope heights:
    - Building A: RL175.6m to 180m* (*per approved plans and Condition B35)
    - Building B: 155m
    - Building C: 127m
- Maximum gross floor area (GFA) of 56,400 m^2 (including 43,400 m^2 commercial GFA, and 13,000 m^2 residential GFA), comprising:
    - Site A: 40,300 m^2 (commercial)
    - Site B: 13,000 m^2 (residential)
    - Site C: 3,100 m^2 (commercial)
- Maximum 101 car parking spaces.

Site A is integral to this larger Concept SSDA which established the approved maximum building envelopes, gross floor area, conceptual land uses, car spaces and signage zones over the site, including that of Site A, to which this request relates. It is noted that SSDA 9579 was developed based on the 11.5:1 FSR under Clause 4.4 and the 10:1 minimum non-residential FSR under Clause 4.4A of the LEP. See Appendix B for approved plans. In details, the approved development comprises:

- a maximum 40,300 m^2 (commercial) on Site A
- 13,000 m^2 (residential) on Site B
- 3,100 m^2 (commercial) on Site C

Two vehicle lifts were proposed to access the car parking area and bike parking in Site A and B. The vehicle lift and loading dock are accessed via vehicular crossovers along Clarke Lane. The approved Concept SSDA traffic report documented the traffic and transport impact assessment for the following land use information.

Site	Land Use Type	Land Use Intensity
Site A	Commercial	40,000 sqm (GFA)
Site B	Residential	143 units
Site C	Commercial	3,100 sqm (GFA)

The vehicle trips generated by the approved Concept SSDA scheme are estimated based on the proposed number of car parking spaces, as outlined in the table below. For AM peak trip generation, a car space trip generation rate of 0.1 is applied to high-density residential buildings, while a trip rate of 0.38 is used to estimate trips from the commercial office development.

Site	Proposed Parking Spaces	Peak 1 Hr Generation	AM			PM			Daily		
			Total	In	Out	Total	In	Out	Total	In	Out
A	46	17.5	**18**	16	2	**18**	2	16	**131**	66	66
B	49	4.9	**5**	1	4	**5**	4	1	**27**	14	14
Total			**23**	**17**	**6**	**23**	**6**	**17**	**158**	**80**	**80**

The approved service vehicle provisions are shown in the following table.

Site	Land uses to be served	Location	Loading dock access & management
A	Shared Commercial and Metro	• Loading Dock: ○ 1 medium rigid vehicle ○ 3 small rigid vehicles ○ vehicle turntable for access to spaces • 1 medium rigid vehicle on rolled kerb in Clarke Lane	• Shared loading dock for commercial and metro use. • Access loading dock and loading zone off Clarke Lane (one way northbound) • Private refuse collection via rolled kerb space in Clarke Lane
B	Residential	• Loading Dock: ○ 2 Small rigid vehicles • 1 medium rigid vehicle on rolled kerb in Clarke Lane	• Access loading dock via Clarke Lane (one way northbound) • Private refuse collection via driveway space in Clarke Lane
C	Commercial	• Lay-by in Clarke Lane for waste collection	• Deliveries and loading and refuse collection will be undertaken from Clarke Lane

The following table summarises the intersection performance results of the assessed intersections for opening year 2025 for the approved Concept SSDA development during both AM and PM peak hours.

INTERSECTION	AM				PM			
	LOS	Delay (Sec)	DoS	95th Percentile Queue Length	LOS	Delay (Sec)	DoS	95th Percentile Queue Length
Pacific Highway/Oxley Street	D	41.1	0.93	387m South Approach 237m North Approach	D	40.2	0.88	278m South Approach 276m North Approach
Pacific Highway/Hume Street	D	42.1	0.91	309m South Approach 271m North Approach	D	47.2	0.97	386m North Approach 202m South Approach
Oxley Street/Clarke Street	A	7.2	0.17	-	A	6.9	0.2	-
Hume Street/Clarke Street	A	9.2	0.2	-	A	11.6	0.22	-

3.2 Proposed Site B - Detailed SSDA (SSD-61400212)

Detailed SSDA for Site B is currently under exhibition and comprises an over station mixed-use and residential development comprising 130 residential units, 347 m^2 retail GFA and commercial floorspaces and 55 car spaces. The development is expected to generate 6 vehicle trips in the AM peak and 3 vehicle trips in the PM peak.

Site B will be sharing the dedicated loading, located on the ground floor and accessible via Clarke Lane, which was delivered as part of the Crows Nest Metro Station works. The loading dock has been designed to accommodate two Small Rigid Vehicles (SRV) and a Medium Rigid Vehicle (MRV) simultaneously. The design also allows a 9.6-metre long waste vehicle to pull over onto the loading access driveway without obstructing through traffic along Clarke Lane.

3.3 Approved Site C - Detailed SSDA (SSD-13852803)

Detailed SSDA for the Crows Nest OSD Site C was approved on 17 December 2021 for an 8-storey commercial office building above the station (total 9 storeys) on the corner of Hume Street and Clarke Street, Crows Nest. The approved OSD Site C development comprises:

- 3,100 m^2 commercial GFA
- No off-street car parking
- 21 resident and 7 visitor bicycle parking
- Deliveries and loading via Site A loading area.
- Refuse collection from lay-by in Clarke Lane

With no car parking spaces proposed on-site, Site C is expected to generate no vehicle trips in the AM peak and the PM peak.

3.4 Amending Concept SSDA

The Amending Concept SSDA will seek approval for amendments to the originally approved Concept SSDA (SSD 9579) over the site and seeks to change the approved commercial use to a mixed-use development, with primarily residential and affordable housing uses, all located above the Crows Nest Metro Station.

The Amending Concept SSDA also seeks adjustments to the building envelope including modulation of envelope to comprise 3 towers, adjustments to height, and modifications to the building Gross Floor Area (GFA). See Appendix C for Amending Concept SSDA plans.

The amendments to the Concept SSDA do not constitute any physical works over the site. Any proposed physical works will be captured under the Detailed SSDA.

3.5 Proposed Site A - Detailed SSDA Development

The proposed Detailed SSDA Site A development includes construction of a mixed-use 3 towers (predominantly residential) above the Crows Nest Metro Station (See Appendix D for details), which will comprise of:

Tower 1 (25 storeys with 256 apartments)

- 100 x studio

- 132 x 1-bedroom
- 22 x 2-bedroom
- 2 x 3-bedroom
- 232 m^2 retail
- 358 m^2 rooftop bar

Tower 2 (25 storeys with 256 apartments)

- 100 x studio
- 132 x 1-bedroom
- 22 x 2-bedroom
- 2 x 3-bedroom
- 538 bicycle parking spaces on Level 2 and Mezzanine Level
- 57 m^2 retail
- 753 m^2 (including gym store)

Tower 3 (11 storeys with 56 affordable apartments)

- 16 x studio
- 8 x 1-bedroom
- 24 x 2-bedroom
- 8 x 3-bedroom
- 316 bicycle parking spaces on Level 1
- 232 m^2 retail
- 477 m^2 gym use (not including pool area)
- 328 double stacked lockers (126 for male and 202 for female)
- 2 large change rooms (1 for male and 1 for female)
- 17 shower/change rooms (6 for male and 11 for female)
- 2 accessible toilet/shower rooms (1 for male and 1 for female)

An existing single lane 7m wide (minimum) two-way vehicular crossover is provided along Clarke Lane, which provide access to the loading dock located on the ground floor. The loading dock and driveway crossover were constructed as part of the Crows Nest Metro Station works.

4.0 Parking, End of Trip Facility Requirements and Pedestrian Infrastructure and Safety

4.1 Car Parking Requirement

In accordance with Condition B18 of SSD-9579 (Mod 2), Site A is required to provide a maximum of 46 car parking spaces. The site does not propose any off-street car parking spaces in accordance with the maximum requirement outlined in the Conditions of Consent.

4.2 Accessible Car Parking Requirement

In accordance with Condition B18 of SSD-9579 (Mod 2), Site A is required to provide a maximum of 6 accessible car parking spaces. The site does not propose any off-street accessible car parking spaces in accordance with the maximum requirement outlined in the Conditions of Consent.

4.3 Motorcycle Parking Requirement

In accordance with Condition B18 of SSD-9579 (Mod 2), Site A is required to provide a maximum of 24 motorcycle car parking spaces. The site does not propose any off-street motorcycle parking spaces in accordance with the maximum requirement outlined in the Conditions of Consent.

4.4 DCP Bicycle Parking Rate

Council's DCP specifies a bicycle parking requirement as follows:

Proposed Use	Residents/Employees	Visitors/Customers
Residential Accommodation	1 space per 1 dwelling	1 space per 10 dwellings
Commercial (Gym)	1 space per 150 m^2 GFA (Business Premises)	1 space per 400 m^2 GFA
Commercial (Retail)	1 space per 250 m^2 GFA (Shop)	2 + 1 / 100m^2 over 100m^2 GFA
Existing Café[1]	1 space per 250 m^2 GFA (Shop)	2 + 1 / 100m^2 over 100m^2 GFA
Bar	1 space per 100 m^2 GFA	1 space per 100 m^2 GFA

Note:
1 - It is observed that the bicycle parking demand for the current café is effectively met by the on-street bicycle racks and the secured bicycle racks available within Site C. As such, additional bicycle parking for the existing café will not be required as part of this application.
2 - The parking rates for pubs have been applied to bars due to their similar functions in serving drinks, providing social spaces, and offering entertainment and food.

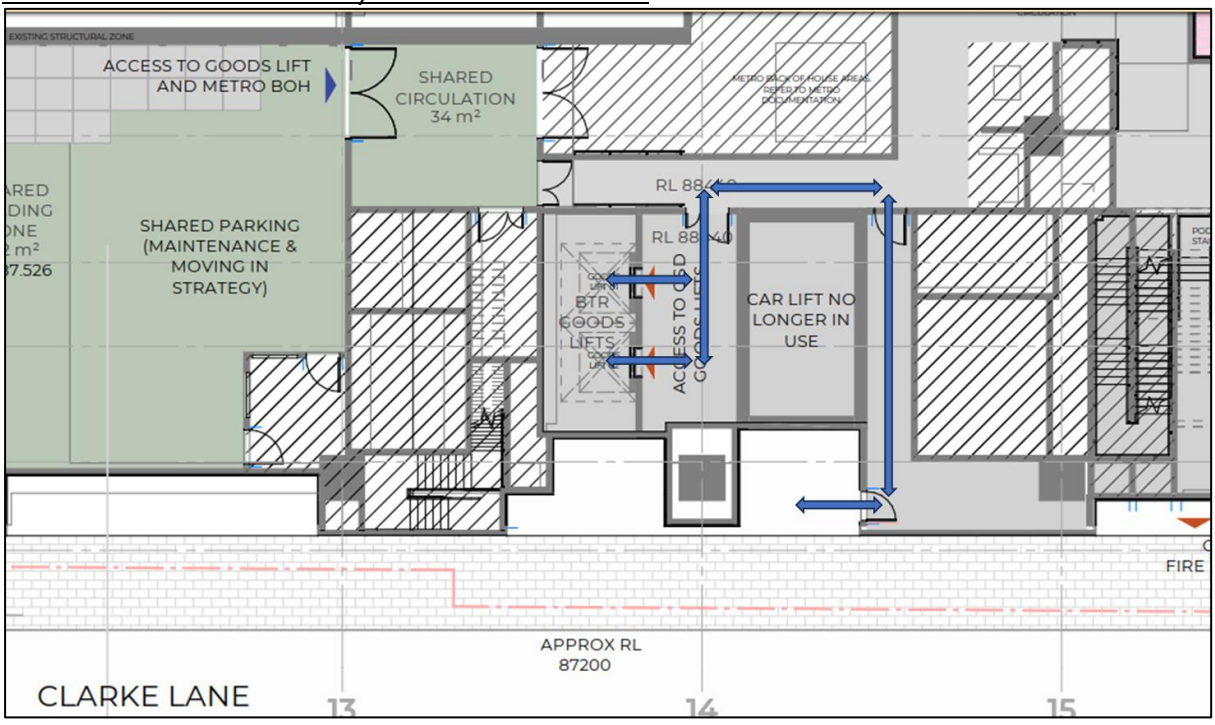
The development is required to provide 652 spaces in accordance with Council's DCP requirements, with the following breakdown:

Proposed Use	Unit/GFA	Resident/ Employee	Visitor
Apartments	568	568.0	56.8
Gym	1,230 m²	8.2	3.075
Retail	521 m²	2.084	6.21
Bar	358 m²	3.58	3.58
Subtotal		**Subtotal**	**582**
Total		**Total**	

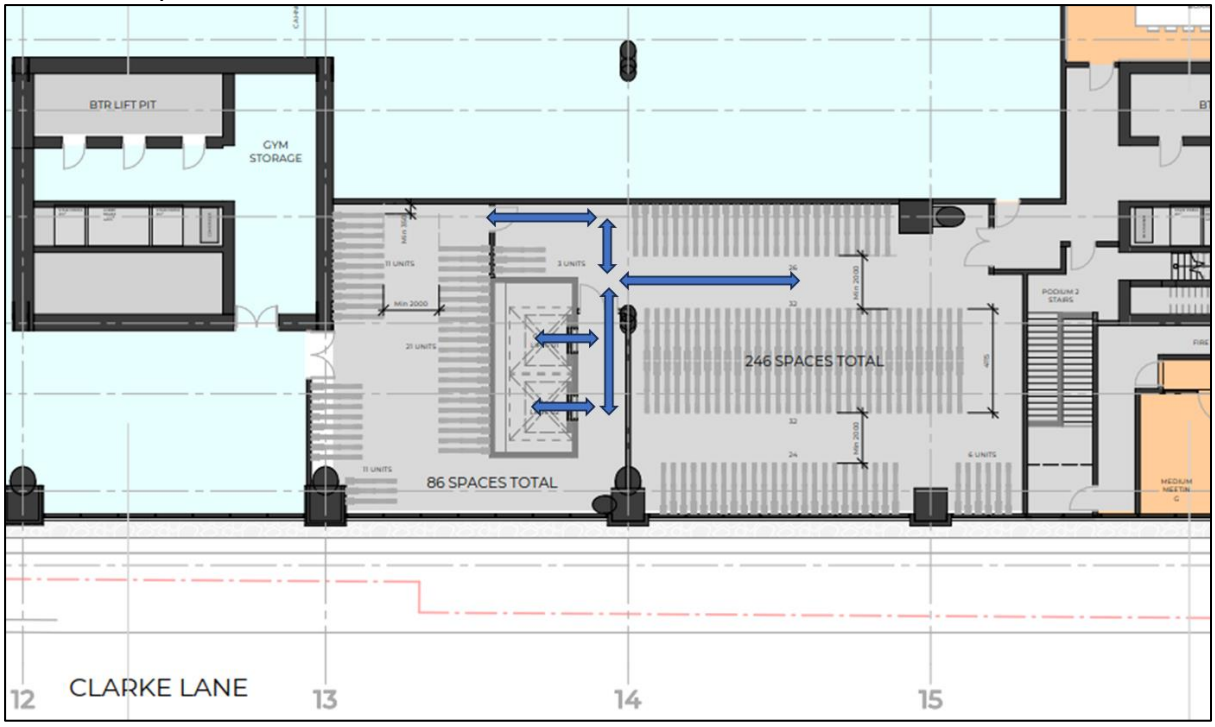
The development provides a total of 854 bicycle spaces within the Level 1 (Tower 3) and Mezzanine Level and Level 2 (Tower 2), in accordance with Council's DCP requirements. The bar patrons will be directed to utilise the bicycle parking facilities on Clarke Lane, due to their convenient access to the bar.

The ground floor of Tower 2, constructed as part of the Sydney Metro project, presents challenges in providing a dedicated access route between Clarke Lane and the secured bicycle parking facility. To address this constraint, the development proposes utilising the existing corridor servicing the goods lifts for bicycle access. See the following figures for proposed bicycle access routes for Tower 2.

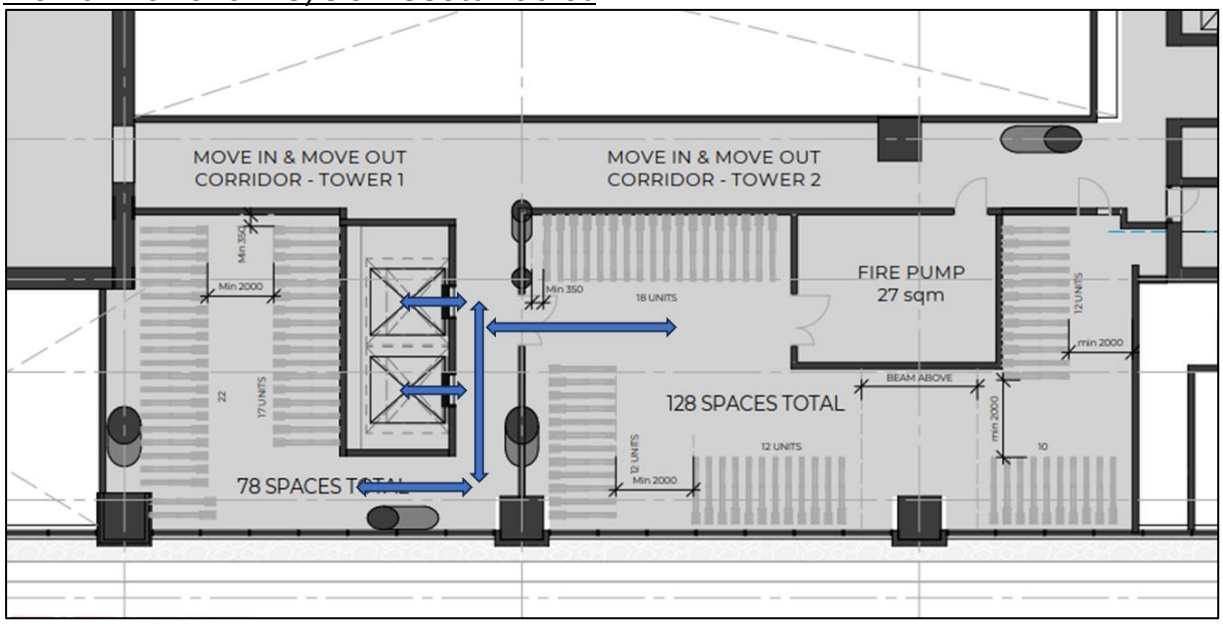
Lower Ground Level Bicycle Access Routes



Level 2 Bicycle Access Routes



Mezzanine Level Bicycle Access Routes



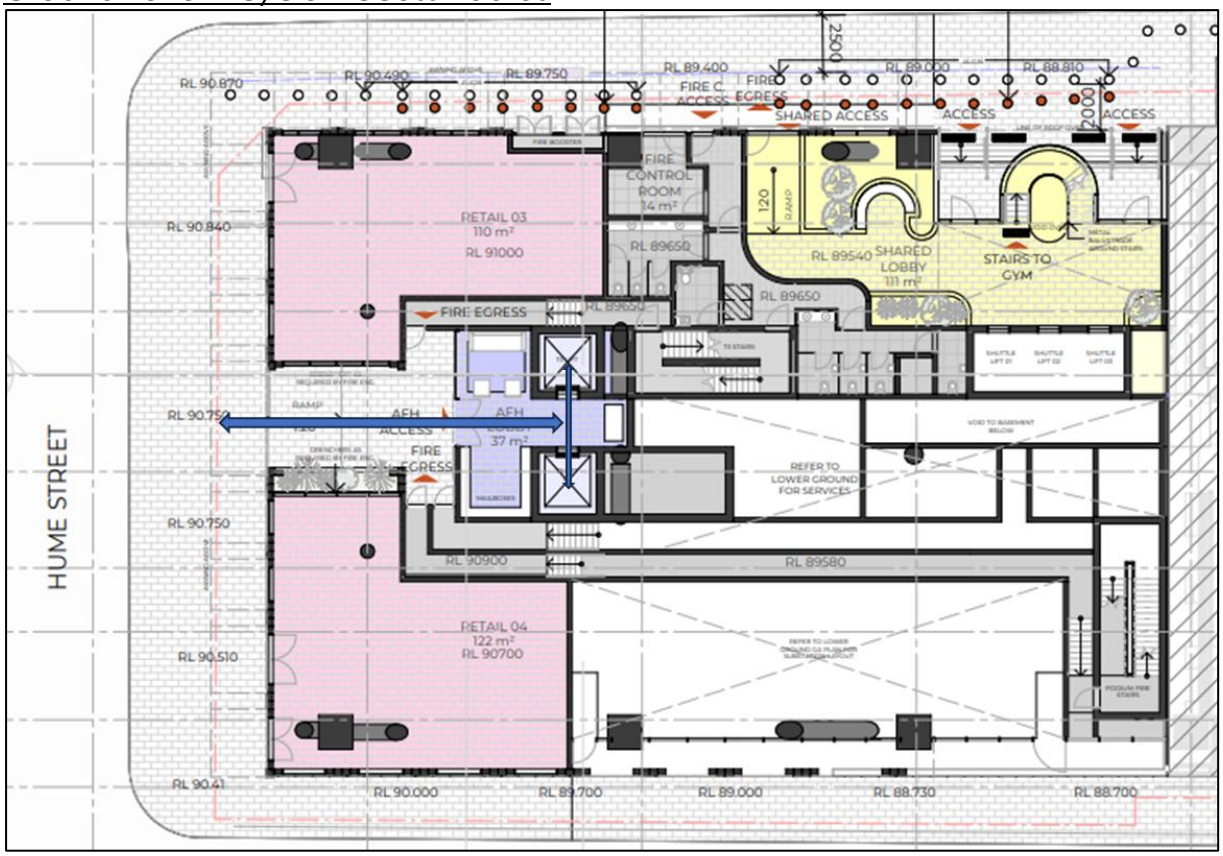
To comply with the design principles outlined in Council's Development Control Plan (DCP), the following measures will be incorporated during the detailed design phase:

- CCTV Surveillance: Installation of closed-circuit television cameras at all entry and exit points, as well as along the designated access route to and from the goods lifts, to enhance security.

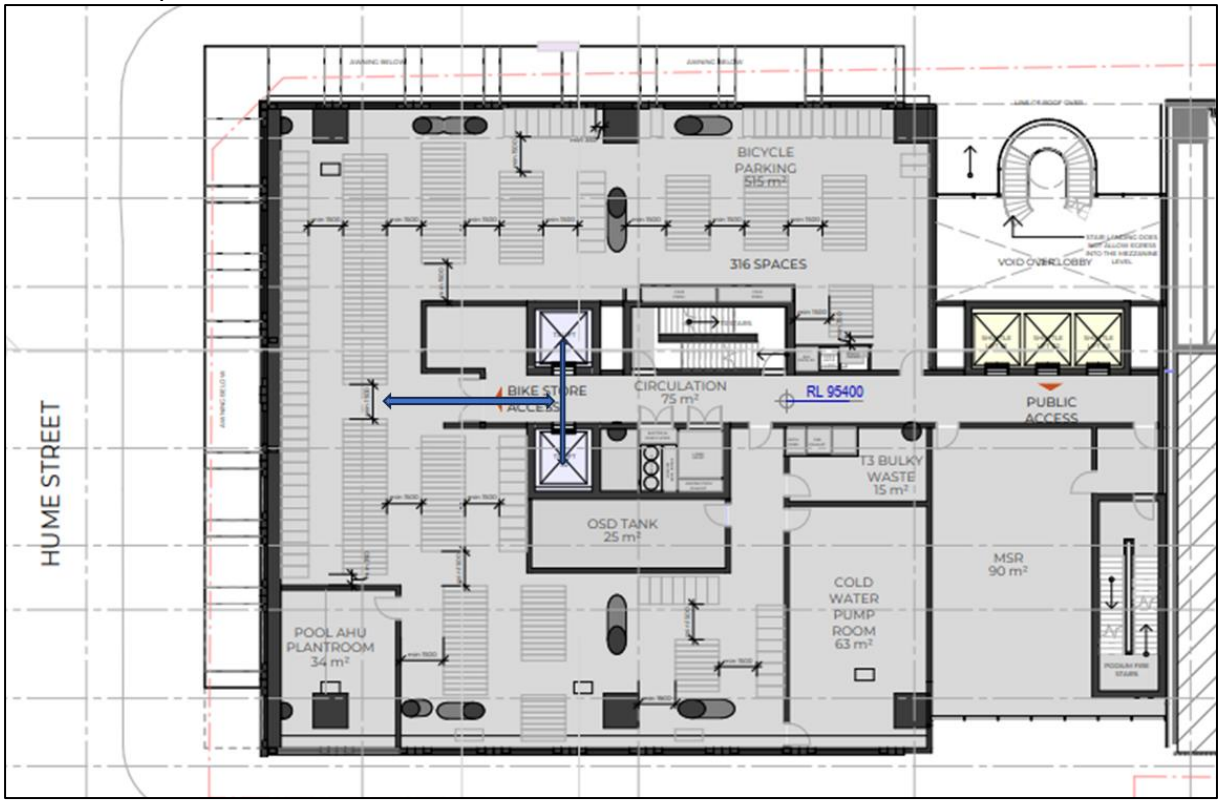
- Wayfinding and Line Marking: Implementation of clear wayfinding signage and directional line markings to guide cyclists safely along the designated route.
- Safety Enhancements: Installation of convex mirrors and warning lights at entry/exit doors. The warning lights will activate upon door operation, facilitating the safe management of two-way cyclist movement within the 1.5-metre-wide passageway.

The Tower 3 bicycle parking will be accessed via the Tower 3 entry/exit point on the ground level along Hume Street frontage. See the following figures for proposed bicycle access routes.

Ground Level Bicycle Access Routes



Level 1 Bicycle Access Routes



Based on the above measures, the proposed bicycle parking will be safe, adequate and functional for the intended users.

4.5 DCP End of Trip Facility Rate

Council's DCP specifies the following facilities for bike parking for non-residential uses:

(a) 1 personal locker for each bike parking space;
(b) 1 shower and change cubicle for up to 10 bike parking spaces;
(c) 2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided;
(d) 2 additional shower and change cubicles for each additional 20 bike parking spaces or part thereof;
(e) Showers and change facilities may be provided in the form of shower and change cubicles in a unisex area or in both female and male change rooms; and
(f) Locker, change room and shower facilities are to be located close to the bicycle parking area, entry/exit points, and within an area of security camera surveillance where there are such building security systems.

Based on the bicycle parking requirement of 37 spaces for gym, retail and bar uses, the proposed development is required to provide:

(a) 27 personal lockers
(b) 4 shower and change cubicles

The proposed development provides the following number of personal lockers, shower and change cubicles, in accordance with Council's DCP:

- 328 double stacked lockers (126 for male and 202 for female)
- 2 large change rooms (1 for male and 1 for female)
- 17 shower/change rooms (6 for male and 11 for female)
- 2 accessible toilet/shower rooms (1 for male and 1 for female)

The lockers, change rooms, and shower facilities are conveniently located just above the bicycle parking area on Level 1 (Tower 3), close to entry and exit points, and within a monitored area with security camera coverage.

4.6 Service Vehicle Parking Rate

Council's DCP specifies the following service vehicle parking requirements for developments containing more than 60 dwellings:

> *At least 1 service delivery space, capable of accommodating at least 1 Heavy Rigid Vehicle or 2 Medium Rigid Vehicles*

The site will utilise the existing loading dock on the ground level which is accessible via Clarke Lane. This loading facility, which was constructed as part of the Crows Nest Metro Station project, is outlined in the OSD Enabling Report (SMCSWSCN-SMC-SCN-EN-REP-000001, dated 29 June 2023).

It is designed to simultaneously accommodate two Small Rigid Vehicles (SRVs) and two Medium Rigid Vehicles (MRVs). Additionally, the layout allows the occasional Council's 9.6m waste vehicle to park on the turntable without interrupting the traffic flow on Clarke Lane.

This provision is expected to meet Site A's servicing needs, which are primarily limited to waste collection, moving activities, and minor maintenance tasks requiring van/ute/B99 vehicle access. In accordance with SSD-9579-Mod-2 - Condition A27 - Servicing and Loading, vehicles associated with the operation of the Site C OSD will be provided with access to the Site A OSD loading dock for the purposes of deliveries, servicing, and loading.

4.7 Pedestrian Infrastructure and Safety

The development provides wide footpaths (minimum 2.5m) along its Pacific Highway, Hume Street, and Clarke Lane frontages.

The primary pedestrian access to the site will be from:

- Pacific Highway: Towers 1 and 2
- Hume Street: Tower 3

This design separates pedestrian and vehicular traffic, reducing the potential for conflicts at the driveway crossover along Clarke Lane.

4.8 Bollard Relocation along Pacific Highway

Crash-rated bollards are currently installed along the site's frontage on the Pacific Highway as part of a security strategy to safeguard the external station infrastructure against potential vehicle-borne threats. These bollards are designed to provide protection against both vehicle incursions and blast impacts. The locations of the existing bollards are shown in Figures 4.1 and 4.2.

Figure 4.1: Existing Bollards along Site's Pacific Highway Frontage (looking north)

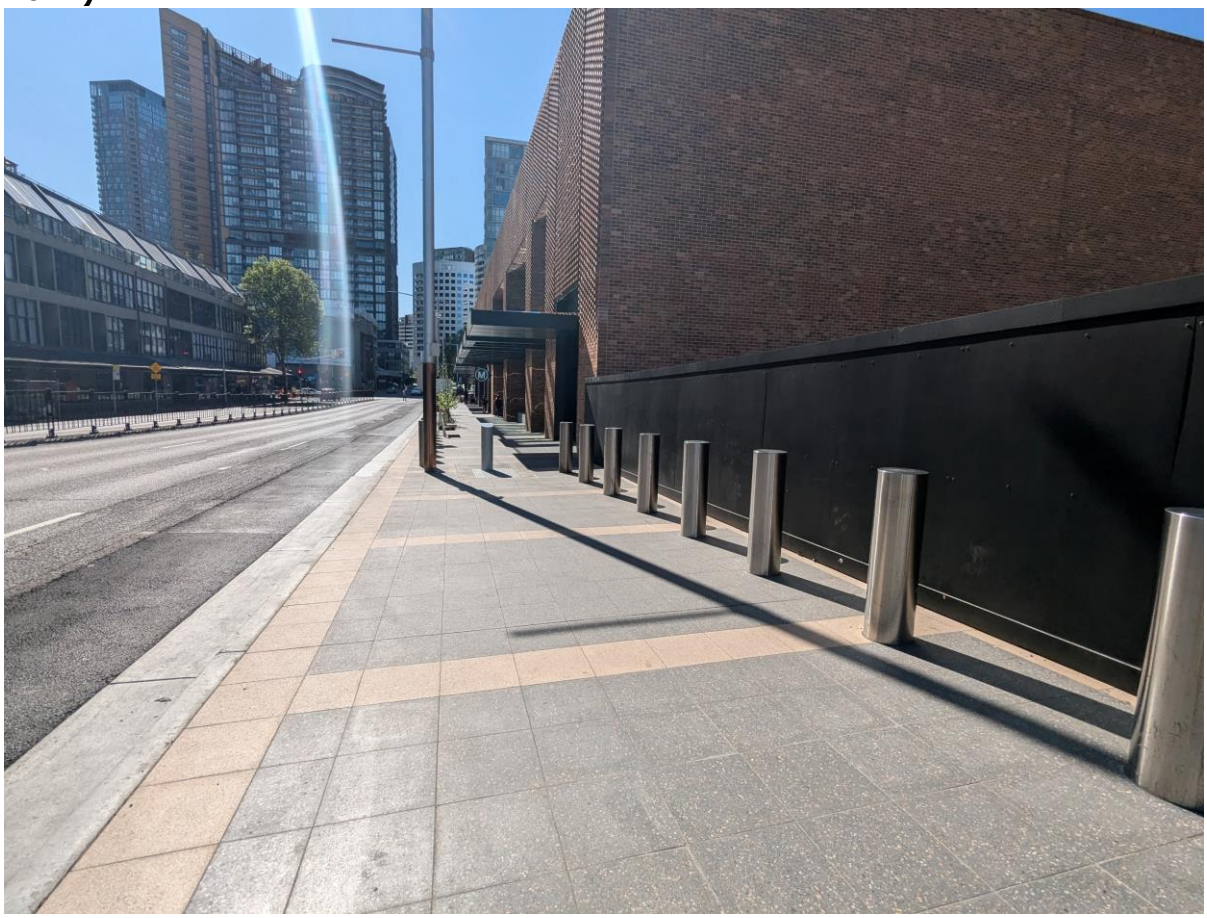


Figure 4.2: Existing Bollards along Site's Pacific Highway Frontage (looking south)

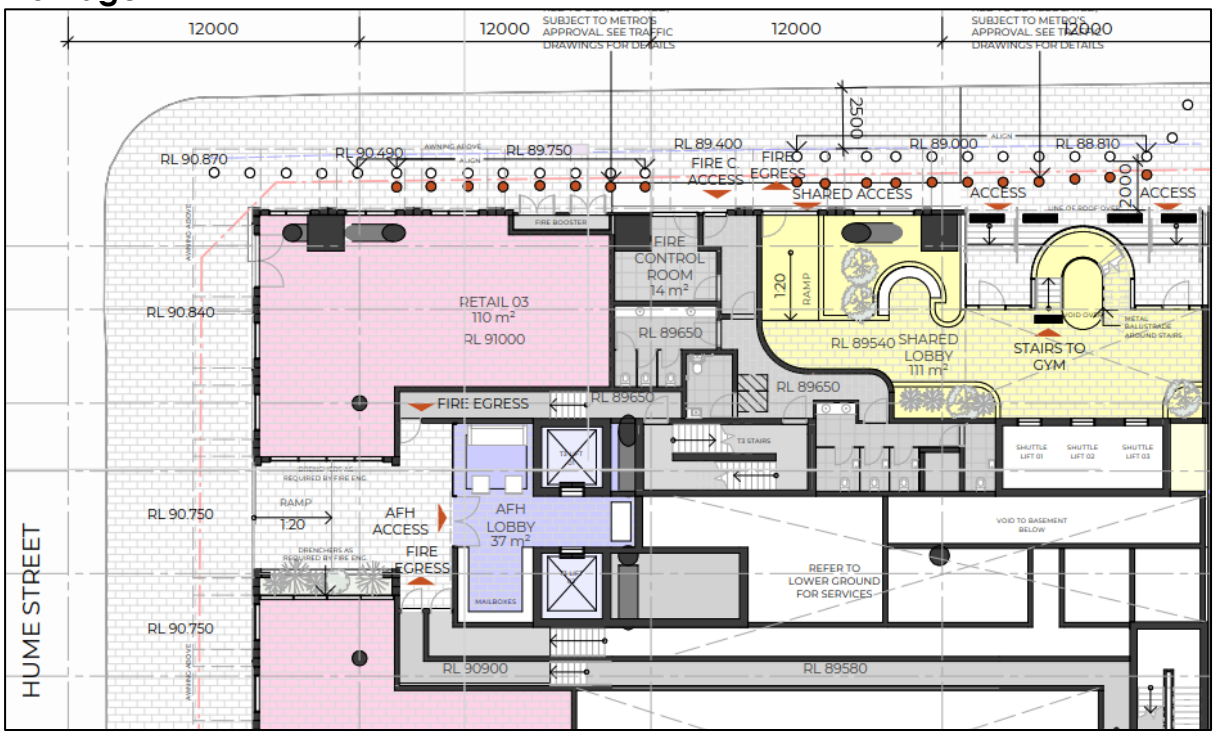
A majority of the existing bollards encroach upon and conflict with the proposed pedestrian and cyclist access points associated with the development.

Accordingly, the relocation of these bollards has been proposed to mitigate potential conflicts and ensure safe and unobstructed access for pedestrians and cyclists (See Figure 4.3).

Given the bollards' proximity to the bus zone and stop along the Pacific Highway, the proponent has engaged with the relevant Bus Approval authority and affected bus operators to secure the necessary approvals.

Correspondence confirming these approvals is provided in Appendix F.

Figure 4.2: Proposed Relocation of Existing Bollards along Site's Pacific Highway Frontage



5.0 Traffic Impacts

5.1 Trip Generation

Given that the proposed development does not propose any off-street car parking, it is expected to generate a minimal level of vehicle trips. Traffic generation will primarily reflect:

- Service and delivery vehicles: Occasional trips by delivery, maintenance, and other service vehicles, typically with a low daily frequency (no more than 8 per hour) and generally occurs outside of the peak hours.

- Taxi/Rideshare: As residents and staff are likely to rely on public transport with a small number using taxi and rideshare. It is anticipated that visitors and patrons would generally consist of walk-ins by nearby residents and staff and the site itself or rely on public transport, walking, or cycling. As such, the traffic generation for the residential, bar, café, retail and gym uses will be minimal. To provide a conservative assessment the following rates are used:

    - 0.05 vehicle trips per apartment in the AM peak
    - 0.025 vehicle trips per apartment space in the PM peak

The proposed development is anticipated to generate 29 vehicle trips during the AM peak hour and 15 during the PM peak hour, respectively, equating to approximately one vehicle trip every 1 to 2 minutes.

5.2 Traffic Impacts

Most vehicles are expected to approach the site from the north via Oxley Street and Clarke Lane, facilitating convenient access to the taxi ranks and Kiss-and-Ride facilities along the site's frontage. It is also worth noting that taxis and rideshare vehicles generating these trips may not be new traffic but are already circulating in the surrounding road network.

Given the low volume of traffic produced by the proposal, this additional activity is not expected to impact the safety or efficiency of the surrounding road network. Consequently, any vehicle activity on Clarke Lane, including occasional service vehicles, is likely to be minimal.

Due to the minimal increase in traffic anticipated from the development, the impact on the surrounding road network is expected to be negligible. As a result, no further traffic analysis is required.

5.3 Changes in Trip Generation between approved Concept SSDA and Approved/Proposed Detailed SSDA Developments

The cumulative traffic generation from approved Concept SSDA and Detailed SSDA developments with the associated difference are shown in the following table.

Site	Approved Concept SSDA		Detailed SSDA		Difference	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
A	18	18	29	15	+11	-3
B	5	5	6	3	+1	-2
C	0	0	0	0	0	0
Total	**23**	**23**	**35**	**18**	**+12**	**-5**

It is identified that the detailed SSDA scheme would have similar number of vehicular trips in comparison to the Concept SSDA, as modified under the Amending Concept SSDA application (to be lodged concurrently).

5.4 Cumulative Traffic Impact (Existing and Approved/Planned Developments)

There are a number of developments within 400m of the site which will be completed at the time of the proposed development's completion.

No.	DA Number	Address	Proposal	Distance from site
1	SSD-13852803	Crows Nest OSD – Site C - 14 Clarke Street, Crows Nest	SSDA - Crows Nest OSD Site C - Stage 2 - Design and construction of a nine storey commercial building at Crows Nest OSD Site C	0.06km
2	SSD-61400212	Crows Nest OSD – Site B - 25 Hume Street, Crows Nest	SSDA - Crows Nest OSD Site B - Proposed over station mixed use and residential development comprising of 131 Residential units; 4 Ground floor/mezzanine retail and commercial floorspaces; and 55 Car spaces	0.06km
3	SSD-13852803	14 Clarke Street, Crows Nest *[Lot 1 in DP1123850]*	SSDA - Design and construction of a 9 storey commercial building at Crows Nest OSD Site C.	0.094km

No.	DA Number	Address	Proposal	Distance from site
4	SSD-66826207	391-423 Pacific Highway, 3-15 Falcon Street and 8 Alexander Street, Crows Nest *[111/29672, 1/127595, DP/562966, 16/16402]*	SSDA - Demolishing the existing structures on the site. Excavation for seven basement levels for parking. Erecting of 22 storey shoptop housing building, including in-fill affordable housing.	0.2km
5	SSD-61400212	477, 479, 491-495 Pacific Highway, Crows Nest *[DP100/ 747672; DP101/747672; DPA/442804]*	SSDA - Proposed over station mixed use and residential for Crows Nest OSD Site B development comprising of: • 131 Residential units • 4 Ground floor/mezzanine retail and commercial floorspaces • 55 Car spaces	0.031km
6	SSD-70617459	378-398 Pacific Highway, Crows Nest	SSDA - Demolition of existing structures; Construction of 31 storey mixed use development (4 storey commercial/retail podium; 5 basement levels for car and bicycle spaces) and stratum subdivision of air space above 390 Pacific Highway	0.071km
7	SSD-56527976	46-52 Nicholson Street & 59-67 Christie Street, St Leonards *[11/-/654462; //334878; SP54127; 2/-/945933; SP18047; 2/-/528060; B//334878; 1/-/949064]*	SSDA - Concept proposal for a mixed-use BTR development consisting of a building envelope for a podium and tower up to RL 174.95 (31-storeys) with a maximum GFA of 34,500 m^2 for residential, commercial and retail uses. No physical works are proposed.	0.35km
14	16.2022.00000279.001	126-128 Willoughby Road, Crows Nest *[21/315327]*	APPEAL - Appeal against the NSLPP Refusal of DA 279/22	0.17km

No.	DA Number	Address	Proposal	Distance from site
18	9.2023.00000002.001	601 Pacific Highway, St Leonards *[71/749690]*	PLANNING PROPOSAL - PP-2023-92	0.27km
19	9.2021.00000001.001	270 Pacific Highway, Crows Nest *[0-6/SP49574, 9-5/49574,22/706776, 16-22/SP49574, 19/SP49574, 24/SP49574]* 272 Pacific Highway, Crows Nest *[0-1/SP 49574, 25/SP49574, 23/SP49574]* 262-284 Pacific Highway Crows Nest *[7-8/SP49574]*	Planning Proposal - Amend height, FSR, Non-residential FSR controls	0.3km
20	10.2023.00000193.001	270 Pacific Highway, Crows Nest *[22/706776]*	DA - Demolition of two (2) existing 5 storey commercial buildings and construction of a 13-storey commercial building with basement parking for 182 vehicles and 21 motorcycles.	0.3km
21	16.2023.00000193.001	270 Pacific Highway, Crows Nest *[22/706776]*	APPEAL - Appeal against the deemed refusal of DA 193/23	0.3km
23	9.2017.00000001.001 (PAN-375628)	621 Pacific Highway, St Leonards *[1/455937]*	Planning Proposal	0.31km
24	10.2023.00000297.001	621 Pacific Highway, St Leonards [1/455937 & 2/455937]	DA - Demolition of existing structures and construction of 50-storey mixed-use development comprising retail and commercial floor space, a Community Art Centre on Level 2, a total of 190 residential apartments consisting of 36 x 1 Bed, 104 x 2 bed and 50 x 3 bed units and	0.31km

No.	DA Number	Address	Proposal	Distance from site
			basement parking for 72 residential parking spaces, a loading dock and 253 bicycle spaces and associated public domain works.	
25	10.2022.00000128.001 (PAN-220393)	85 Atchison Street, Crows Nest *[A/102584]*	DA - Alterations and additions to a detached dwelling including first floor extension.	0.33km
14	16.2022.00000279.001	126-128 Willoughby Road, Crows Nest *[21/315327]*	APPEAL - Appeal against the NSLPP Refusal of DA 279/22	0.17km
18	9.2023.00000002.001	601 Pacific Highway, St Leonards *[71/749690]*	PLANNING PROPOSAL - PP-2023-92	0.27km
19	9.2021.00000001.001	270 Pacific Highway, Crows Nest *[0-6/SP49574, 9-*	Planning Proposal - Amend height, FSR, Non-residential FSR controls	0.3km
20	10.2023.00000193.001	270 Pacific Highway, Crows Nest *[22/706776]*	DA - Demolition of two (2) existing 5 storey commercial buildings and construction of a 13-storey commercial building with basement parking for 182 vehicles and 21 motorcycles.	0.3km
21	16.2023.00000193.001	270 Pacific Highway, Crows Nest *[22/706776]*	APPEAL - Appeal against the deemed refusal of DA 193/23	0.3km
23	9.2017.00000001.001 (PAN-375628)	621 Pacific Highway, St Leonards *[1/45593]*	Planning Proposal	0.31km
24	10.2023.00000297.001	621 Pacific Highway, St Leonards [1/455937 & 2/455937]	DA - Demolition of existing structures and construction of 50-storey mixed-use development comprising retail and commercial floor space, a Community Art Centre on Level 2, a total of 190 residential apartments consisting of 36 x 1 Bed, 104 x 2 bed and 50 x 3 bed units and basement parking for 72 residential parking spaces, a loading dock and 253 bicycle spaces and	0.31km

No.	DA Number	Address	Proposal	Distance from site
			associated public domain works.	
25	10.2022.00000128.001 (PAN-220393)	85 Atchison Street, Crows Nest *[A/102584]*	DA - Alterations and additions to a detached dwelling including first floor extension.	0.33km

It is noted that assessing the cumulative traffic impacts of all developments will not be required, as the major developments mentioned have either already submitted or will submit independent Traffic, Transport, and Accessibility Assessments for review and approval by the relevant authorities.

Furthermore, given the minimal traffic generated by the proposed development, the additional volumes are not anticipated to affect the safety or efficiency of the surrounding road network. The traffic impact remains aligned with the approved Concept SSDA, as modified under the Amending Concept SSDA application (to be lodged concurrently).

6.0 Access, Internal Circulation and Bicycle Parking

6.1 Site Access

As discussed, the existing loading dock is accessed via a single-lane, 7m wide (minimum), two-way vehicular crossover along Clarke Lane. This access driveway generally meets the design standards outlined in AS2890.2.

Clarke Lane is straight and level in this area, providing excellent sightlines for vehicles exiting the site. Since its implementation in August 2024, the driveway has been operating smoothly, without any safety or operational issues.

The 70 visitor bicycle parking spaces will be conveniently located on the mezzanine level and accessible by lifts from the Pacific Highway and Hume Street entrances.

The resident/employee bicycle parking spaces on the Mezzanine Level, Level 1 and Level 2 will have easy lift access from both the Pacific Highway and Clarke Lane frontages.

6.2 Internal Circulation

The geometry of the existing internal circulation arrangement for the loading dock has been generally designed in accordance with AS2890.2. Satisfactory swept path assessments indicating all vehicles can enter and exit the site in a forward direction via a turntable are provided in Appendix E.

6.3 Bicycle Parking

Bicycle parking and storage have been designed in accordance with AS2890.3 with a minimum of 500mm x 1800mm space for horizontal parking and a minimum of 500mm x 1200mm space for vertical parking. Details of this review is shown graphically in Appendix E.

7.0 Conclusion

The traffic, transport, and parking assessment provided in this report confirm that:

- The proposal involves an over-station mixed-use (primarily) residential development above Crows Nest Metro Station, referred to as "Site A," which will consist of 568 residential units.

- The Site is strategically well located within convenient walking distance to public transport and pedestrian networks.

- In line with the Consolidated Conditions of Consent for SSD-9579 (Mod 2), the development is required to provide a maximum of 46 car parking spaces, including 6 accessible spaces and a maximum of 24 motorcycle spaces.

- The proposal does not provide any car and motorcycle spaces, which satisfies the parking requirements outlined in the Consolidated Conditions of Consent for SSD-9579 (Mod 2).

- According to the North Sydney DCP 2013, the development must provide a minimum total of 652 bicycle parking spaces (568 bicycle parking spaces for residents, 57 for residential visitors, 14 bicycle parking spaces for employees and 13 for non-residential visitors).

- The proposed development provides 652 bicycle parking spaces in accordance with Council's DCP requirements.

- The North Sydney DCP 2013 requires a dedicated service delivery space that can accommodate at least one HRV or two MRVs.

- The site will share the existing loading dock located on the ground floor, which is part of the Crows Nest Metro Station development. This shared facility will serve both the Metro Station and the over-station residential development. According to the OSD Enabling Report (SMCSWSCN-SMC-SCN-EN-REP-000001, dated 29 June 2023), the loading dock is designed to accommodate two SRVs and two MRVs simultaneously. The design also allows a 9.6m -long waste vehicle to stand on the turntable without obstructing traffic along Clarke Lane.

- This provision is considered adequate to meet the servicing needs of Site A, which will primarily involve waste collection, removalist activities, and minor maintenance tasks requiring van/ute/B99 vehicle access.

- The site is expected to generate no more than 29 vehicle trips during the AM peak and 15 vehicle trips during the PM peak.

- Due to the minimal additional traffic generation, the development is expected to have a negligible impact on the surrounding road network and will not warrant a SIDRA intersection modelling.

- The existing access, internal circulation, and servicing arrangements have been generally designed in accordance with AS2890.2.

- The bicycle parking has been designed in accordance with AS2890.3.

It is therefore concluded that:

- the detailed SSDA scheme aligns with the approved Concept SSDA, as modified under the Amending Concept SSDA application (to be lodged concurrently) in terms of transport and traffic impacts.

- the proposed the detailed SSDA development is supportable on traffic planning grounds.

8.0 Standard Statement Inclusion

I, Siew Hwee Kong, confirm this Crows Nest OSD Site A (SSD-75660711) TTA November 2025 Final F addresses Issue 11 of Secretary's Environmental Assessment Requirements (SEARs) for SSD-75662958 (Crows Nest OSD Site A – Amending Concept SSD) dated on 18 October 2024 and the Consolidated Conditions of Consent for SSD-9579 (Mod 2) - Condition B15 dated December 2021 and relevant State and local legislation, policies, and guidelines including:

- North Sydney Development Control Plan (NSDCP) 2013
- AS 2890.2:2018 – Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities
- AS 2890.3:2015 – Parking Facilities, Part 3: Bicycle Parking
- SSD-9579 (Mod 2) Consolidated Consent
- Sydney Metro City & South West: Crows Nest Over Station Development Transport, Traffic and Pedestrian Assessment Report (prepared by Metron, dated November 2018)
- Sydney Metro City & Southwest: Crows Nest Over Station Development (Amended), Transport, traffic and parking assessment report, Ref: NWRLSRT-MET-SCN-TI-REP-000008, Version 1, July 2020
- Traffic and Transport Assessment Detailed State Significant Development Application Site C, Crows Nest over station development, April 2021 | Version: 3
- Crows Nest Over Station Development – Site B Transport and Accessibility Impact Assessment Prepared for: Thirdi Crows Nest Commercial Developments Pty Ltd Ref: 301351270, 5 September 2024
- Crows Nest Station Design Site A & B OSD Enabling Report (prepared by Sydney Metro, dated 29 June 2023).
- Other documents and data are referenced in this report.

I further confirm that none of the information contained in the Crows Nest OSD Site A (SSD-75660711) TTA March 2025 Final E is false or misleading.

Siew Hwee Kong (Meg)
Director/Transport Strategist
Transport Strategies Alliance
- BSc and MSc in Civil Engineering
- National Engineering Register (NER) – Civil Engineering
- NSW Fair Trading: DEP0000127 and Professional Engineer: PRE0000121
- VIC Business Licensing Authority Professional Engineer: PE0016406
- QLD Board of Professional Engineers of Queensland: RPEQ 34371
- SafeWork NSW Traffic Control Work Card: TCT1030659

Transport Strategies

Appendix A
Public Transport Provisions

St Leonards Station Public Transport Map

Transport

- Station entry
- Bus stand
- Information
- Tickets
- Stairs
- Escalator
- Lift
- Toilets
- Baby change
- Accessible

Illustrative only – not to scale.
Information correct at time of printing

Sydney Trains

T1 North Shore, Northern & Western Line

Intercity Trains

Central Coast & Newcastle Line

Stand A

Stop no. 206523

140	Manly
143	Manly
144	Manly
200	Bondi Junction
252	City King Street Wharf
254	McMahons Point
265	McMahons Point
286	Milsons Point
287	Milsons Point
290	City Erskine St
291	McMahons Point
602X	North Sydney
612X	Milsons Point
622	Milsons Point
653	Milsons Point
M20	Botany
N90	City Town Hall

Stand B

Stop no. 2065135

140	Epping
252	Lane Cove West
254	Riverview
265	Lane Cove
286	Denistone East
287	Ryde
290	Epping
291	Epping
602X	Rouse Hill Town Centre
612X	Kellyville
622	Dural
653	West Pennant Hills
M20	Gore Hill

Stand C

Stop no. 206521

143	Chatswood
144	RNS Hospital & Chatswood
200	Chatswood

Stand D

Stop no. 2065148

N90	Hornsby

For more information

transportnsw.info

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Your new local metro station is **Crows Nest**

Trains will travel through Crows Nest every 4 minutes during peak times, 5 minutes between peak periods on week days and 10 minutes at other times. This means you can just turn up and go.

Indicative travel times:

Crows Nest to Chatswood in 4 minutes
Crows Nest to Barangaroo in 5 minutes
Crows Nest to Central in 11 minutes
Crows Nest to Sydenham in 18 minutes

Station address

Corner of Pacific Highway and Oxley Street, Crows Nest

Station access

Access and entry is via the corner of Clarke Street and Hume Street; and the corner of Pacific Highway and Oxley Street

Bike facilities

176 spaces

Taxis

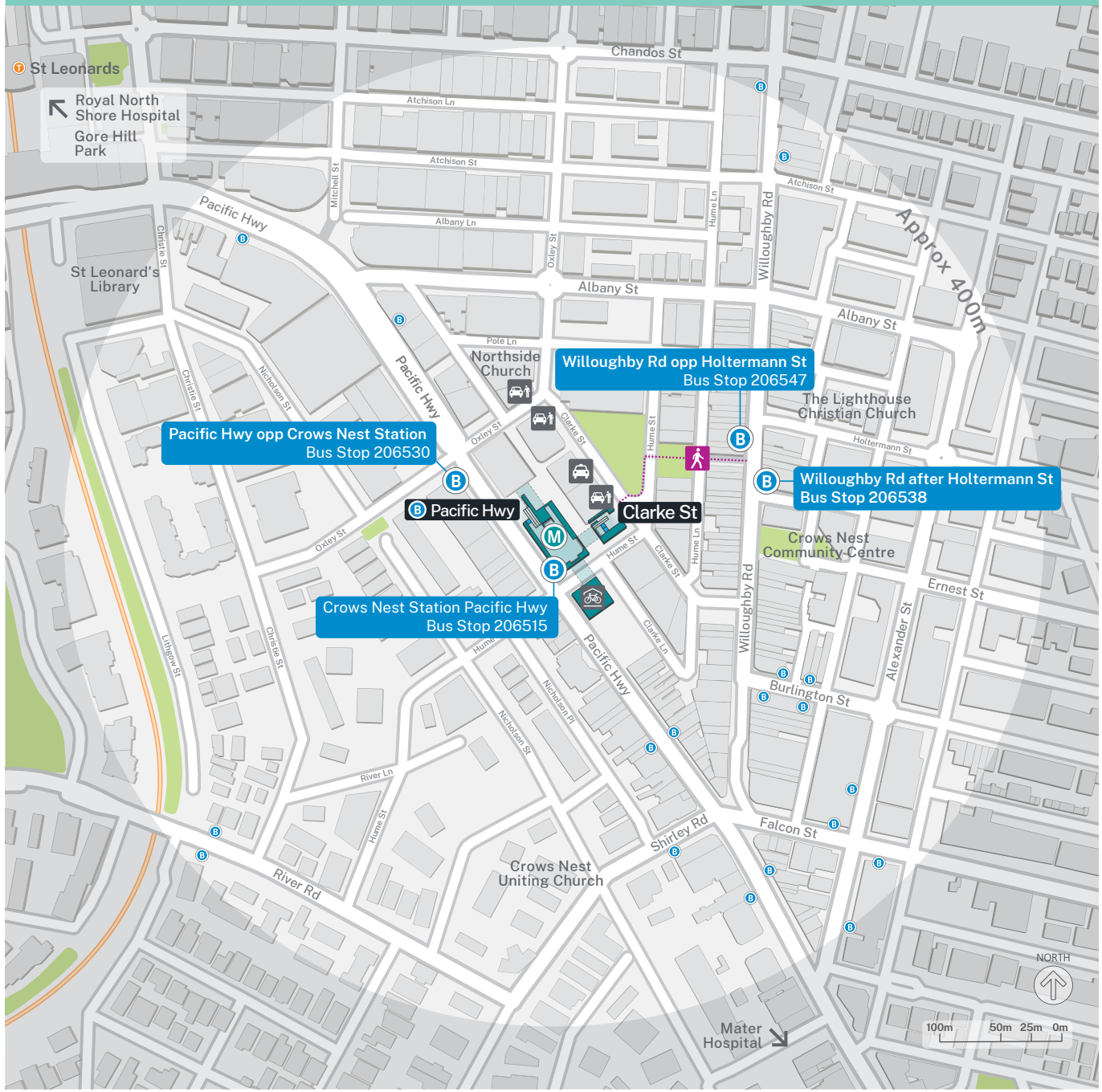
2 spaces

Kiss and ride

7 spaces

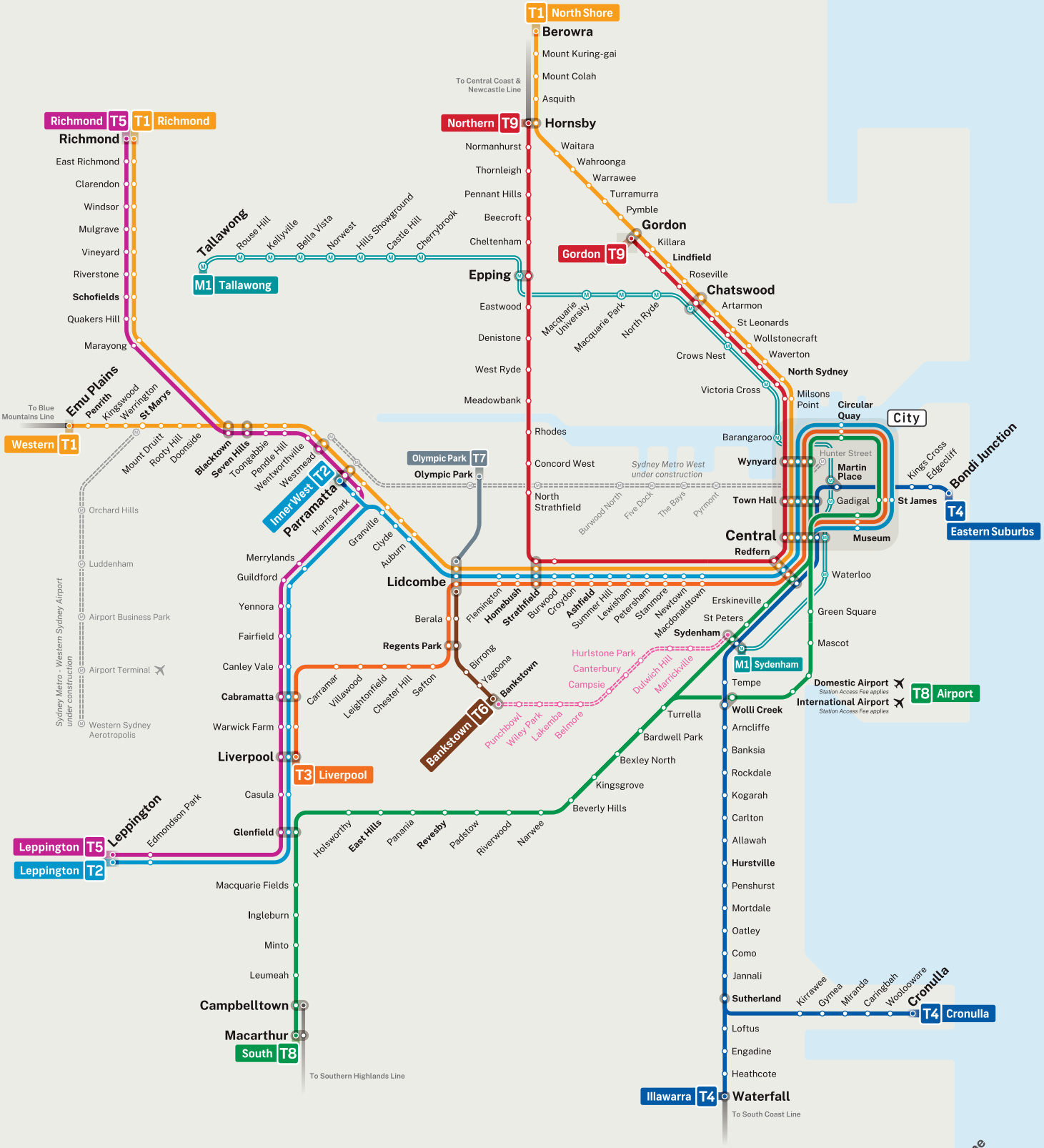
Plan your new trip at **transportnsw.info** or via the **Opal Travel App**

Local area map



Sydney rail network

T Trains M Metro



Sydney train and metro lines

T1 *North Shore & Western Line*
North Shore
Western
Richmond

T2 *Leppington & Inner West Line*
Inner West
Leppington
City

T3 *Liverpool & Inner West Line*
Liverpool
City

T4 *Eastern Suburbs & Illawarra Line*
Eastern Suburbs
Illawarra
Cronulla

T5 *Cumberland Line*
Leppington
Richmond

T6 *Lidcombe & Bankstown Line*
Lidcombe
Bankstown

T7 *Olympic Park Line*
Olympic Park
Lidcombe

T8 *Airport & South Line*
Airport
South
City

T9 *Northern Line*
Northern
Gordon

M1 *Metro North West & Bankstown Line*
Sydenham
Tallawong

Stop · Interchange · Interchange · End of line

NORTH

Line under conversion - bus services

Line under construction

Check timetables and trip planners for train services and connections

Visit **transportnsw.info**

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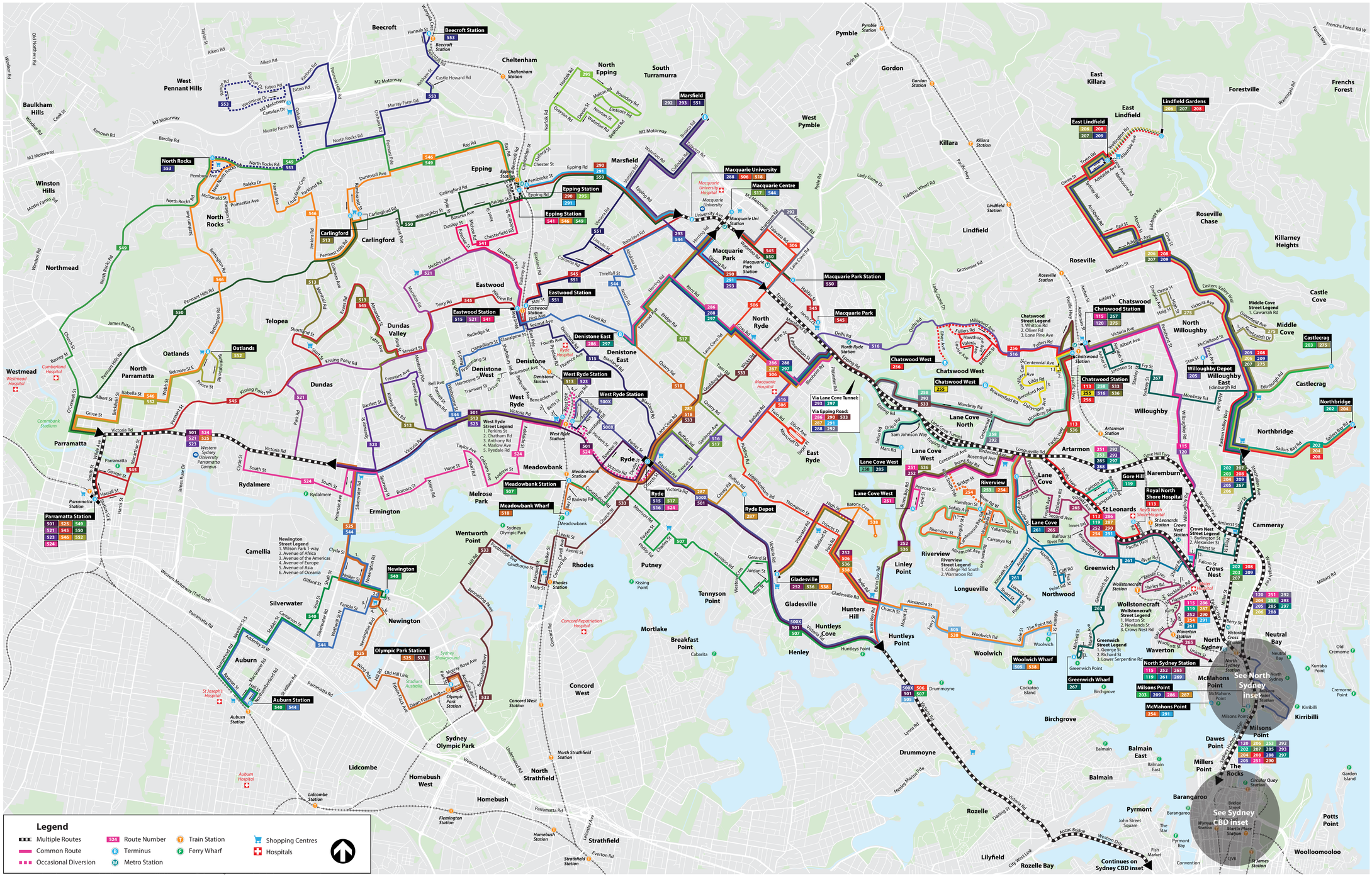
APXP_SRM_20240701

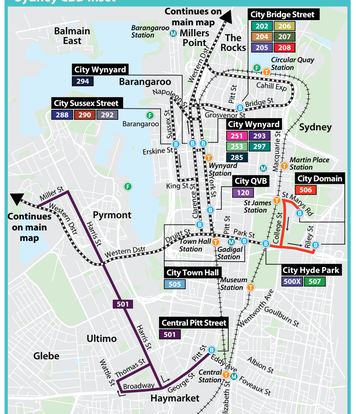
North West Sydney Bus Network Map Effective - 4 August 2024

Busways

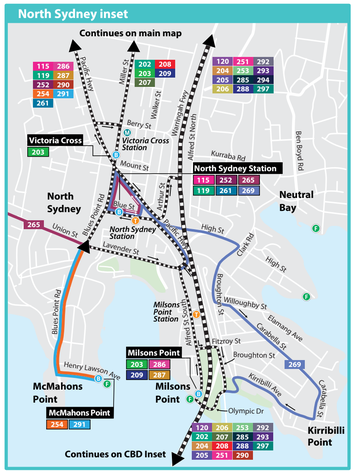
113	Chatswood to Royal North Shore Hospital via Pacific Hwy
115	Chatswood to North Sydney via Willoughby Rd
119	Gore Hill to North Sydney (Loop Service)
120	Chatswood to City, QVB (Loop Service)
202	Northbridge to City, Bridge St via North Sydney
203	Castlecrag to Milsons Point via North Sydney
204	Northbridge to City, Bridge St via Freeway
205	East Willoughby to City, Bridge St via Freeway
206	East Lindfield to City, Bridge St via Freeway
207	East Lindfield & Garden Village to City, Bridge St via North Sydney
208	East Lindfield & Garden Village to City, Bridge St via North Sydney
209	East Lindfield to Milsons Point via North Sydney
251	Lane Cove West to City, Wynyard via Freeway
252	Gladesville to North Sydney via Lane Cove
253	Riverview to City, Wynyard via Freeway
254	Riverview to McMahons Point
255	Chatswood to Chatswood West, Colwell Cres
256	Chatswood to Chatswood West, Fullers Rd (loop service)
258	Chatswood to Lane Cove West, Mars Rd
261	Lane Cove to North Sydney via Longueville
265	Lane Cove to North Sydney via Wollstonecraft
267	Chatswood to Greenwich Wharf via Crows Nest
269	North Sydney to Kirribilli (loop service)
275	Castlecrag to Chatswood
285	Lane Cove West, Mars Rd to City, Wynyard via Freeway
286	Denistone East to Milsons Point via St Leonards & North Sydney
287	Ryde to Milsons Point via St Leonards & North Sydney
288	Macquarie University to City, Erskine St via Freeway
290	Epping to City, Erskine St via Macquarie University & North Sydney
291	Epping to McMahons Point
292	Marsfield to City, Erskine St via Macquarie Park
293	Marsfield to City, Wynyard via Lane Cove Tunnel
295	North Epping to Epping (loop service)
297	Denistone East to City, Wynyard via Lane Cove Tunnel
500X	West Ryde to City, Hyde Park (Express Service)
501	Parramatta to Central, Pitt St via Victoria Rd
505	Woolwich to City, Town Hall
506	Macquarie University to City, Domain via East Ryde
507	Meadowbank to Gladesville & City, Hyde Park
513	Carlingford to West Ryde
515	Eastwood to Ryde
516	Chatswood to Ryde via North Ryde
517	Macquarie Centre to Ryde
518	Macquarie University to Meadowbank Wharf
521	Parramatta to Eastwood
523	West Ryde to Parramatta
524	Ryde to Parramatta via West Ryde
525	Parramatta to Sydney Olympic Park via Newington
533	Sydney Olympic Park to Chatswood via Rhodes & North Ryde
536	Gladesville to Chatswood via Hunters Hill
538	Gladesville to Woolwich
540	Auburn to Newington
541	Epping to Eastwood
544	Macquarie Centre to Auburn via Eastwood
545	Parramatta to Macquarie Park via Eastwood
546	Parramatta to Epping via Oatlands & North Rocks
549	Parramatta to Epping via North Rocks
550	Parramatta to Macquarie Park via Epping
551	Eastwood to Marsfield, Busaco Rd
552	Parramatta to Oatlands
553	North Rocks to Beecroft
500N	Parramatta to City, Hyde Park via Victoria Rd (Night Service)
N80	Hornsby to City, Town Hall via Strathfield (Night Service)
N81	Parramatta to City, Town Hall via Sydney Olympic Park (Night Service)
N90	Hornsby to City, Town Hall via Chatswood (Night Service)
N91	Macquarie Park to City, Town Hall via Chatswood (Night Service)



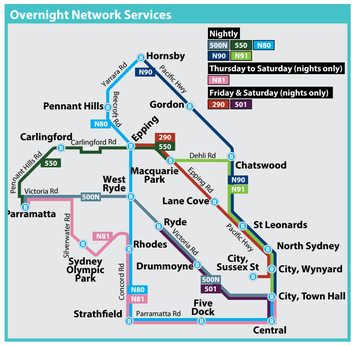
Sydney CBD inset



North Sydney inset



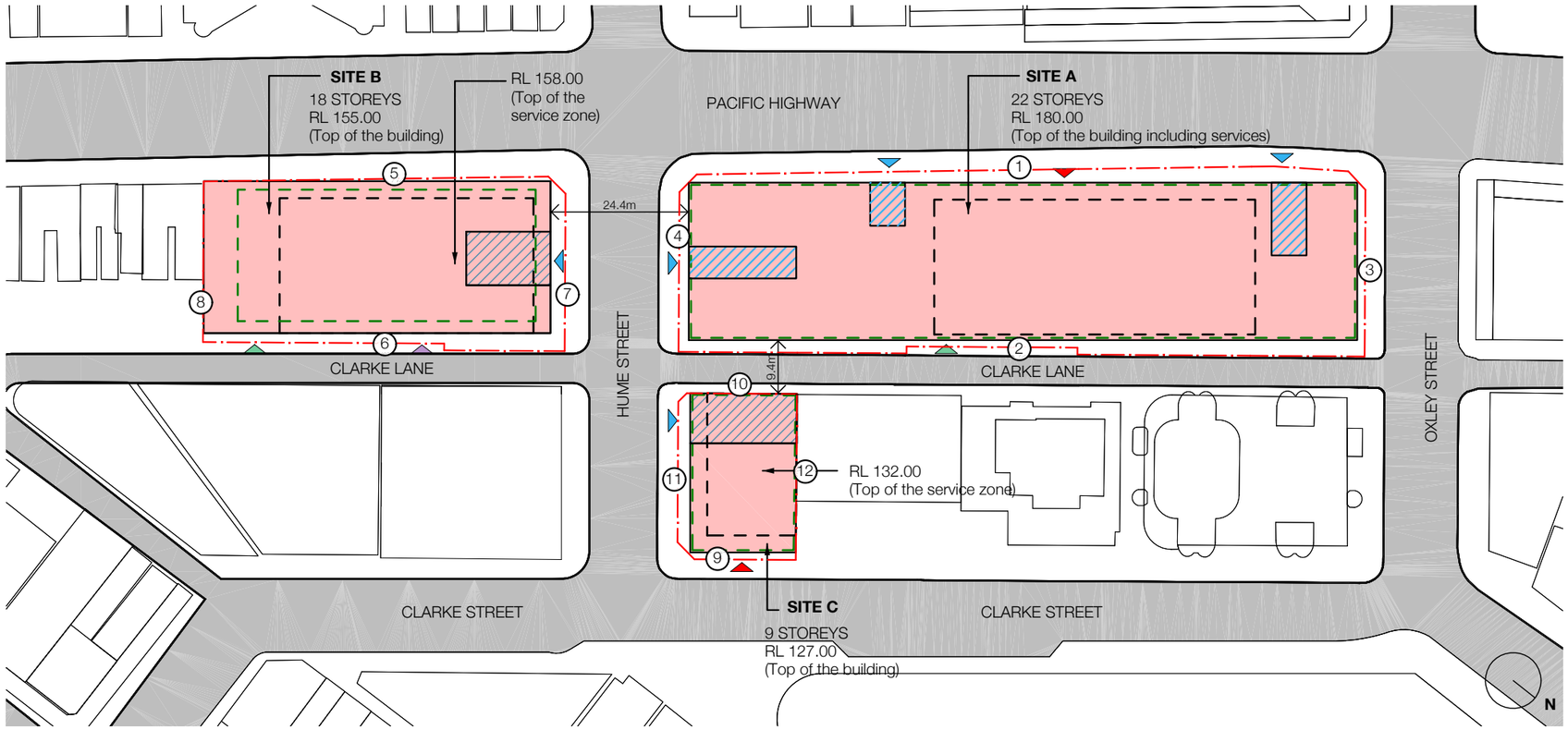
Overnight Network Services



Transport Strategies

Appendix B
Approved Concept SSDA Development Plans

1 LOCATION PLAN
NTS



2 SITE PLAN - GROUND LEVEL
1:1000

OSD BUILDING ENVELOPE SETBACKS
(MEASURED FROM BOUNDARY)

SITE A

1. 1.5 - 3 METRES TO PACIFIC HIGHWAY
2. 2 - 2.8 METRES TO CLARKE LANE
3. 1.5 METRES TO OXLEY STREET
4. 1.5 METERS TO HUME STREET TO RL 127 AND 42 METERS UP TO RL 175.60 TO HUME STREET

SITE B

5. NIL TO 0.9 METRES TO PACIFIC HIGHWAY
6. 1.2 TO 2.6 METRES TO CLARKE LANE
7. 2.5 METRES TO HUME STREET
8. NIL METRES TO RL 152 AND 6 METRES UP TO RL 155 TO SOUTHERN BOUNDARY

SITE C

9. 1.2 METERS TO CLARKE STREET
10. NIL METRES TO CLARKE LANE
11. 2.1 METERS TO HUME STREET
12. NIL METRES TO NORTHERN BOUNDARY

*ARTICULATION ZONES FOR SITE C PROPOSED BETWEEN THE BOUNDARIES AND THE BUILDING ENVELOPE ABOVE STATION LEVELS.

REFER TO SECTION AND AXONOMETRIC DRAWINGS FOR DETAILS.

OSD BUILDING ENVELOPE

- OSD CONCEPT SSDA - APPROXIMATE OSD LOBBY LOCATION
- CROWS NEST METRO STATION CCSI
  INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS, LAND BUILDING SERVICES FOR FUTURE OSD.
- INDICATIVE OSD BUILDING LOCATION ABOVE STATION
- MAXIMUM OSD BUILDING ENVELOPE
- SERVICE ZONE AT ROOF LEVEL
- PROPERTY BOUNDARY
- OSD ENTRY
- METRO ENTRY
- LOADING DOCK
- OSD PARKING

WOODS BAGOT

Project
Crows Nest OSD

Sheet title
Building Envelope Diagrams - Ground Level Plan

Project number 121808
Scale AS INDICATED
Sheet size A3
Sheet number A-9001
Revision Q
Date 23.08.24
Drawn/Checked
Status FOR APPROVAL

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1 LOCATION PLAN
NTS

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Approved Application No. SSD 9579

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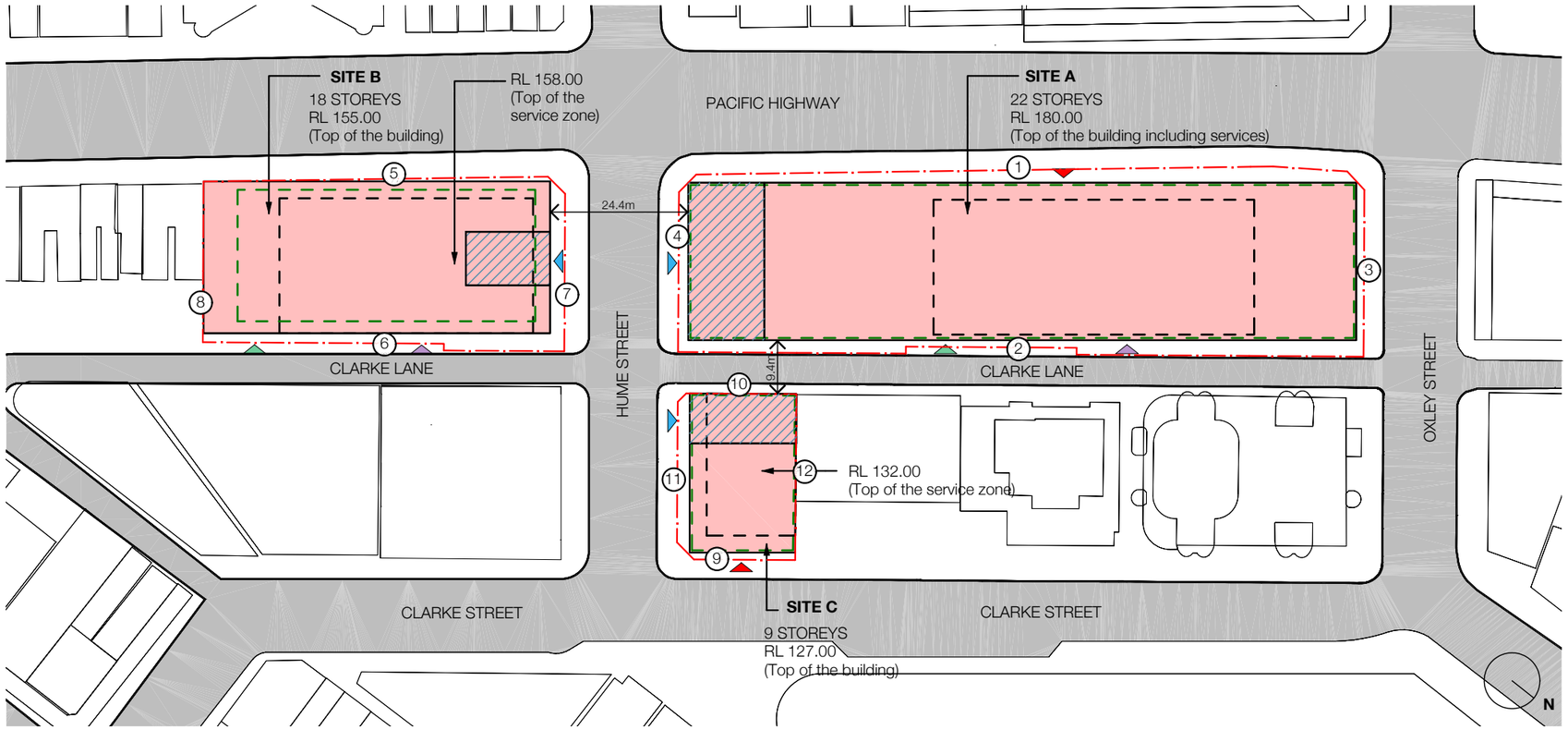
Sheet No. 1 of 4



2 SITE PLAN - GROUND LEVEL
1:1000

OSD BUILDING ENVELOPE SETBACKS
(MEASURED FROM BOUNDARY)

SITE A

1. 1.5 - 3 METRES TO PACIFIC HIGHWAY
2. 2 - 2.8 METRES TO CLARKE LANE
3. 1.5 METRES TO OXLEY STREET
4. 1.5 METERS TO HUME STREET TO RL 127 AND 42 METERS UP TO RL 175.60 TO HUME STREET

SITE B

5. NIL TO 0.9 METRES TO PACIFIC HIGHWAY
6. 1.2 TO 2.6 METRES TO CLARKE LANE
7. 2.5 METRES TO HUME STREET
8. NIL METRES TO RL 152 AND 6 METRES UP TO RL 155 TO SOUTHERN BOUNDARY

SITE C

9. 1.2 METERS TO CLARKE STREET
10. NIL METRES TO CLARKE LANE
11. 2.1 METERS TO HUME STREET
12. NIL METRES TO NORTHERN BOUNDARY

*ARTICULATION ZONES FOR SITE C PROPOSED BETWEEN THE BOUNDARIES AND THE BUILDING ENVELOPE ABOVE STATION LEVELS.

REFER TO SECTION AND AXONOMETRIC DRAWINGS FOR DETAILS.

OSD BUILDING ENVELOPE

- OSD CONCEPT SSDA - APPROXIMATE OSD LOBBY LOCATION
- CROWS NEST METRO STATION CCSI
  INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS, LAND BUILDING SERVICES FOR FUTURE OSD.
- INDICATIVE OSD BUILDING LOCATION ABOVE STATION
- MAXIMUM OSD BUILDING ENVELOPE
- SERVICE ZONE AT ROOF LEVEL
- PROPERTY BOUNDARY
- OSD ENTRY
- METRO ENTRY
- LOADING DOCK
- OSD PARKING

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Project
Crows Nest OSD

Sheet title
Building Envelope Diagrams - Ground Level Plan

Project number	Scale	Sheet size	Drawn/Checked
121290	AS INDICATED	A3	CY
Sheet number	Revision	Date	Status
A-9001	P	26.10.20	FOR APPROVAL

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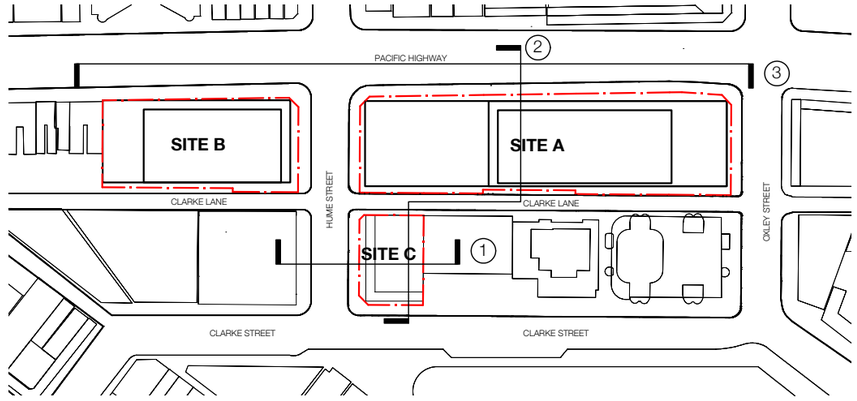
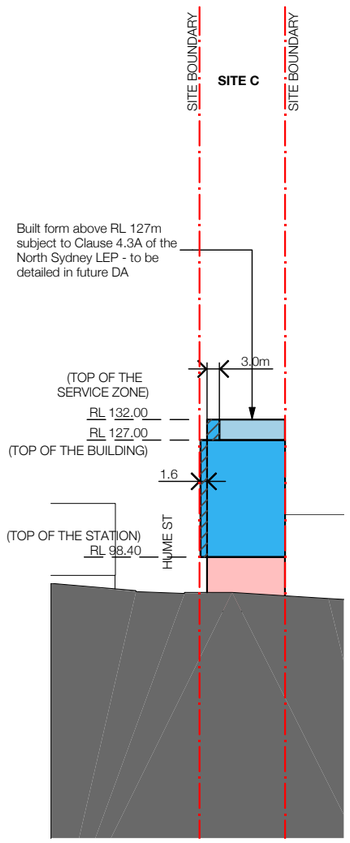
Sheet No. 2 of 4



KEY PLAN



1 CROSS SECTION-SITE C
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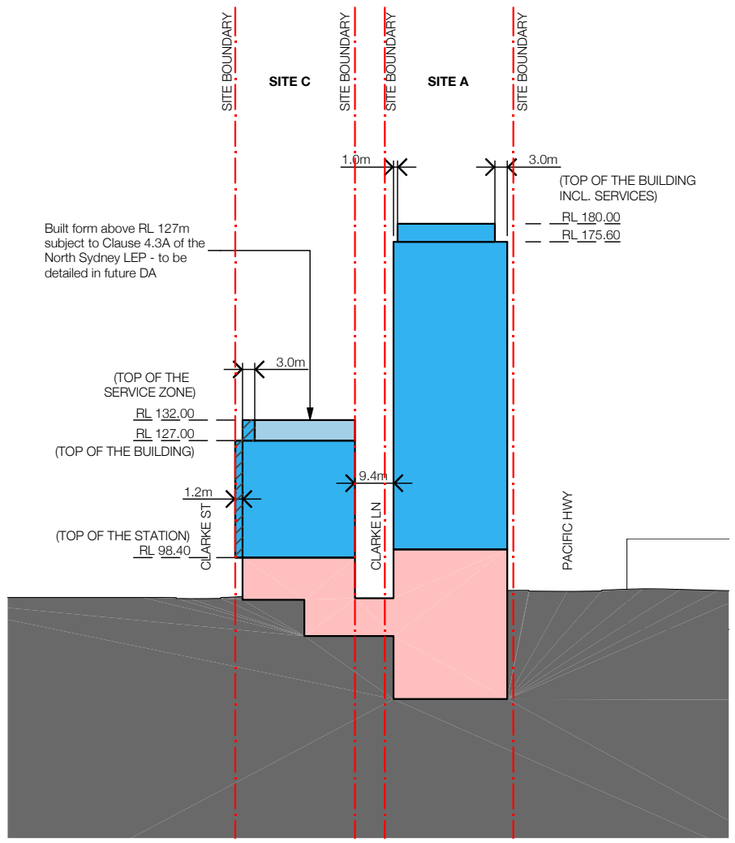

2 CROSS SECTION-SITE A & C
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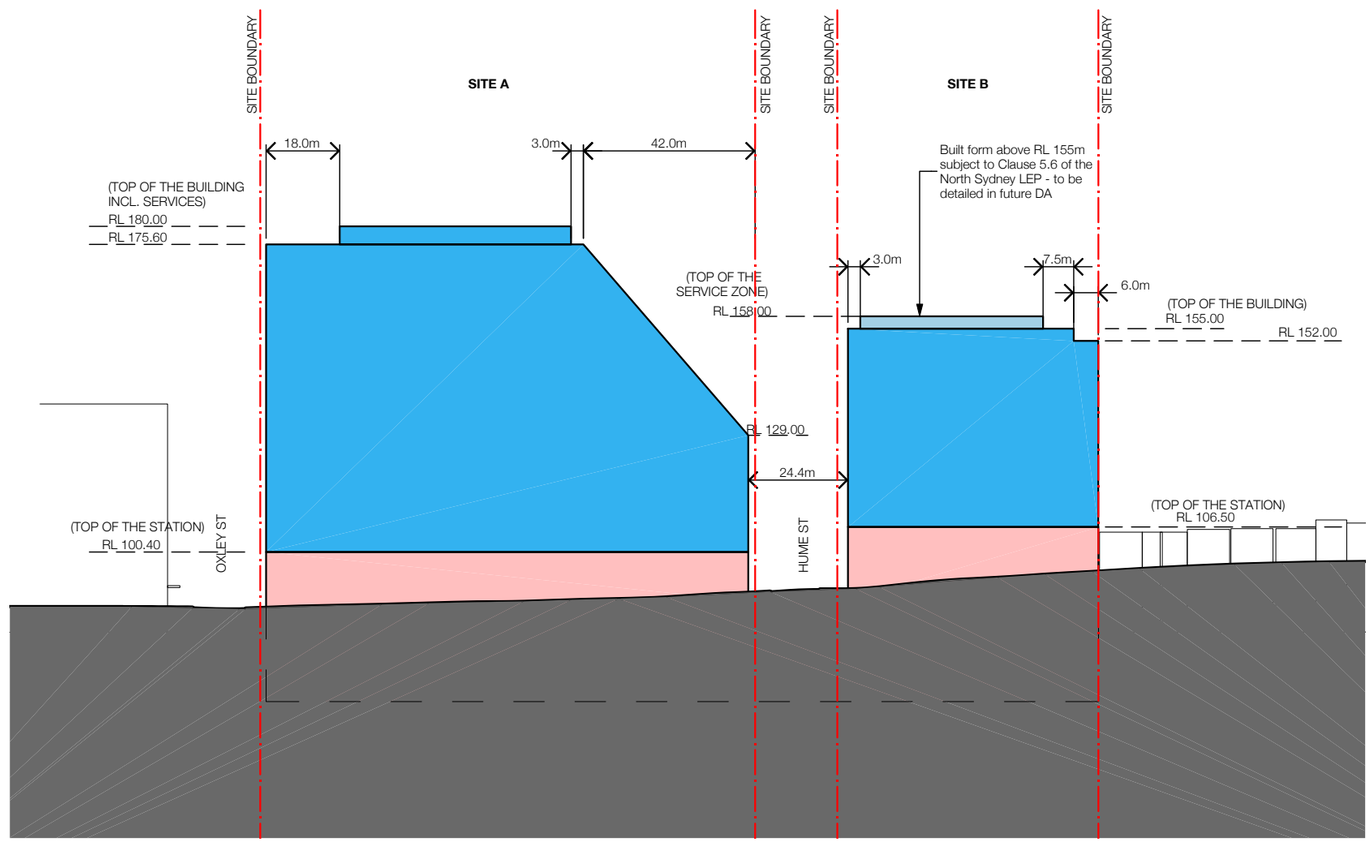

3 WEST ELEVATION - PACIFIC HIGHWAY
1:1500

OSD BUILDING ENVELOPE

- OSD CONCEPT SSDA - BUILDING ENVELOPE
- OSD CONCEPT SSDA - ARTICULATION ZONE
- OSD CONCEPT SSDA - SERVICE ZONE WITHIN ROOF FEATURE
- CROWS NEST METRO STATION CSSI
  INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS AND BUILDING SERVICES FOR FUTURE OSD.

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Project
Crows Nest OSD

Sheet title
Building Envelope Diagram - Sections

Project number	Scale	Sheet size	Drawn/Checked
121290	1:1500	A3	CY
Sheet number	Revision	Date	Status
A-9002	P	26.10.20	FOR APPROVAL

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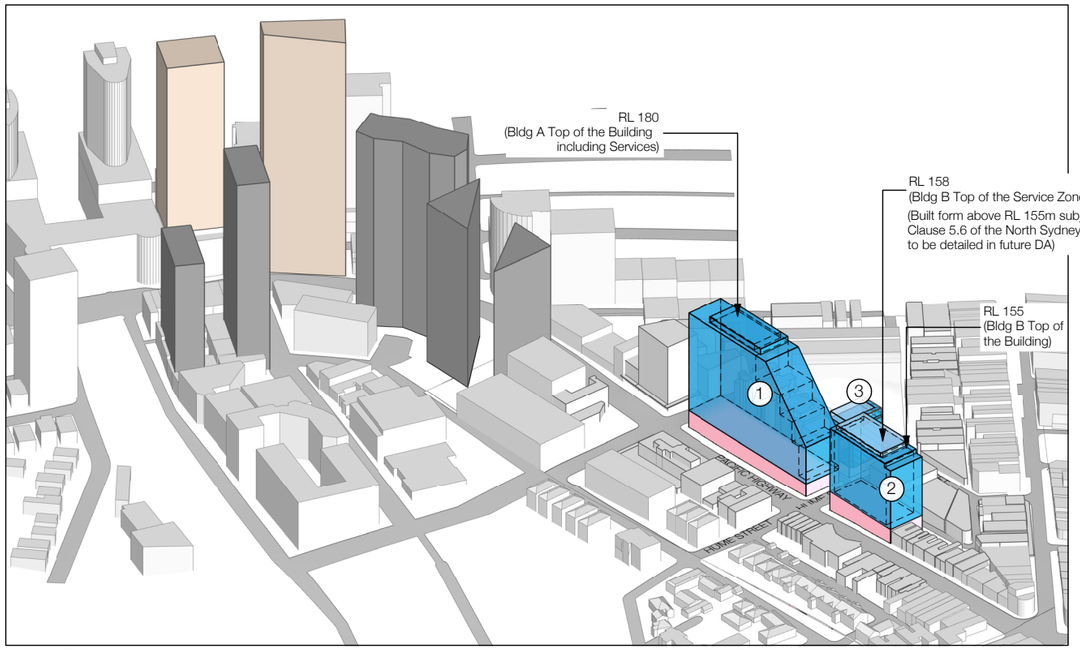

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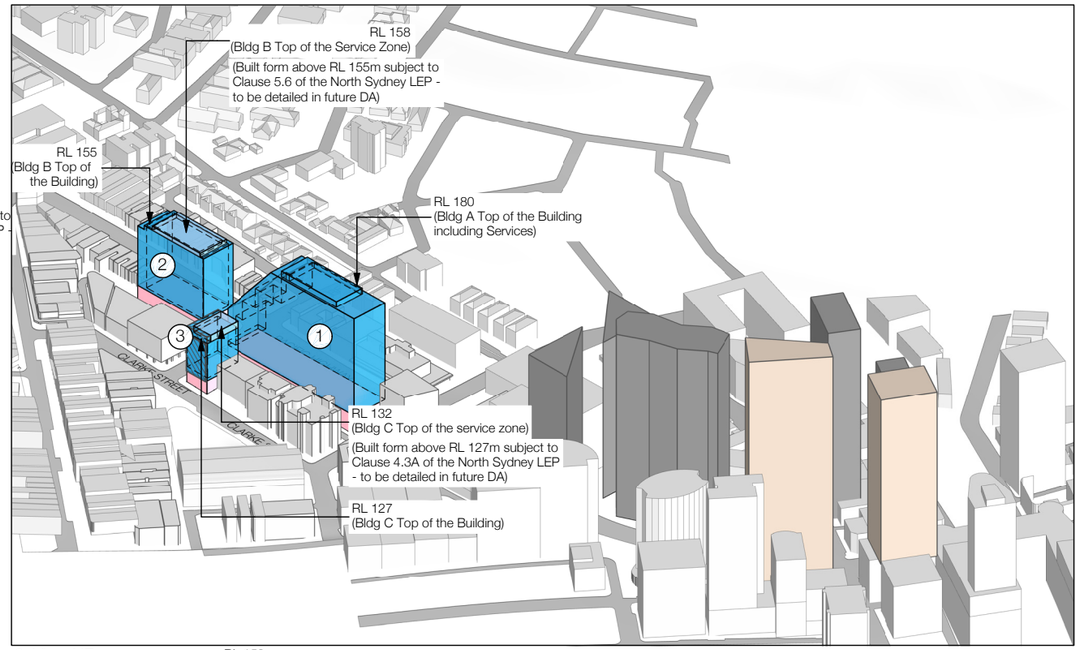

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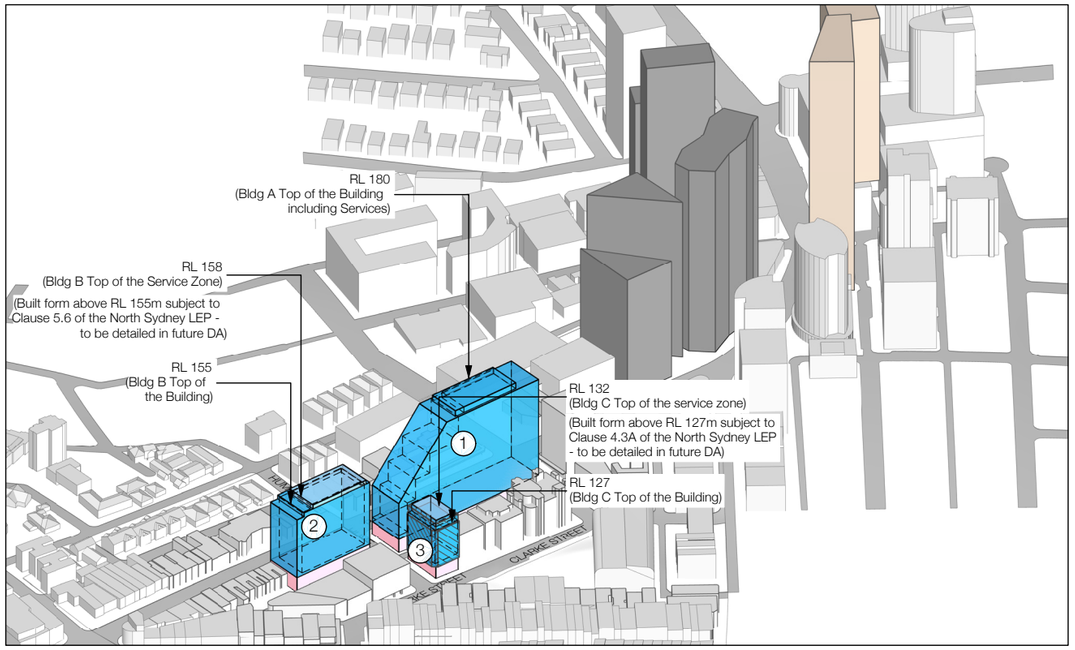

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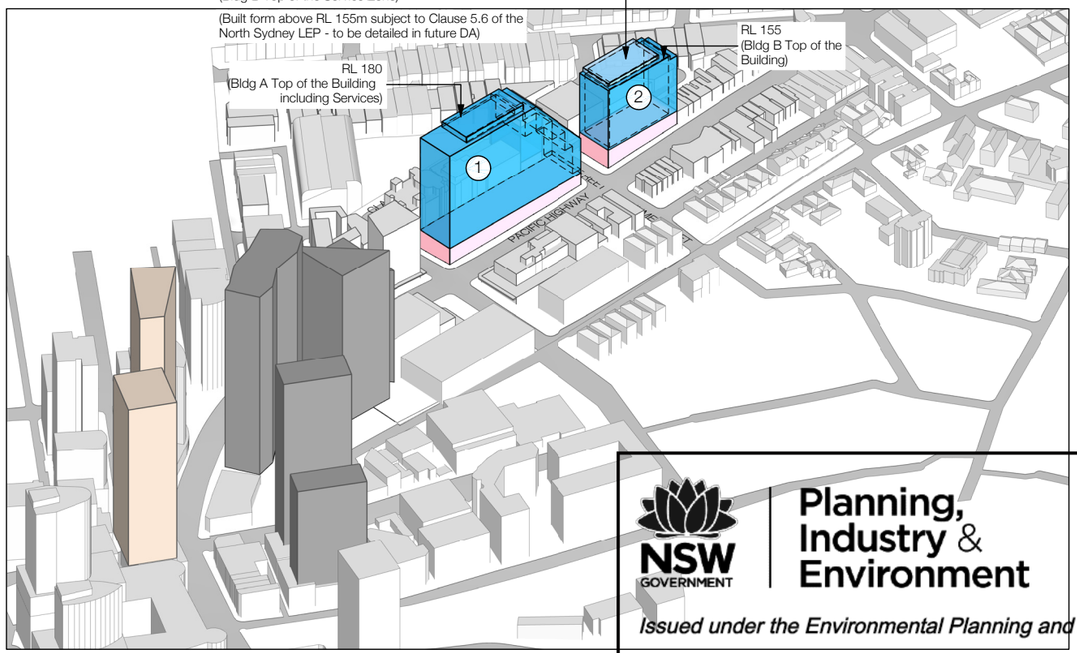

2. View NW

OSD BUILDING ENVELOPE

- OSD CONCEPT SSDA - BUILDING ENVELOPE
- OSD CONCEPT SSDA - ARTICULATION ZONE
- OSD CONCEPT SSDA - SERVICE ZONE WITHIN ROOF FEATURE
- CROWS NEST METRO STATION CSSI
  INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS AND BUILDING SERVICES FOR FUTURE OSD.
- FUTURE DEVELOPMENT UNDER CONSTRUCTION BY OTHERS
- APPROVED FUTURE DEVELOPMENT BY OTHERS
- INDICATIVE OSD BUILDING

1. SITE A - BUILDING A (COMMERCIAL)
2. SITE B - BUILDING B (RESIDENTIAL)
3. SITE C - BUILDING C (COMMERCIAL)

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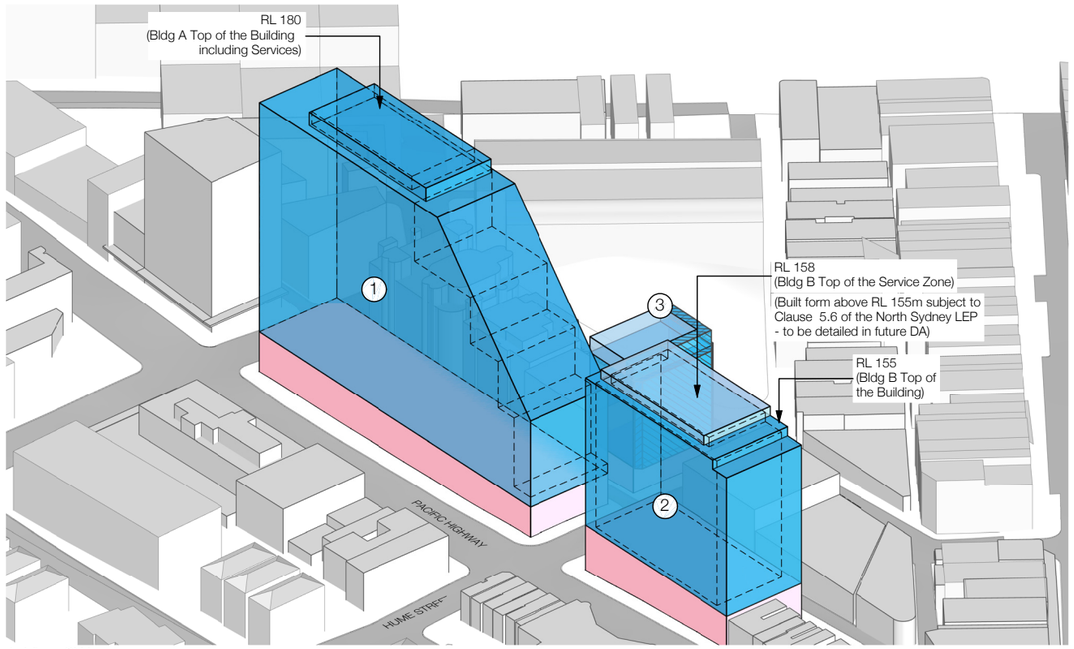
Sheet No. 3 of 4

WOODS BAGOT™ | CNDC Crows Nest Design Consortium

Project
Crows Nest OSD

Sheet title
Building Envelope Diagram - Context Views

Project number	Scale	Sheet size	Drawn/Checked	© Woods Bagot
121290	NTS	A3	CY	
Sheet number	Revision	Date	Status	
A-9003	P	26.10.20	FOR APPROVAL	



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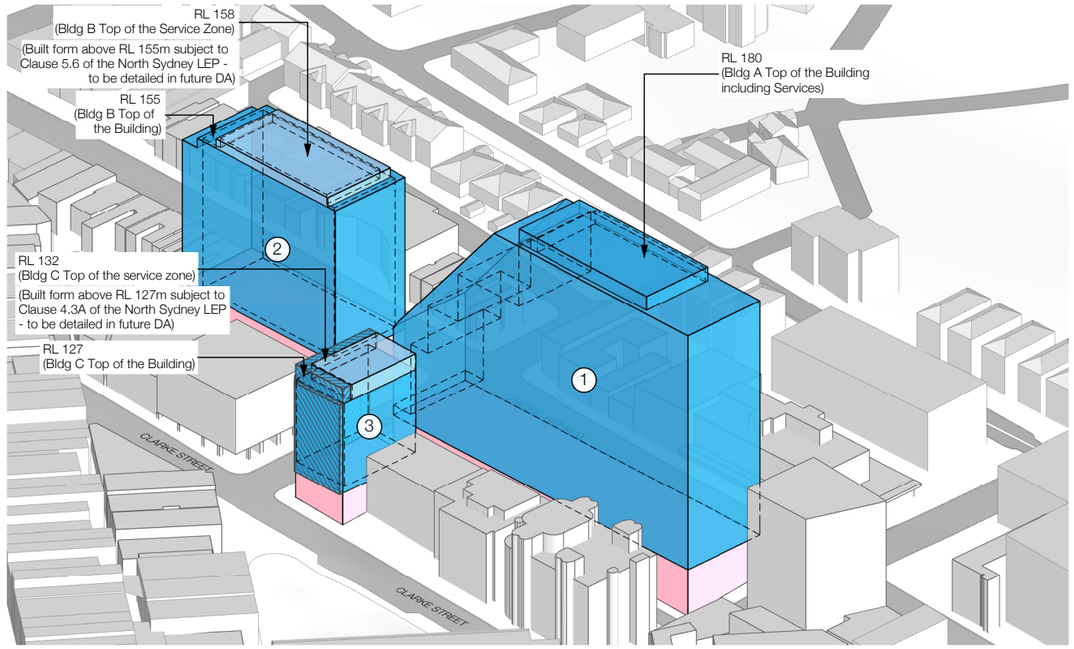
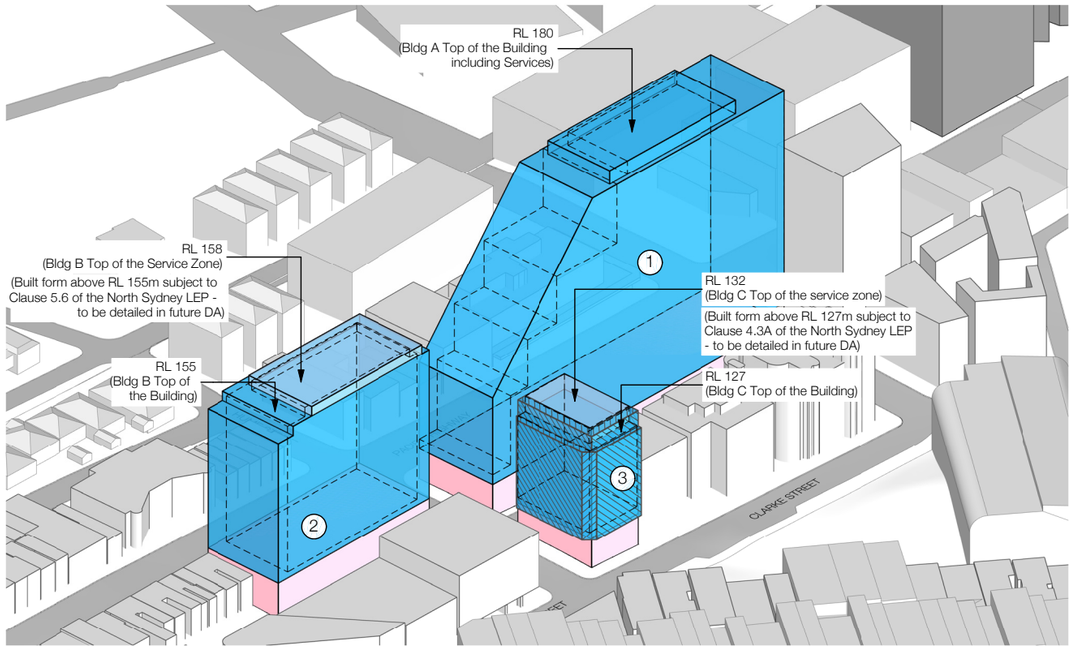


2. View NE



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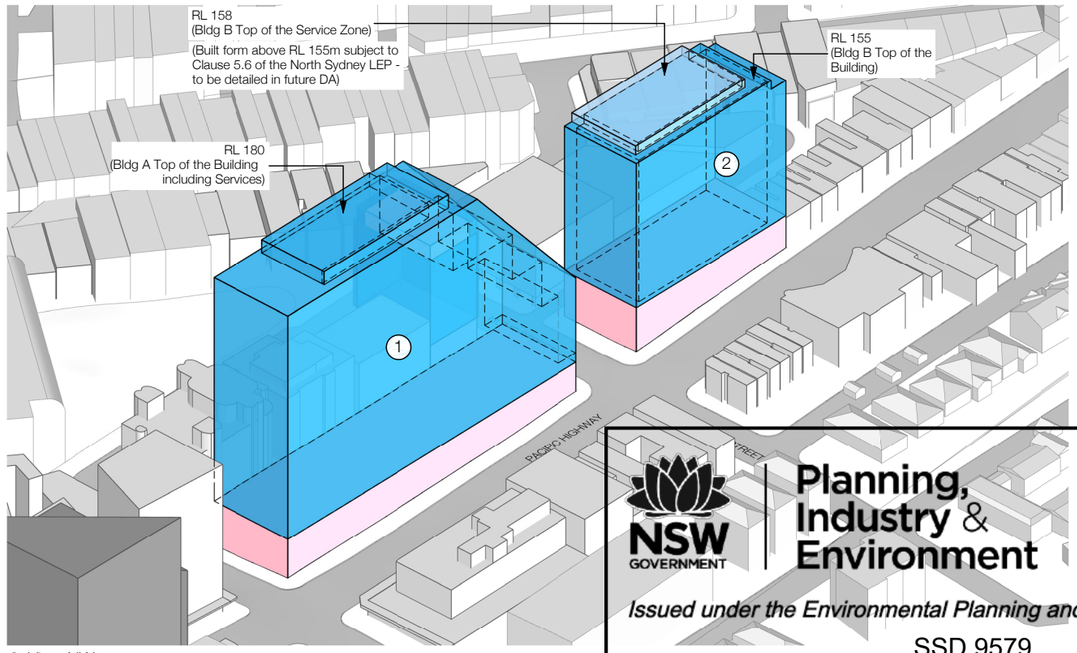

2. View NW

OSD BUILDING ENVELOPE

- OSD CONCEPT SSDA - BUILDING ENVELOPE
- OSD CONCEPT SSDA - ARTICULATION ZONE
- OSD CONCEPT SSDA - SERVICE ZONE WITHIN ROOF FEATURE
- CROWS NEST METRO STATION CSSI
  INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS AND BUILDING SERVICES FOR FUTURE OSD.
- — — — INDICATIVE OSD BUILDING

1. SITE A - BUILDING A (COMMERCIAL)
2. SITE B - BUILDING B (RESIDENTIAL)
3. SITE C - BUILDING C (COMMERCIAL)

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Signed JM

Sheet No. 4 of 4

WOODS BAGOT™ CNDC Crows Nest Design Consortium

Project
Crows Nest OSD

Sheet title
Building Envelope Diagram - Axonometric Views

Project number	Scale	Sheet size	Drawn/Checked
121290	NTS	A3	CY
Sheet number	Revision	Date	Status
A-9004	P	26.10.20	FOR APPROVAL

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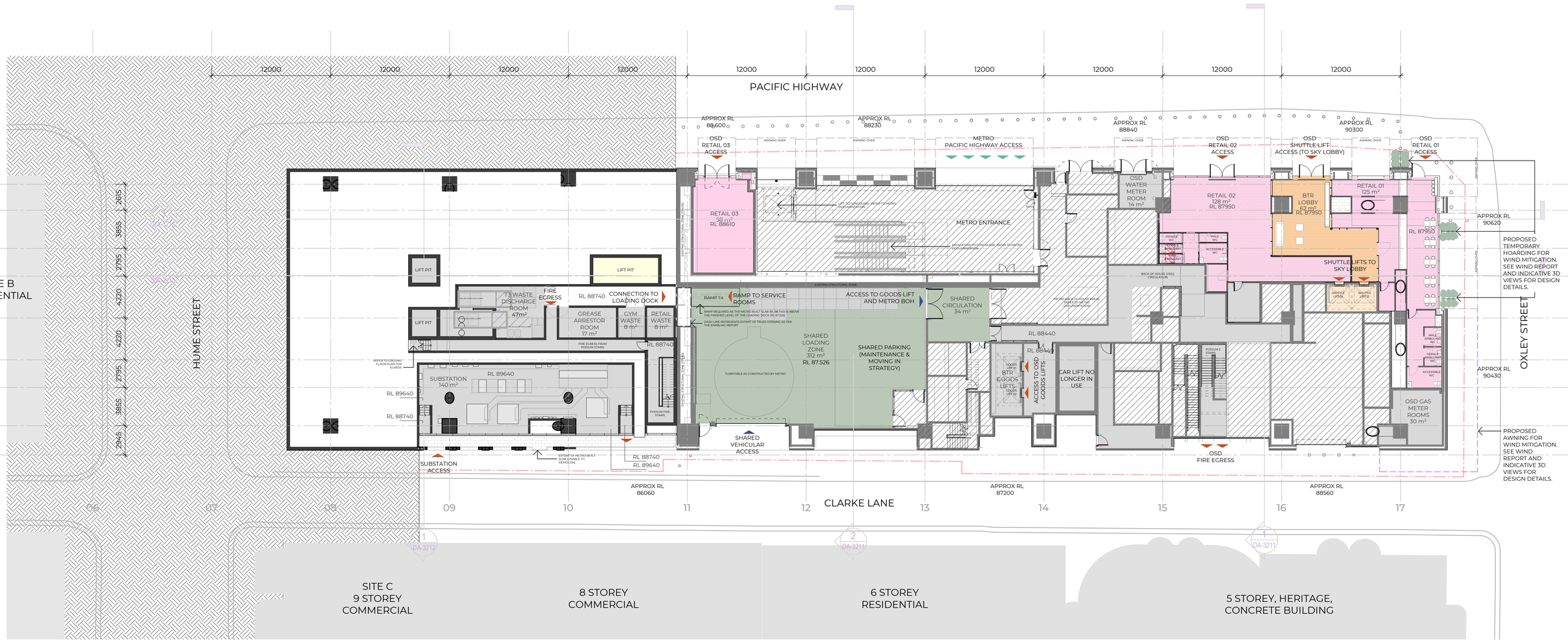
Transport Strategies

Appendix C
Detailed SSDA Development Plans



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LOWER GROUND LEVEL GA PLAN - OXLEY ST

Project no. **121808**
Scale **1 : 200**
Sheet size **A1**
Sheet no. **DA - DA-2200**
Revision **A**
Date **07.02.2025**

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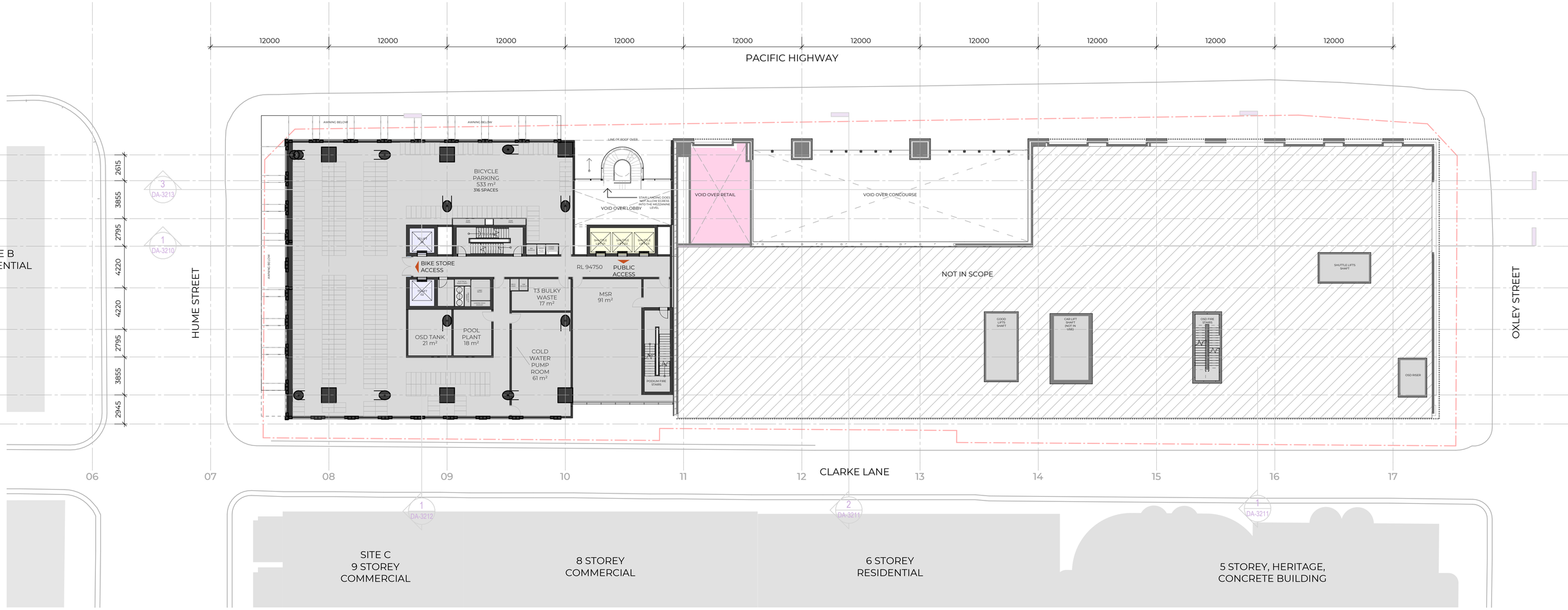
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
MEZZANINE GA PLAN

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA - DA-2202

Revision
A

Date
07.02.2025

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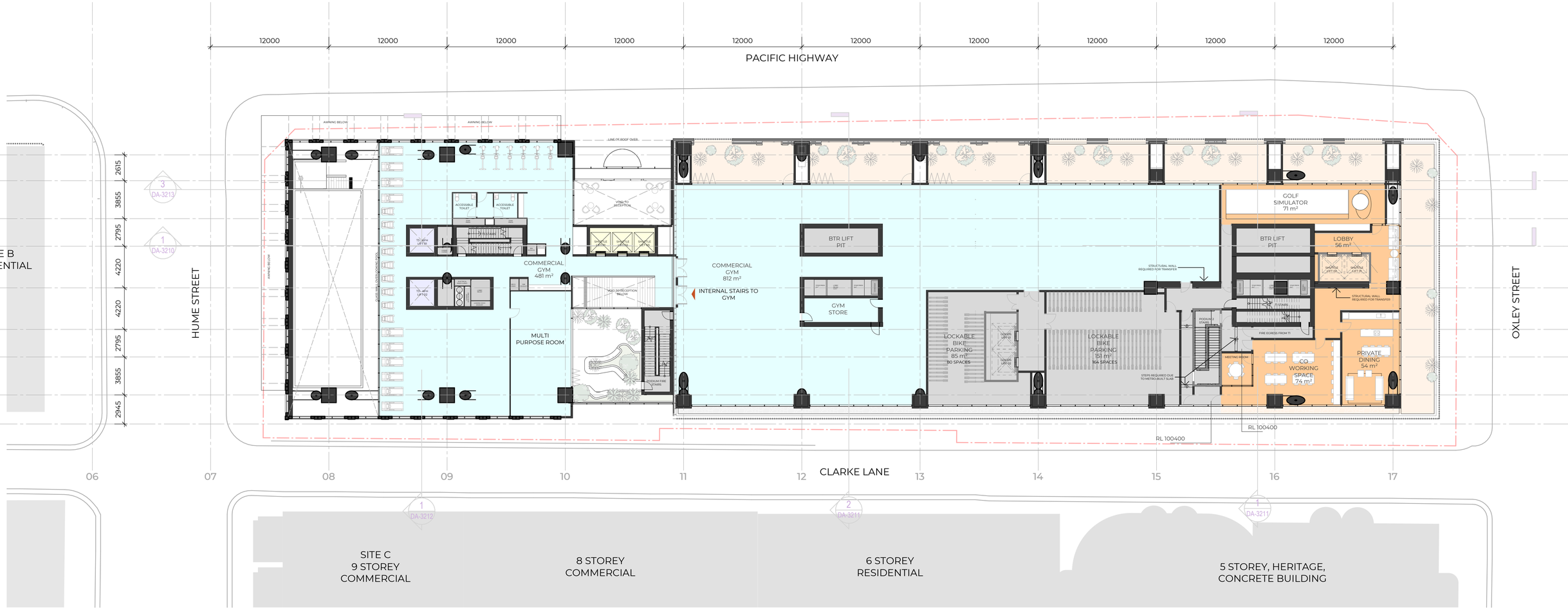
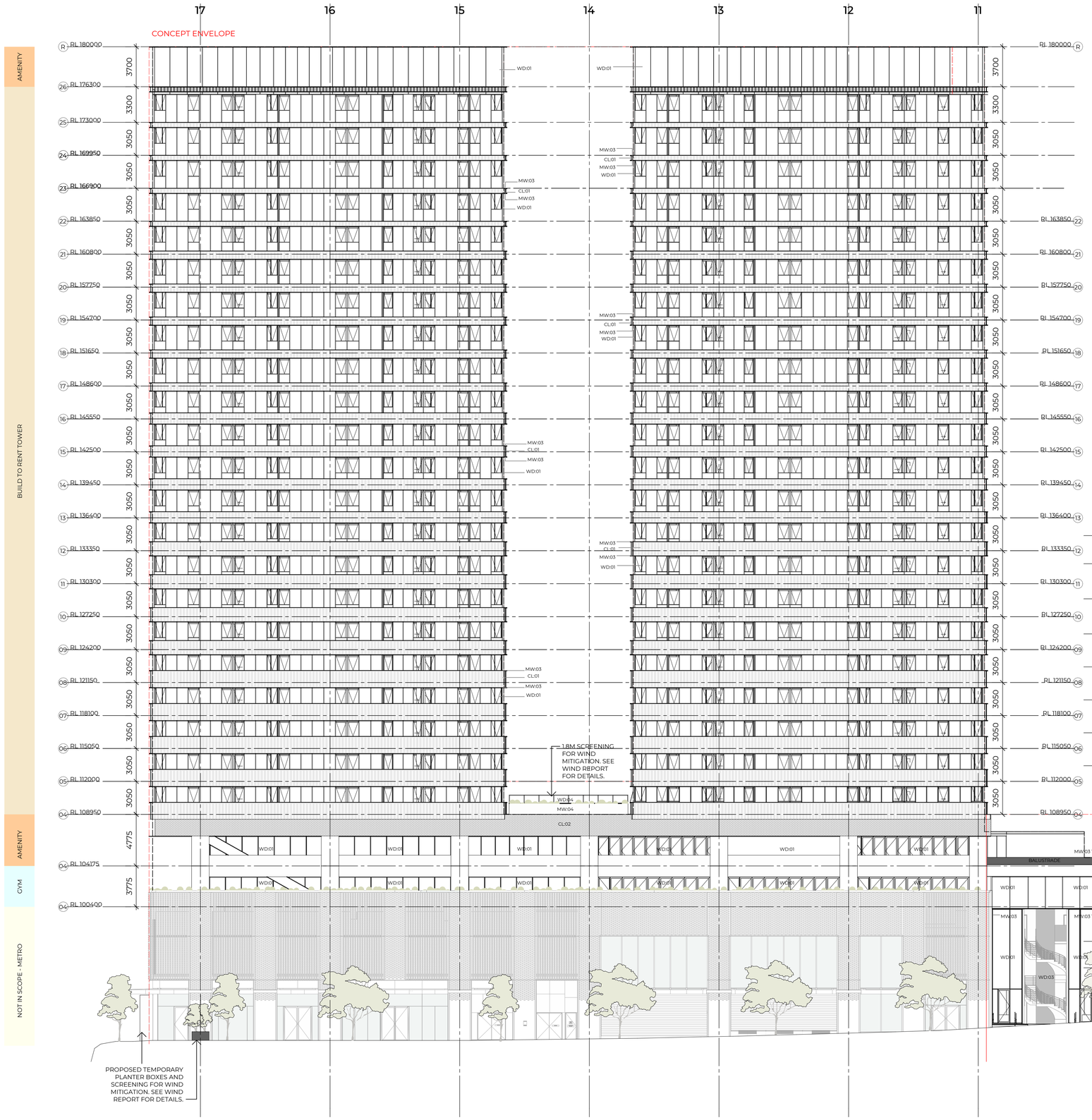

12000
12000
12000
12000
12000
12000
12000
12000
12000
12000
PACIFIC HIGHWAY
2615
3855
2795
4220
4220
2795
3855
2945
SITE B
RESIDENTIAL
HUME STREET
OXLEY STREET
AWNING BELOW
AWNING BELOW
LINE OF ROOF OVER
ACCESSIBLE TOILET
ACCESSIBLE TOILET
VOID TO RECEPTION
SHUTTLE LIFT 01
SHUTTLE LIFT 02
SHUTTLE LIFT 03
TO AFH LIFTS
TO AFH LIFTS
COMMERCIAL GYM 481 m²
MULTI PURPOSE ROOM
VOID TO RECEPTION BELOW
LOCKDOWN DOOR
LOCKDOWN DOOR
LOCKDOWN DOOR



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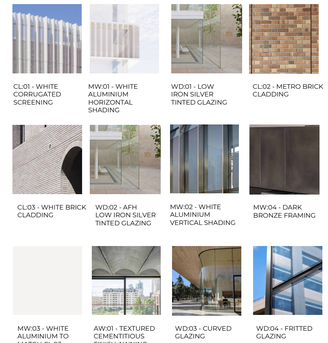

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

MW:04 - DARK BRONZE FRAMING

MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 104300

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING

W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - PACIFIC HWY

Project no.
121808

Scale
1 : 200

Sheet size
A1

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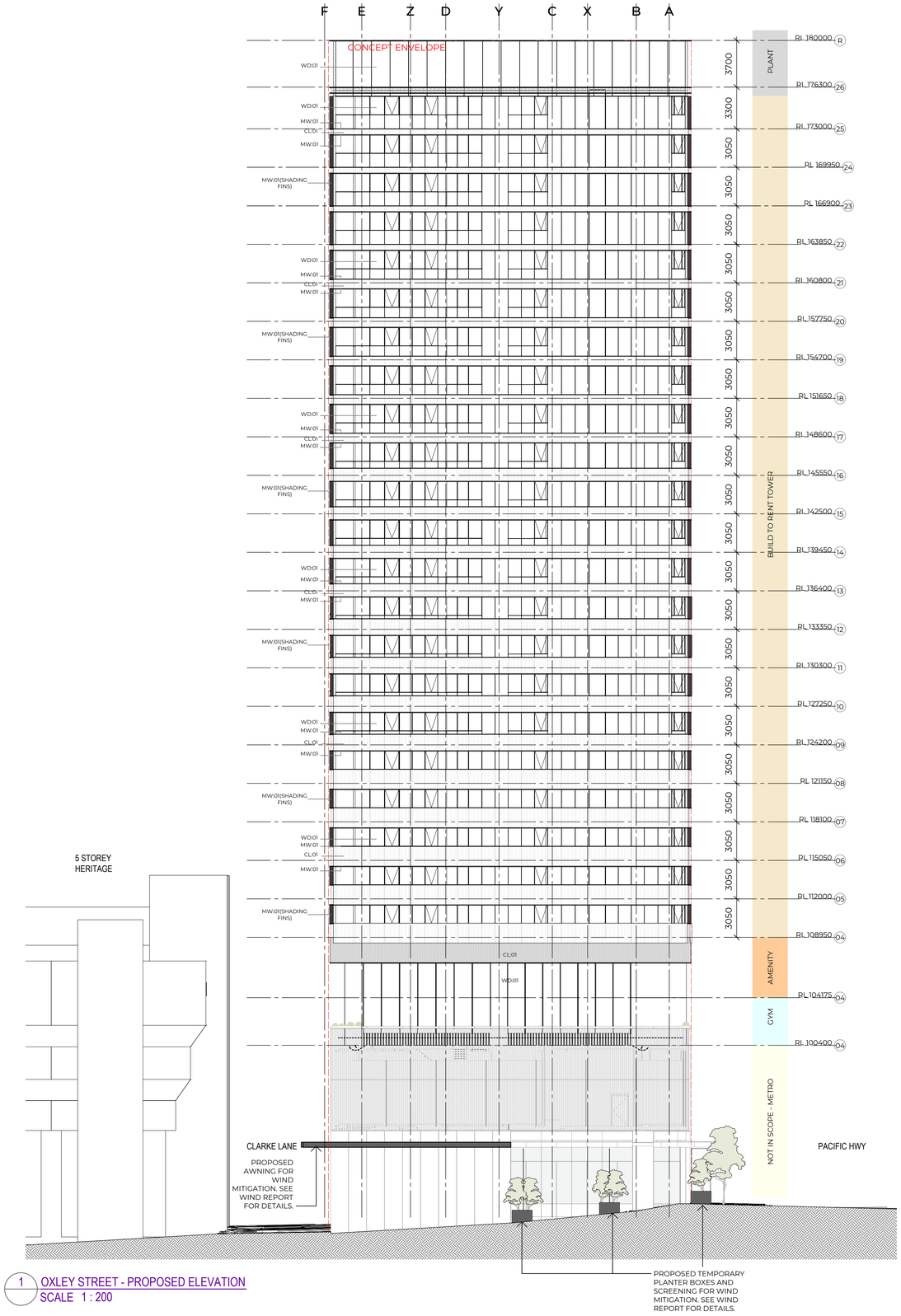
Sheet no.
DA - DA-3111

Revision
A

Date
07.02.2025

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



1 OXLEY STREET - PROPOSED ELEVATION
SCALE 1 : 200

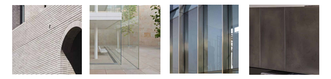
MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING



CL:03 - WHITE BRICK CLADDING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

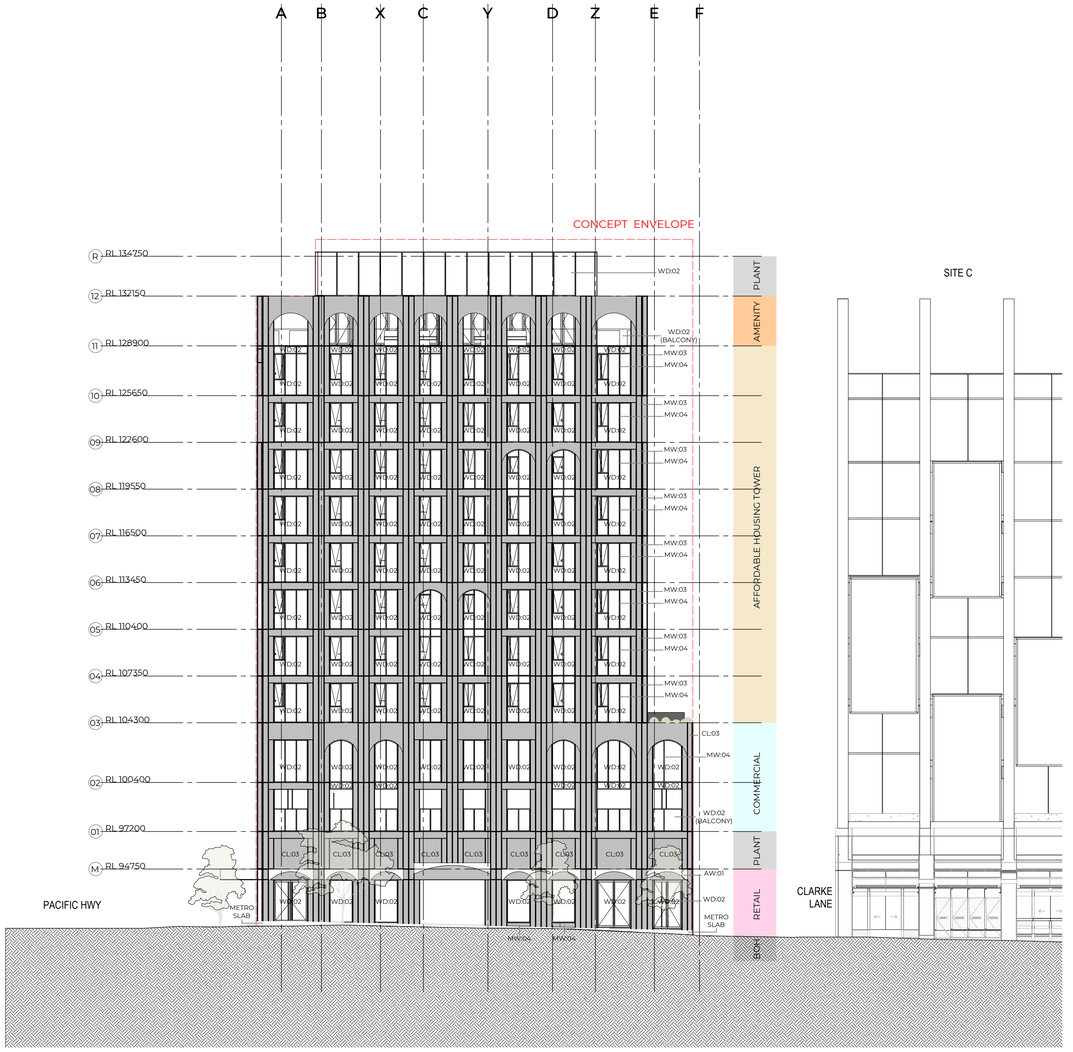
MW:04 - DARK BRONZE FRAMING

MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 104300

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING



2 HUME STREET - PROPOSED ELEVATION
SCALE 1 : 200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - OXLEY & HUME

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA - DA-3112

Revision
A

Date
07.02.2025

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

MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

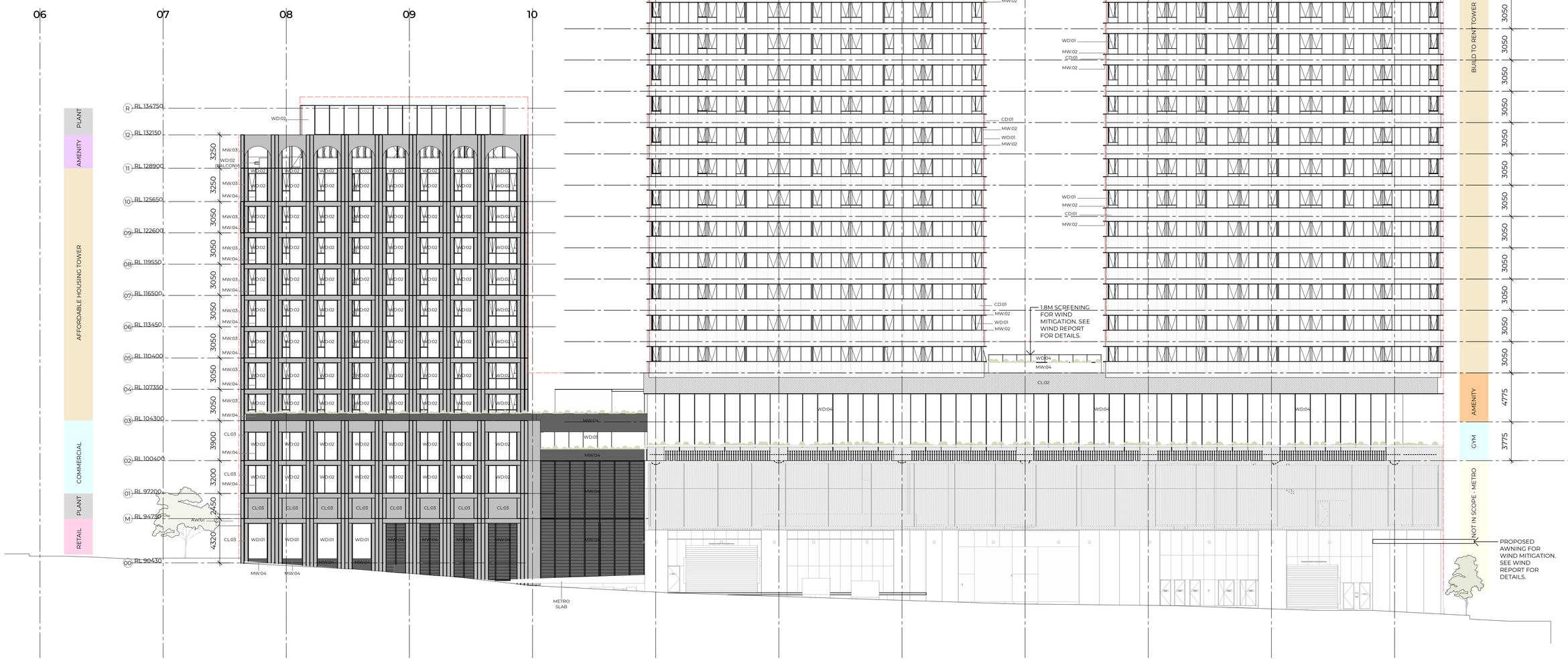
MW:04 - DARK BRONZE FRAMING

MW:03 - WHITE ALUMINIUM TO MATCH CL:03. FROM RL 104300

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING



W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - CLARKE LANE

Project no.
121808

Scale
1 : 200

Sheet size
A1

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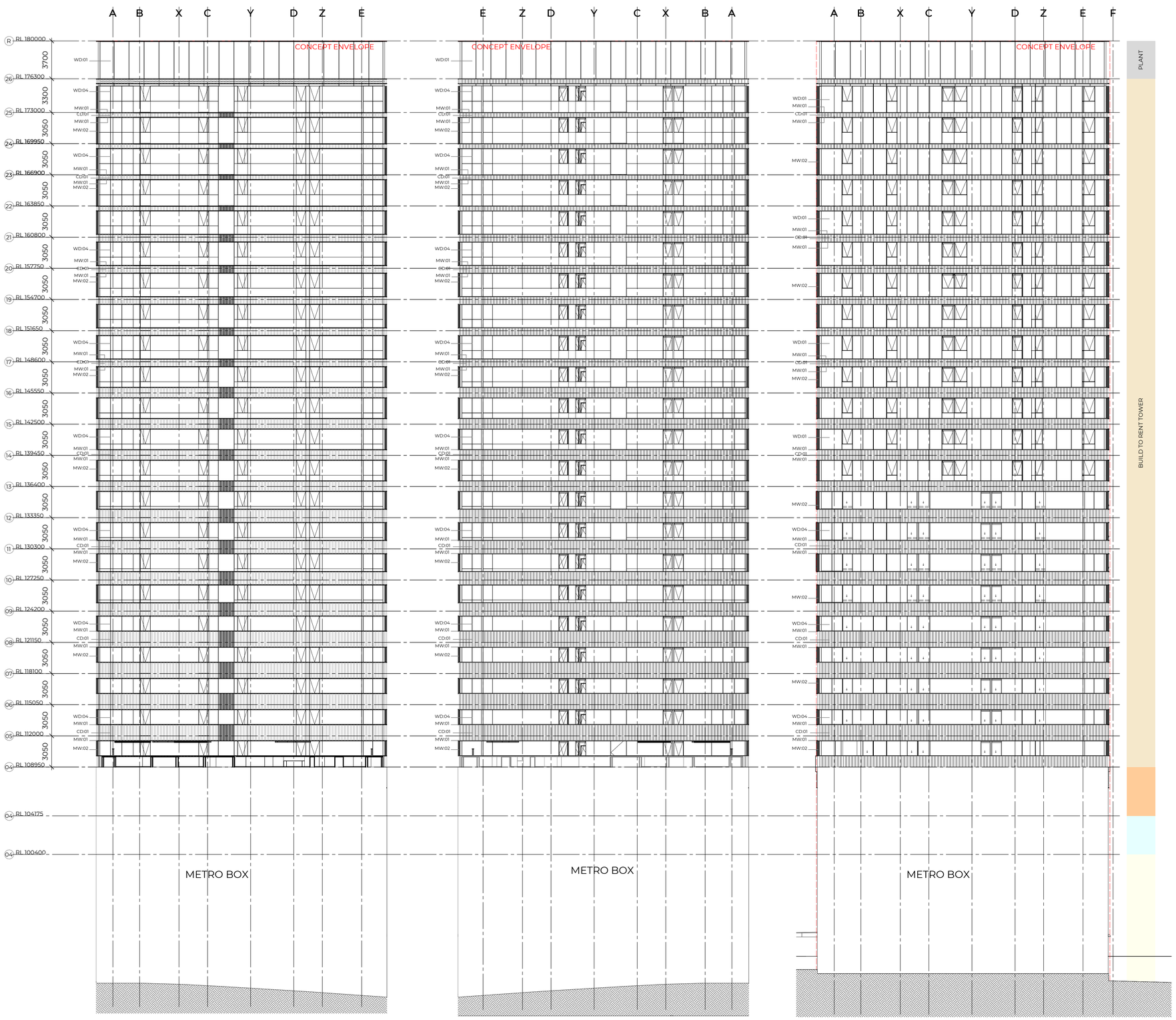
Sheet no.
DA - DA-3113

Revision
A

Date
07.02.2025

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



1 TOWER 1 - INTERNAL ELEVATION (FACING T2)
SCALE 1 : 200

2 TOWER 2 - INTERNAL ELEVATION (FACING T1)
SCALE 1 : 200

3 TOWER 2 - INTERNAL ELEVATION (FACING T3)
SCALE 1 : 200

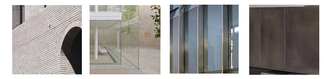
MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING



CL:03 - WHITE BRICK CLADDING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

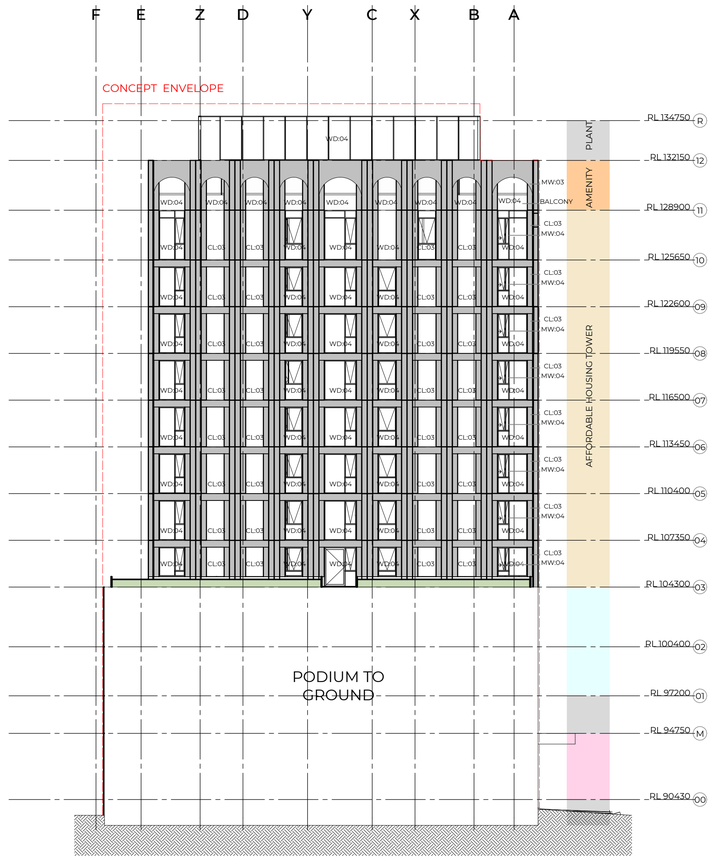
MW:04 - DARK BRONZE FRAMING

MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 104300

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING



4 TOWER 3 - INTERNAL ELEVATION
SCALE 1 : 200

W–B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - INTERNAL

Project no.
121808

Scale
1 : 200

Sheet size
A1

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Sheet no.
DA - DA-3114

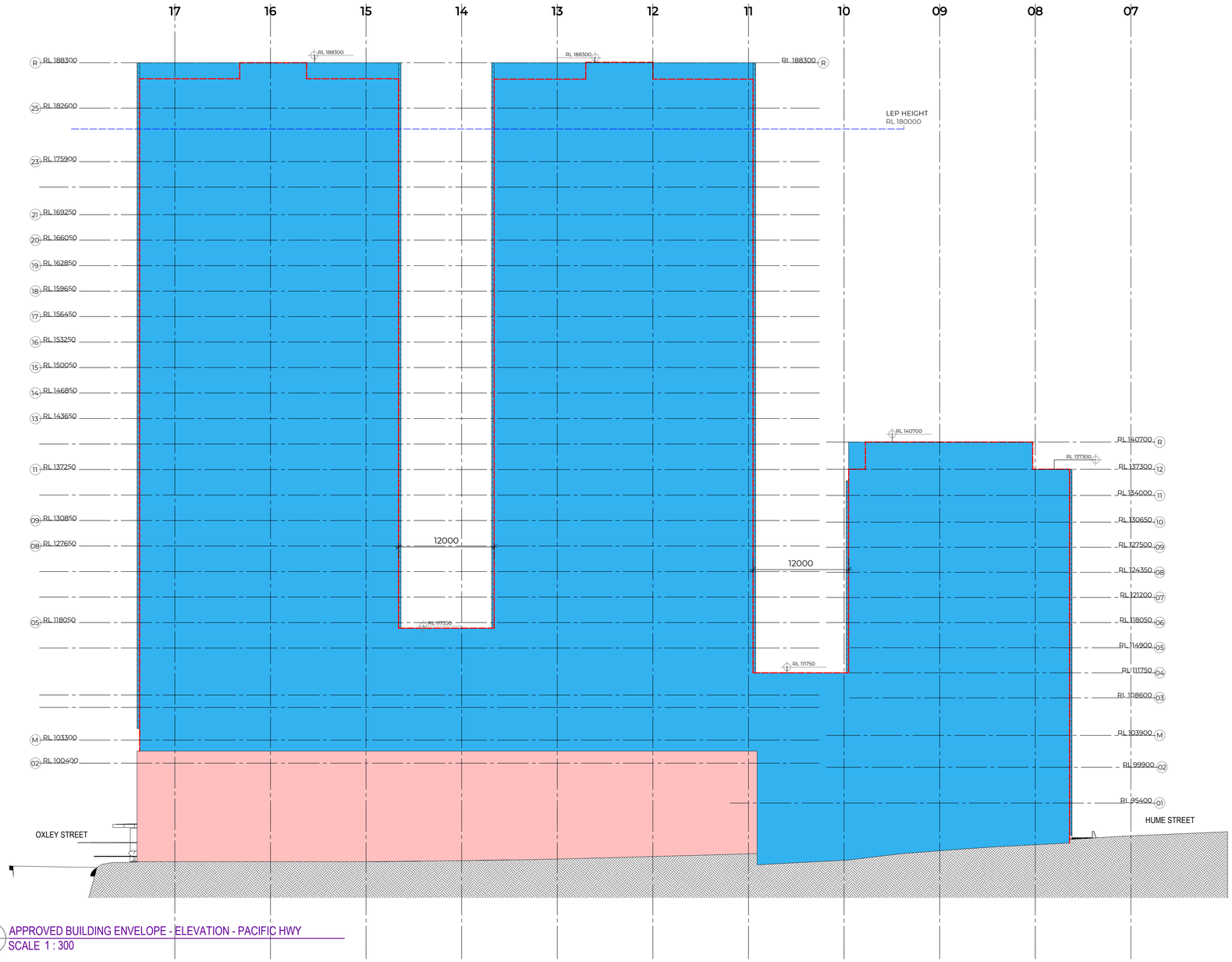
Revision
A

Date
07.02.2025

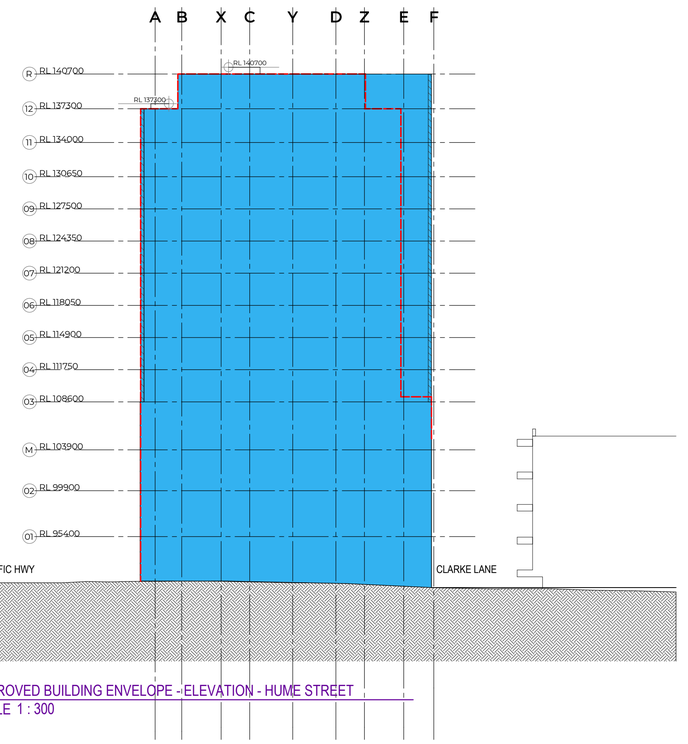
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

Transport Strategies

Appendix D
Amending Concept SSDA Development Plans



1 APPROVED BUILDING ENVELOPE - ELEVATION - PACIFIC HWY
SCALE 1 : 300



2 APPROVED BUILDING ENVELOPE - ELEVATION - HUME STREET
SCALE 1 : 300

CROWS NEST METRO

OSD ALLOWABLE SEARS ENVELOPE

OSD ALLOWABLE SEARS ENVELOPE - ARTICULATION ZONE

REVISED PROPOSAL WITHIN BUILDING ENVELOPE

TOD BUILDING

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
BUILDING ENVELOPE

Project no.
121808

Scale
As indicated

Sheet size
A1

Sheet no.
DA - DA-1107

Revision
B

Date
20.10.2025

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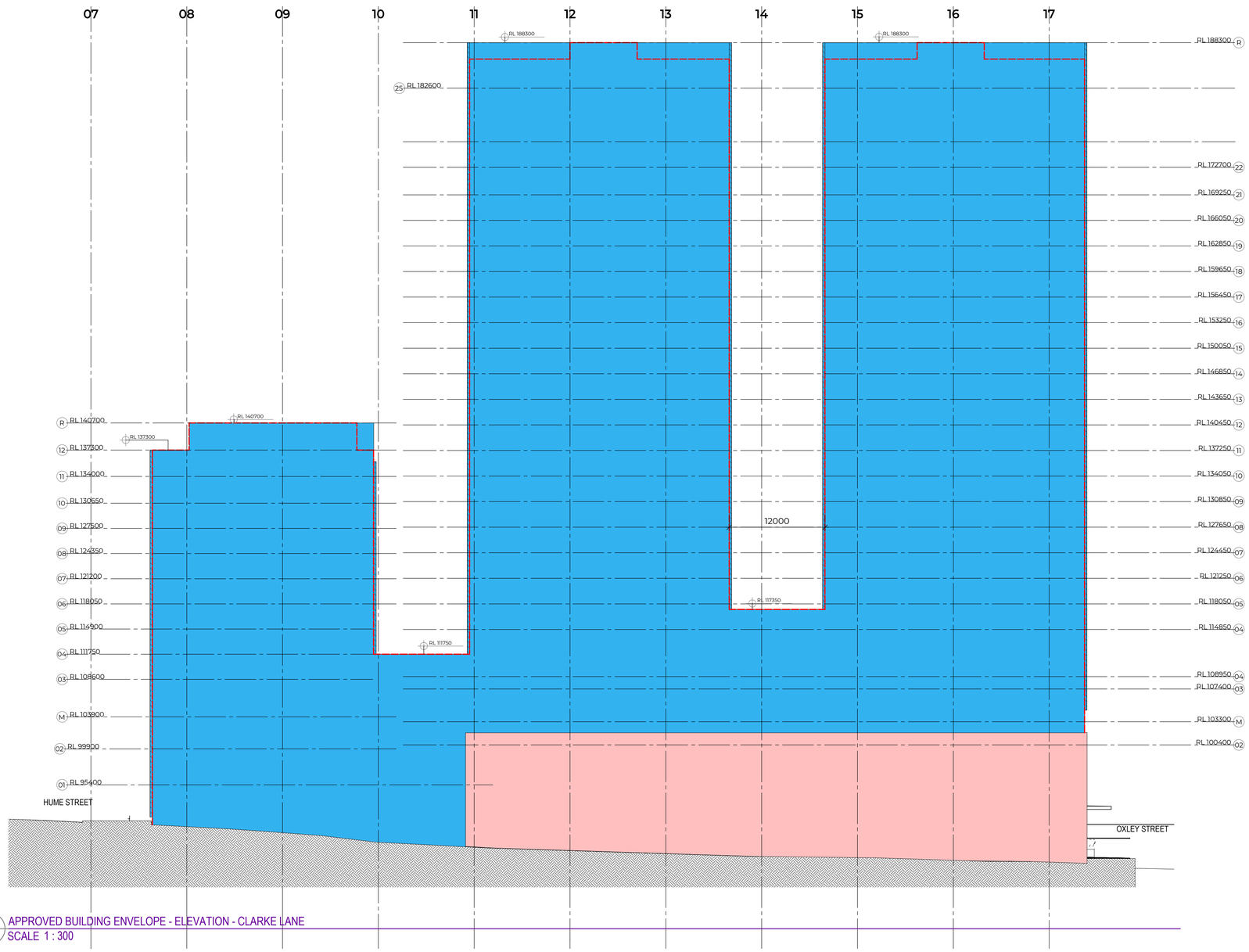
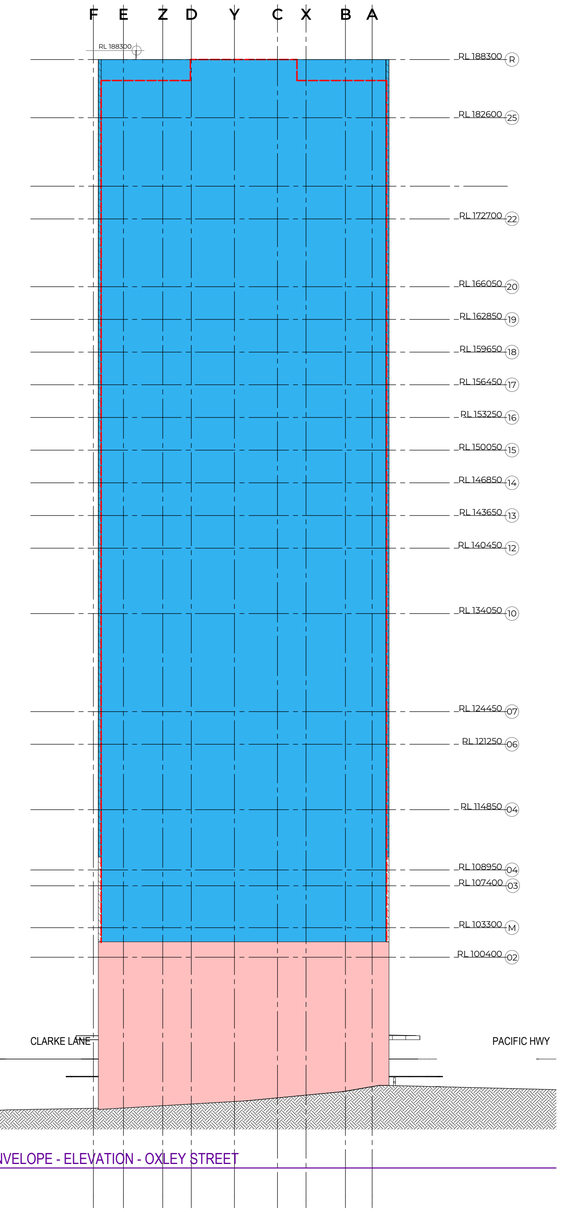


1 APPROVED BUILDING ENVELOPE - ELEVATION - CLARKE LANE
SCALE 1 : 300



2 APPROVED BUILDING ENVELOPE - ELEVATION - OXLEY STREET
SCALE 1 : 300

- CROWS NEST METRO
- OSD ALLOWABLE SEARS ENVELOPE
- OSD ALLOWABLE SEARS ENVELOPE - ARTICULATION ZONE
- REVISED PROPOSAL WITHIN BUILDING ENVELOPE
- TOD BUILDING

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
BUILDING ENVELOPE

Project no.
121808

Scale
As indicated

Sheet size
A1

Sheet no.
DA - DA-1108

Revision
B

Date
20.10.2025

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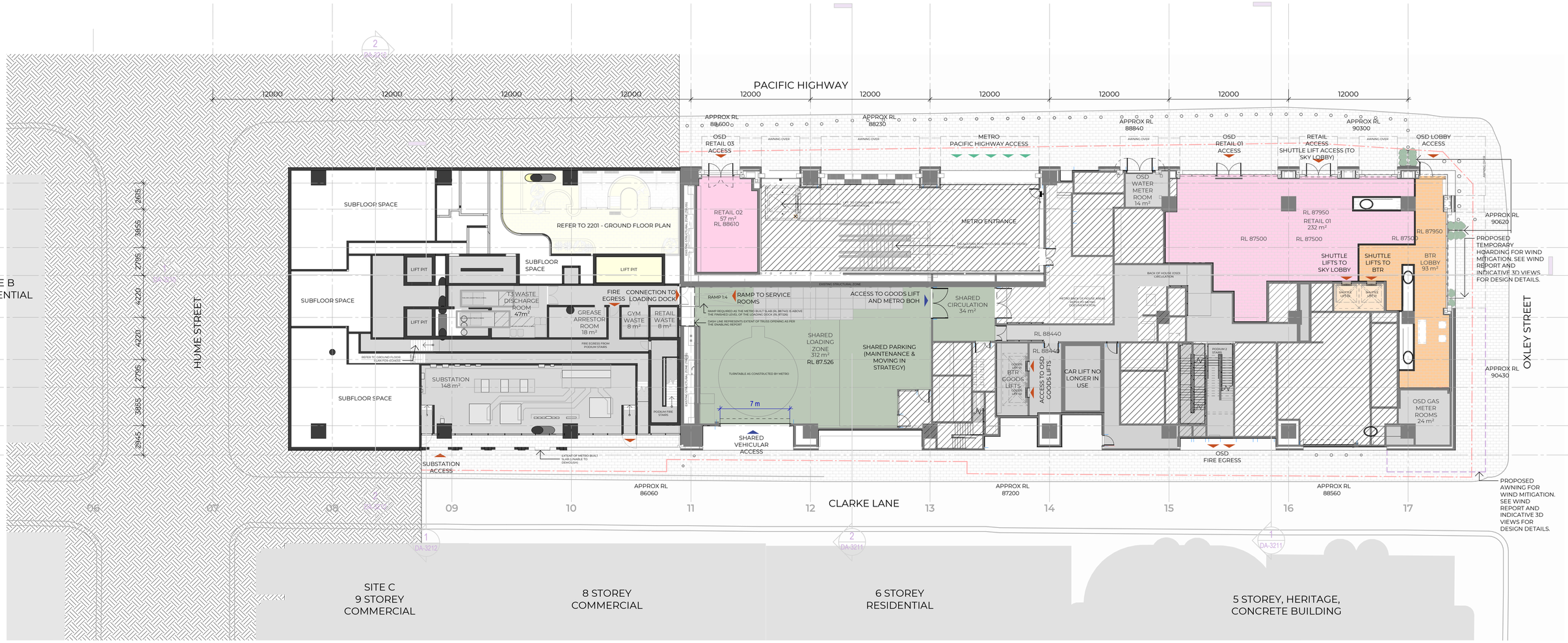

- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LOWER GROUND LEVEL GA PLAN - OXLEY ST

Project no. 121808
Scale 1 : 200
Sheet size A1
Sheet no. DA-2200
Revision B
Date 20.10.2025

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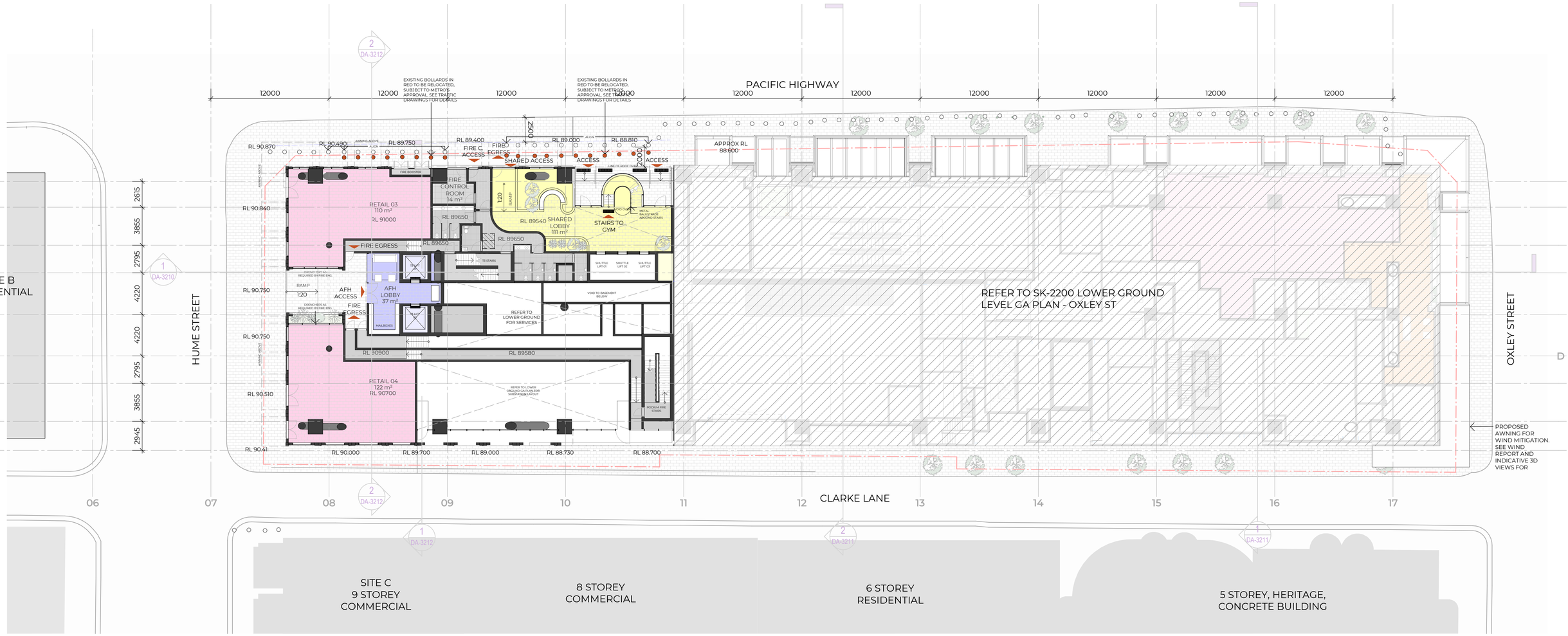

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- AFH LIFTS, LOBBY & AMENITY
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- RETAIL
- RESIDENTIAL APARTMENTS
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- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
GROUND LEVEL GA PLAN - HUME ST

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-2201

Revision
B

Date
20.10.2025

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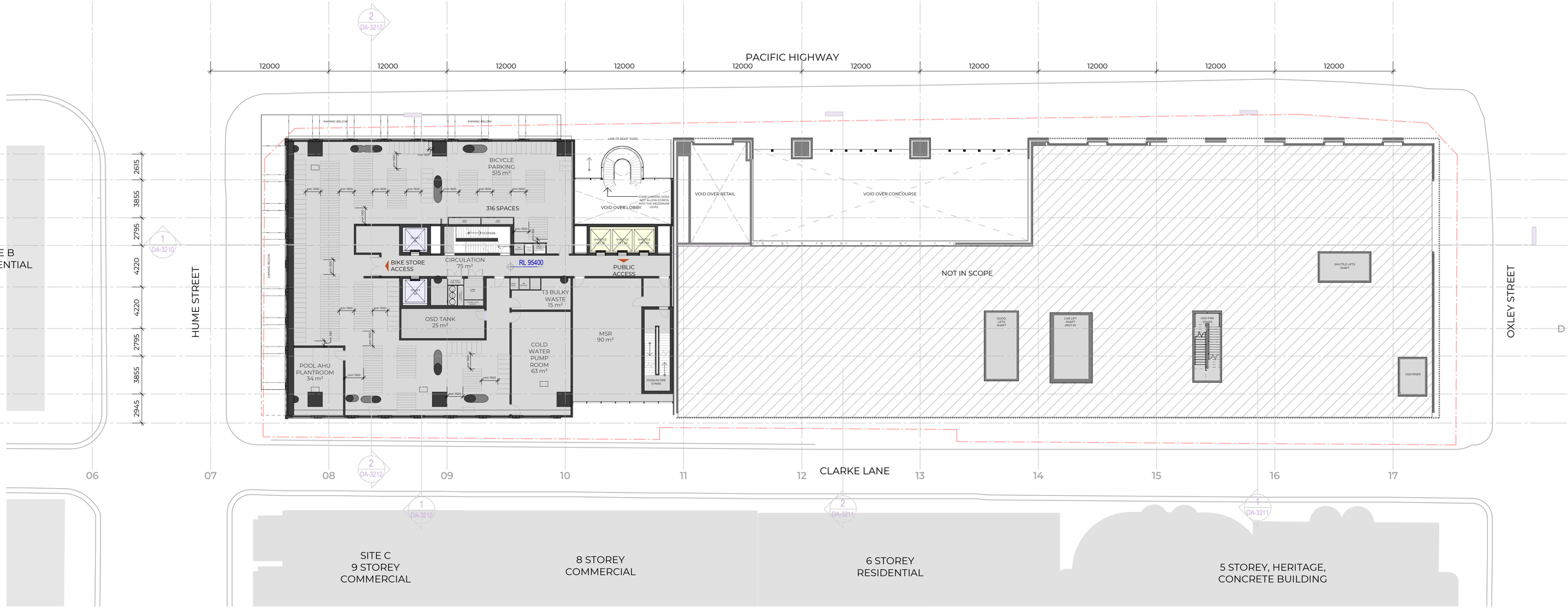

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- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 1 GA PLAN

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-2202

Revision
B

Date
20.10.2025

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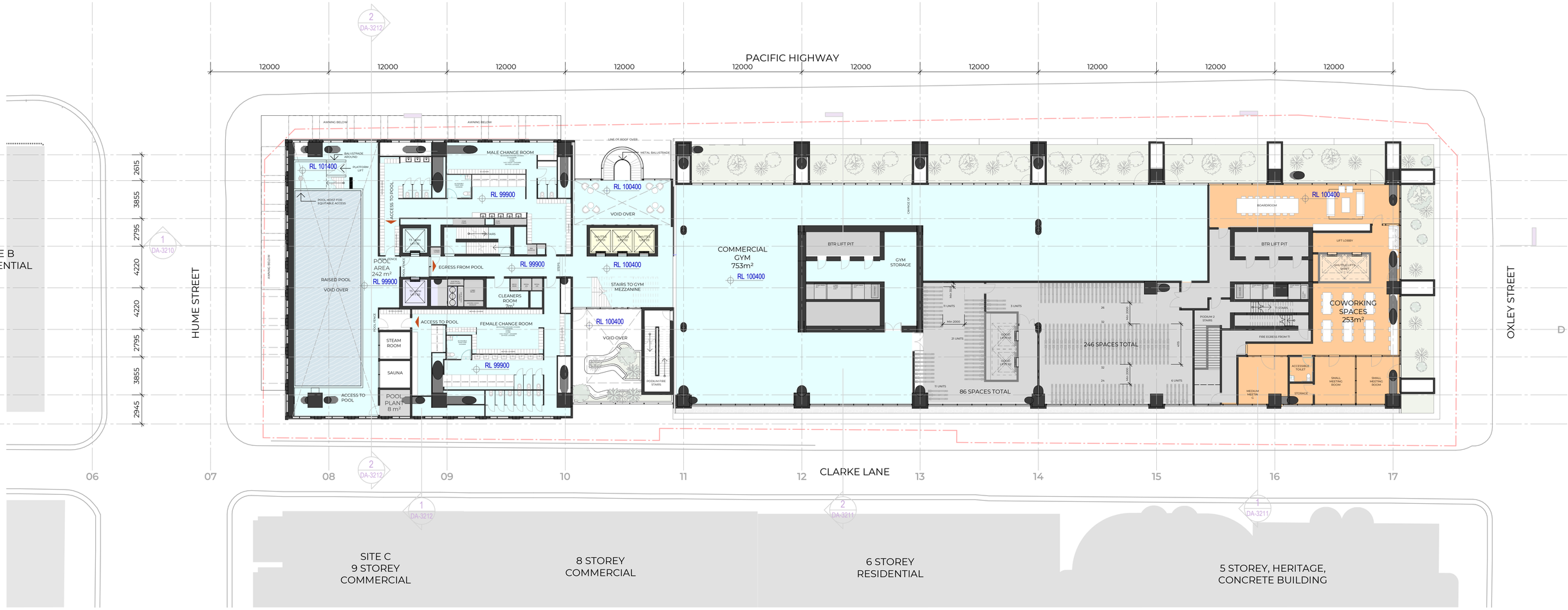

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- SHARED USE (BTR & GYM)
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- EXISTING WALLS & STRUCTURE (METRO)
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- METRO ACCESS

2 0 2 4 6 8 m
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W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 2 GA PLAN

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-2211

Revision
B

Date
20.10.2025

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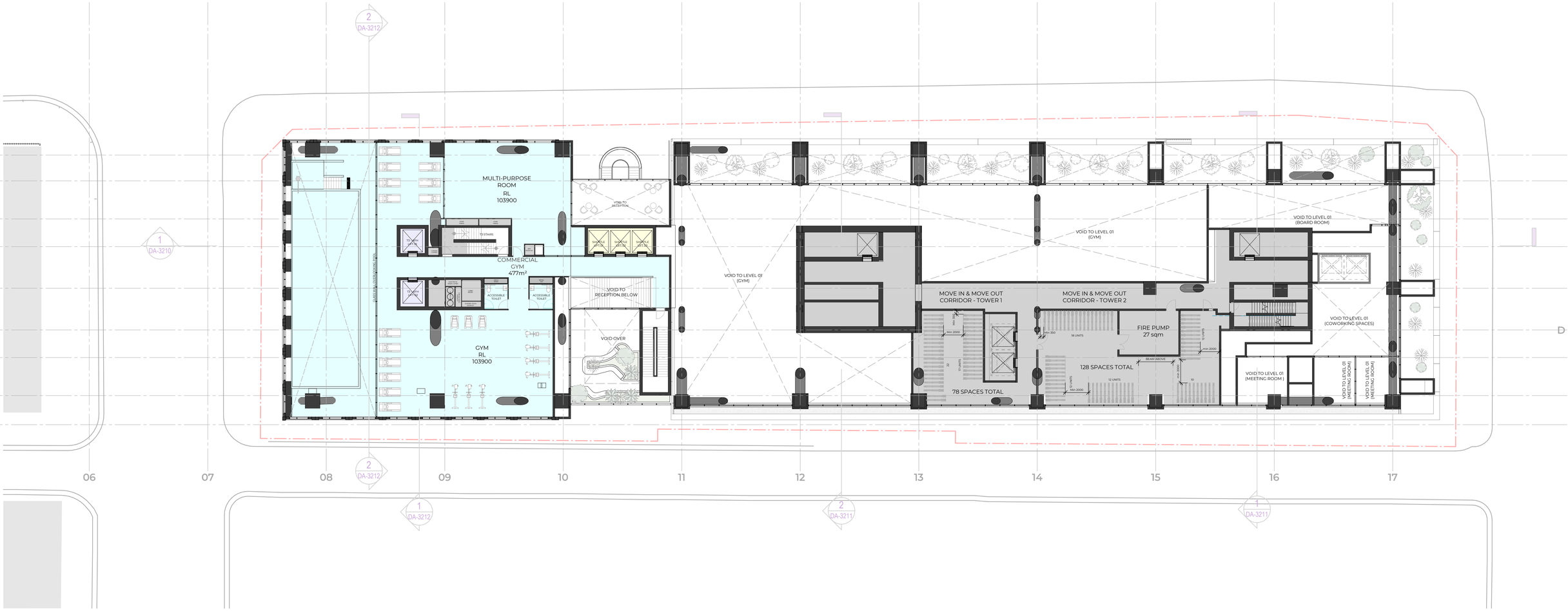

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- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
MEZZANINE GA PLAN

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-2212

Revision
B

Date
20.10.2025

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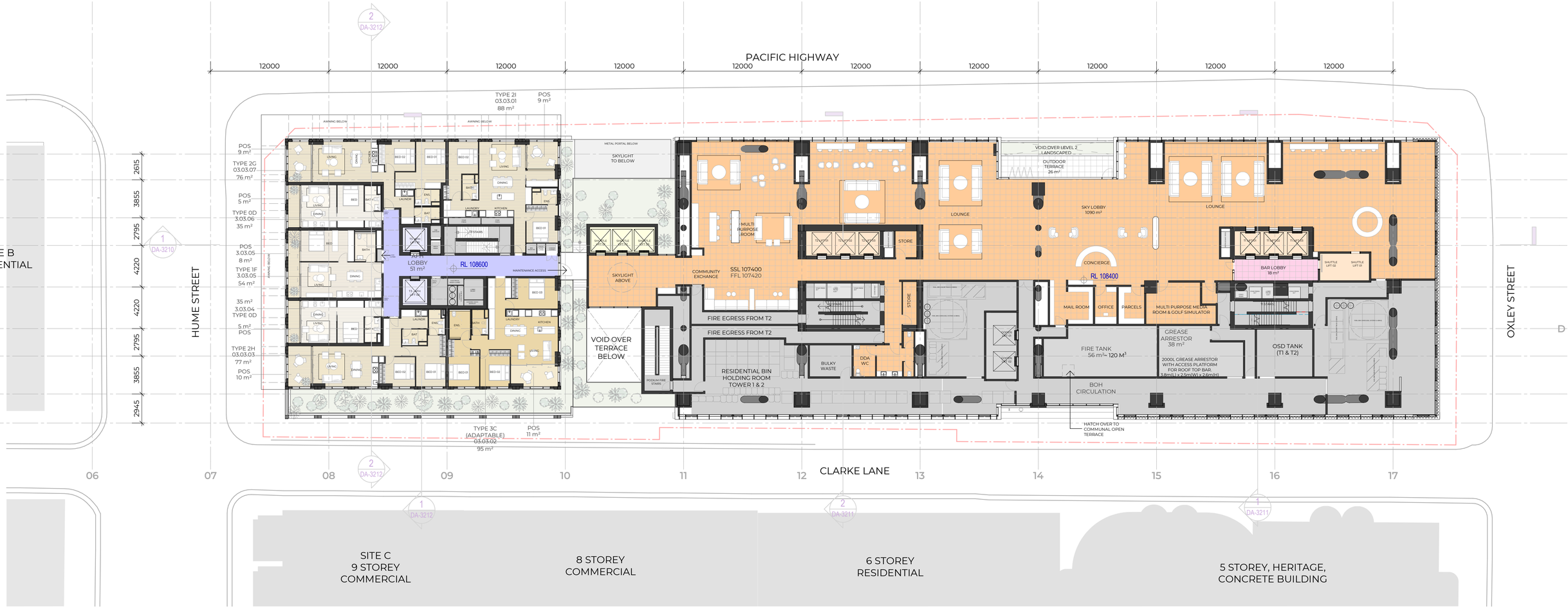

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- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 3 GA PLAN

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-2213

Revision
B

Date
20.10.2025

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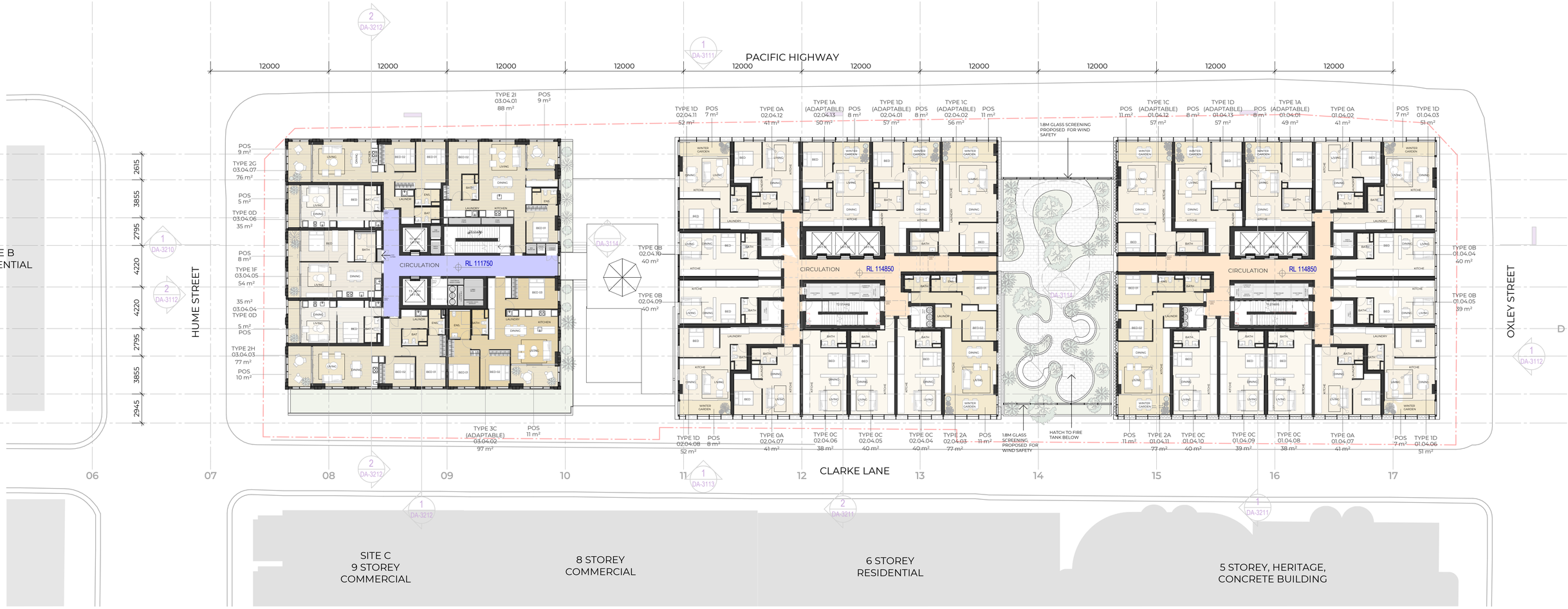

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- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 4 GA PLAN - AFH LEVEL 4-10

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-2214

Revision
B

Date
20.10.2025

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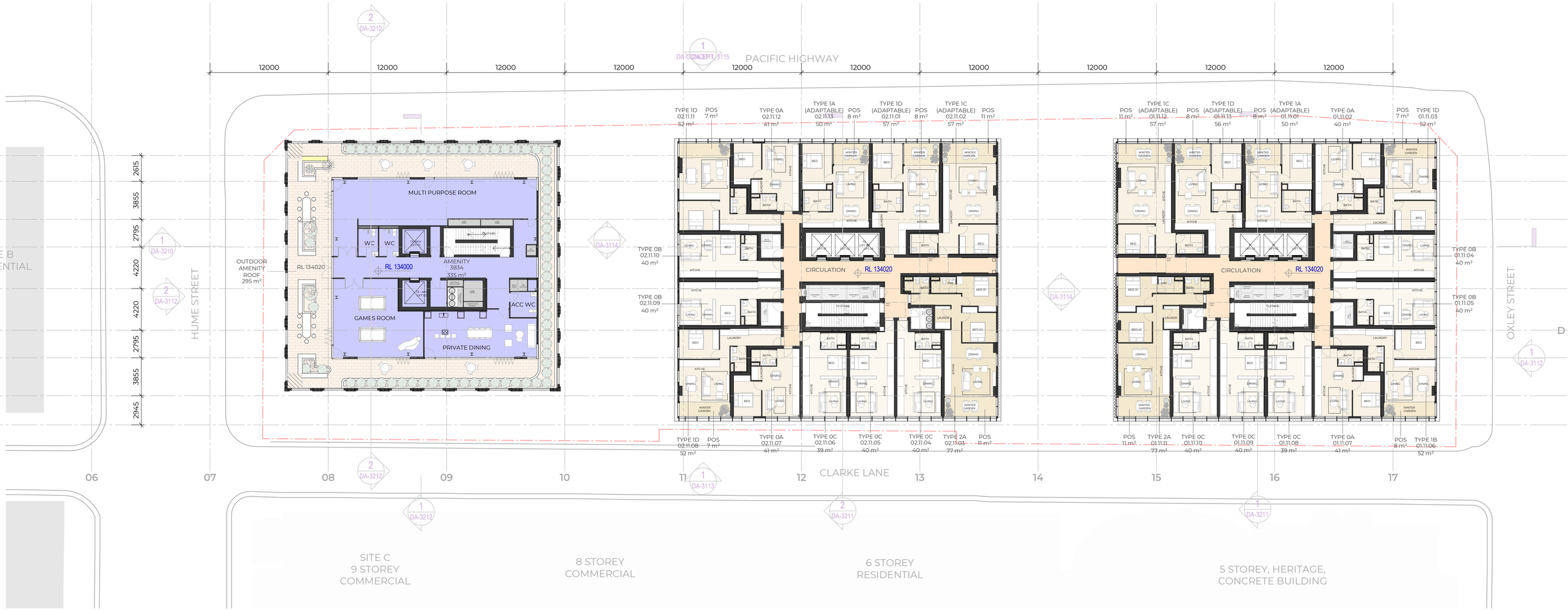

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AFH LIFTS, LOBBY & AMENITY
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RETAIL
RESIDENTIAL APARTMENTS
OSD BOH
SHARED USE (METRO & OSD)
SHARED USE (BTR & GYM)

PROPOSED WALLS & STRUCTURE (OSD)
EXISTING WALLS & STRUCTURE (METRO)
SHARED ACCESS
OSD ACCESS
METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 5-10 GA PLAN - AFH ROOFTOP

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-2223

Revision
B

Date
20.10.2025

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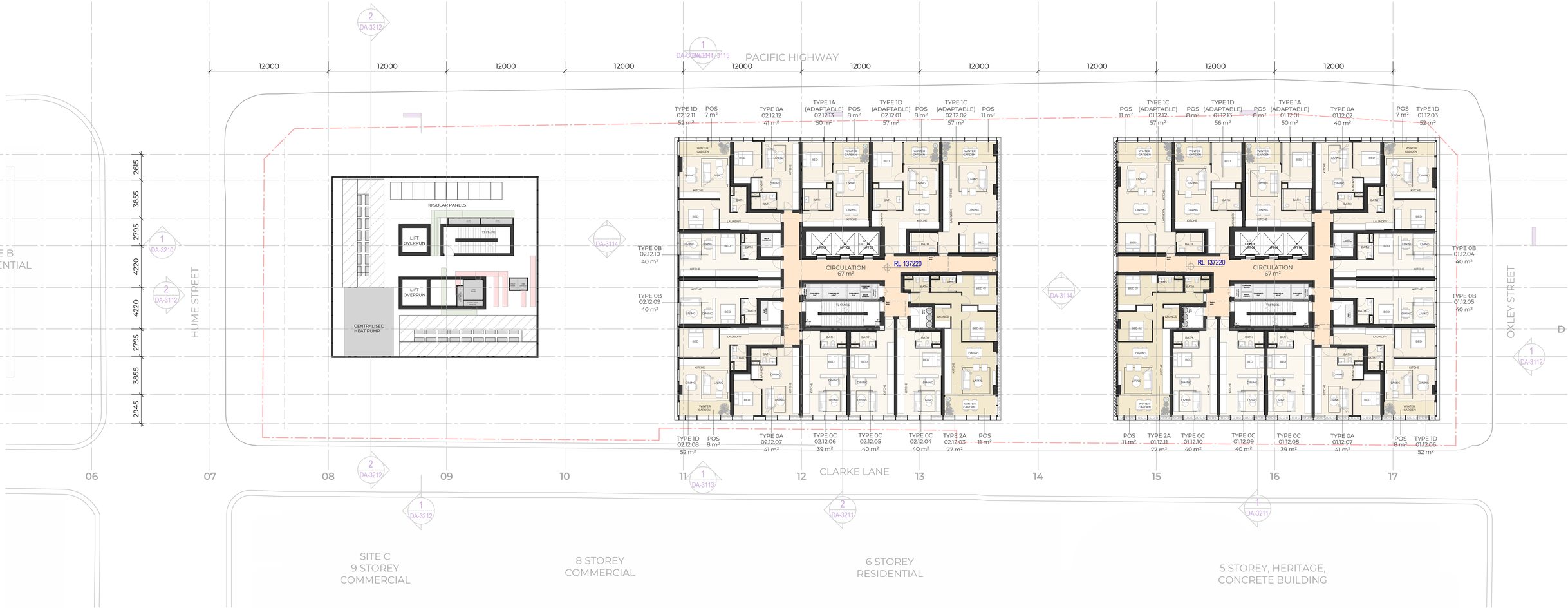

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- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 11-21 GA PLAN - AFH PARAPET PLAN

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-2224

Revision
B

Date
20.10.2025

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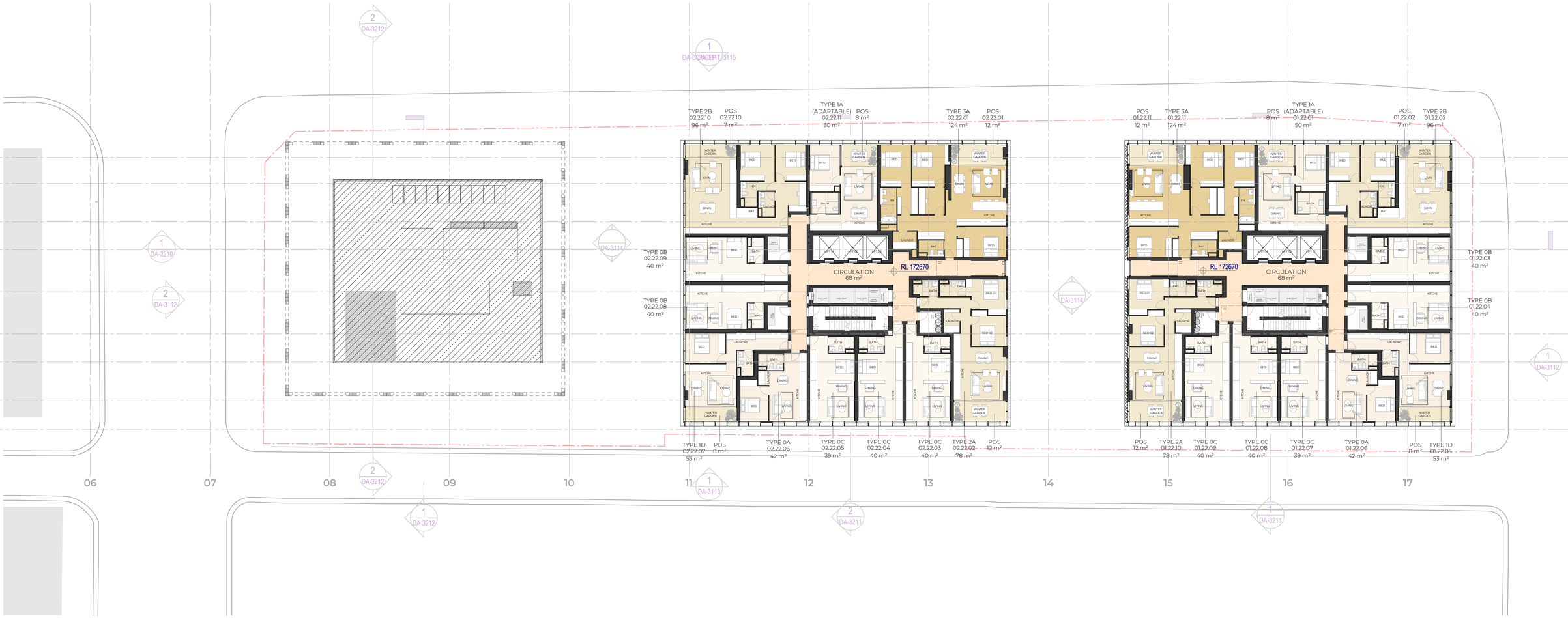

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- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 22-23 GA PLAN

Project no.
121808

Scale
1 : 200

Sheet size
A1

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Sheet no.
DA-2226

Revision
B

Date
20.10.2025

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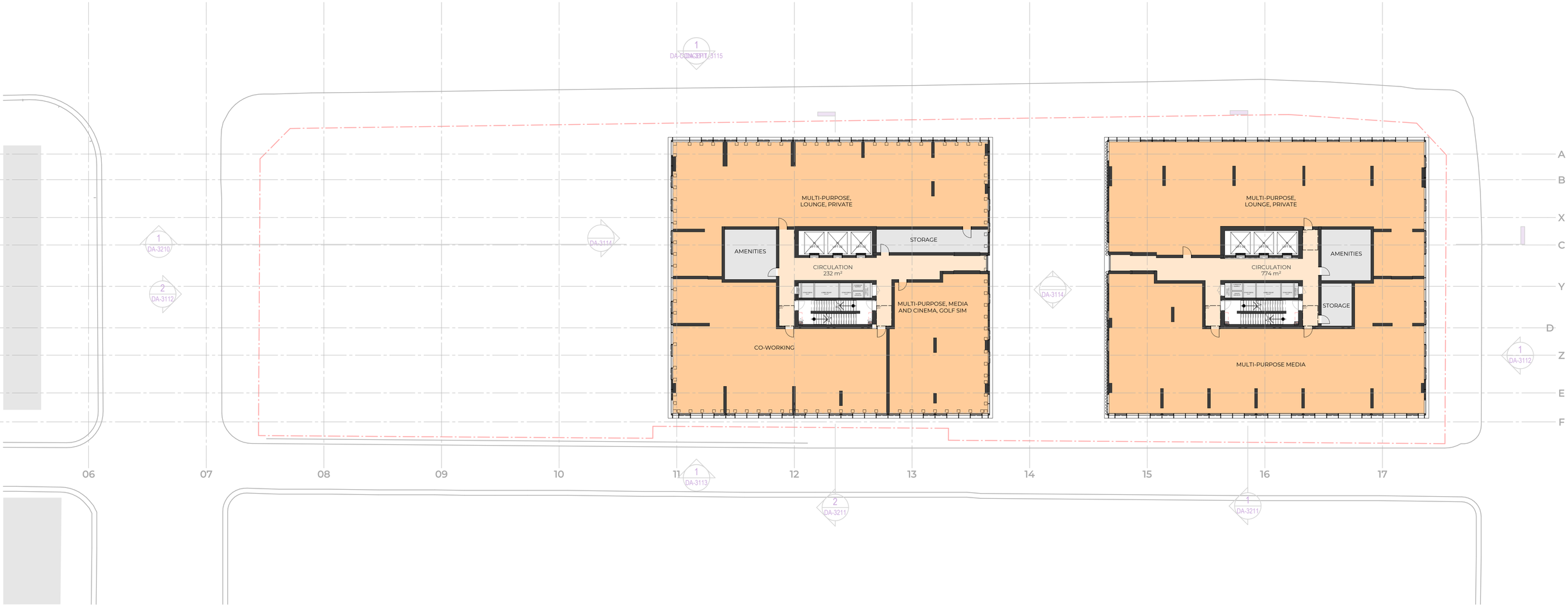

2 0 2 4 6 8
1:200 m

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 24 GA PLAN

Project no.
121808

Scale
1 : 200

Sheet size
A1

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Sheet no.
DA-2227

Revision
B

Date
20.10.2025

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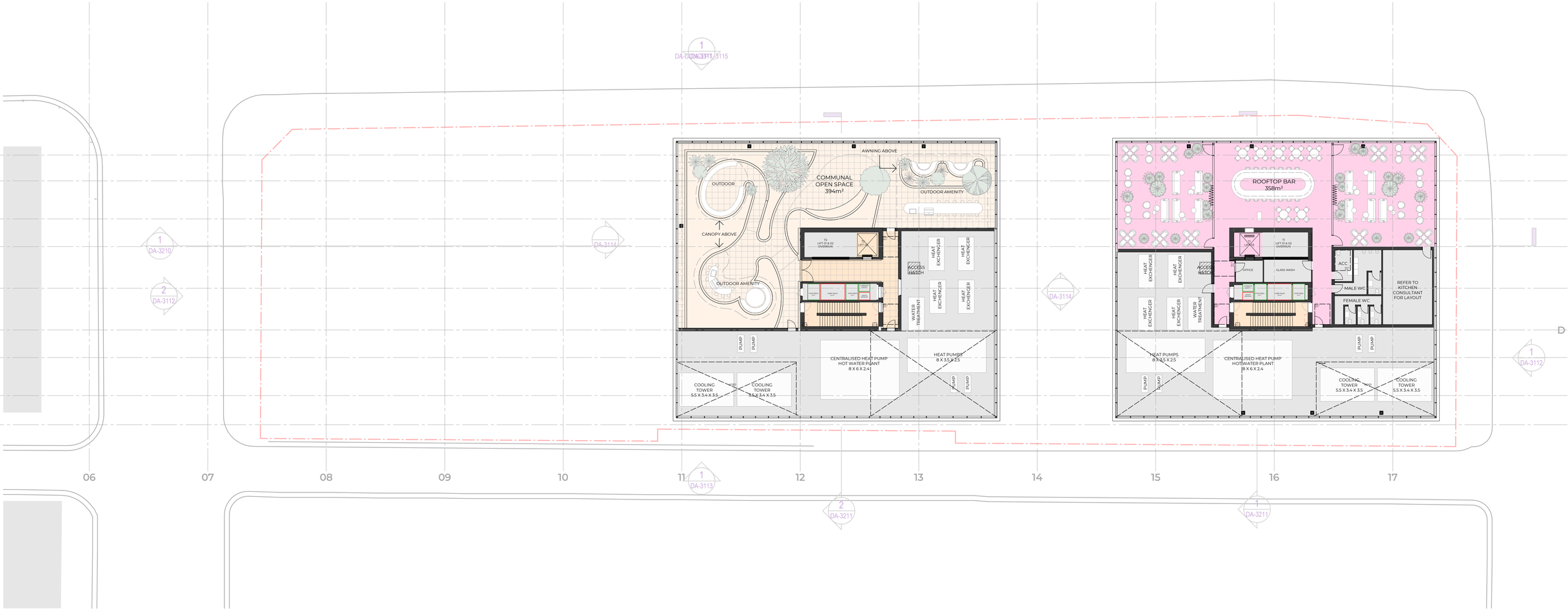

- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
ROOF GA PLAN

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-2236

Revision
B

Date
20.10.2025

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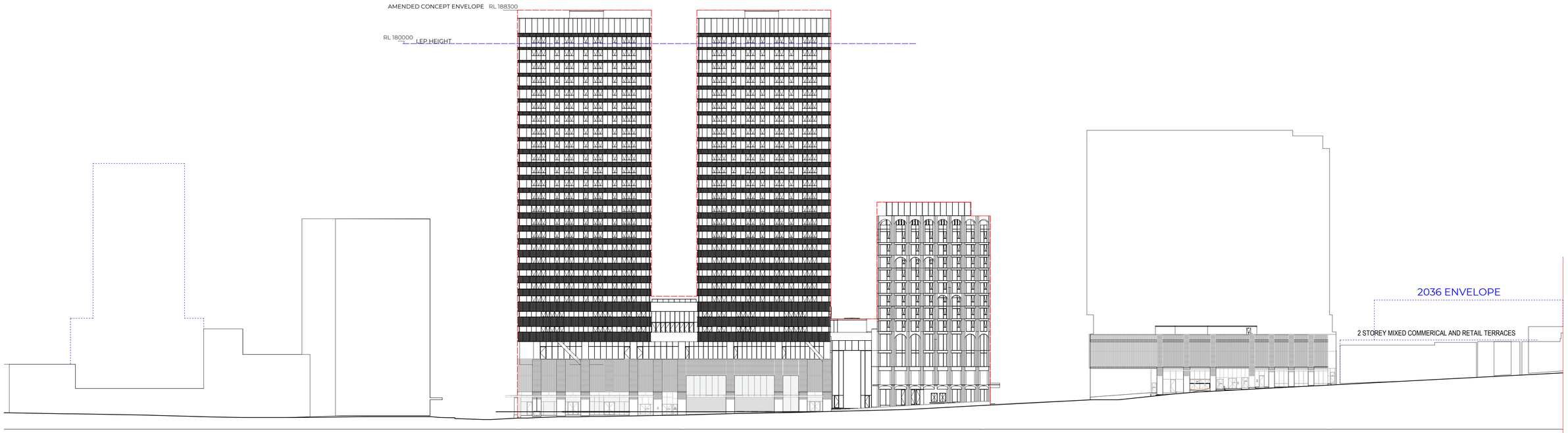
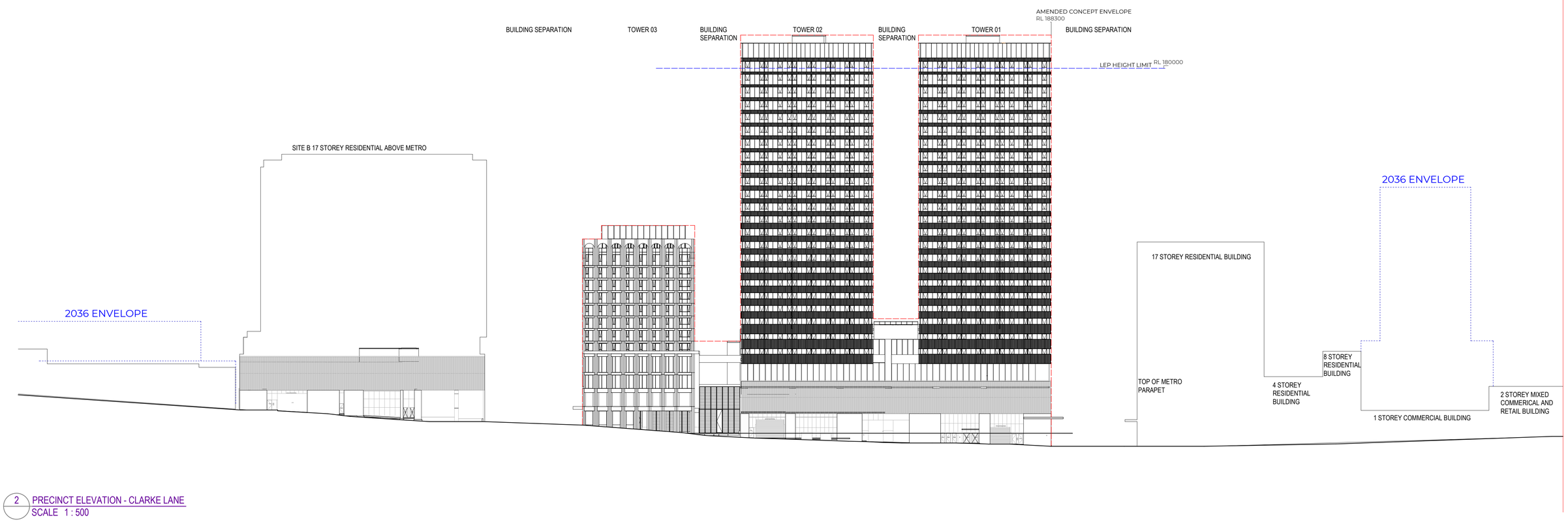
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



1 PRECINCT ELEVATION - PACIFIC HWY
SCALE 1 : 500



2 PRECINCT ELEVATION - CLARKE LANE
SCALE 1 : 500

W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PRECINCT ELEVATION - PACIFIC HWY & CLARKE LN

Project no.
121808

Scale
1 : 500

Sheet size
A1

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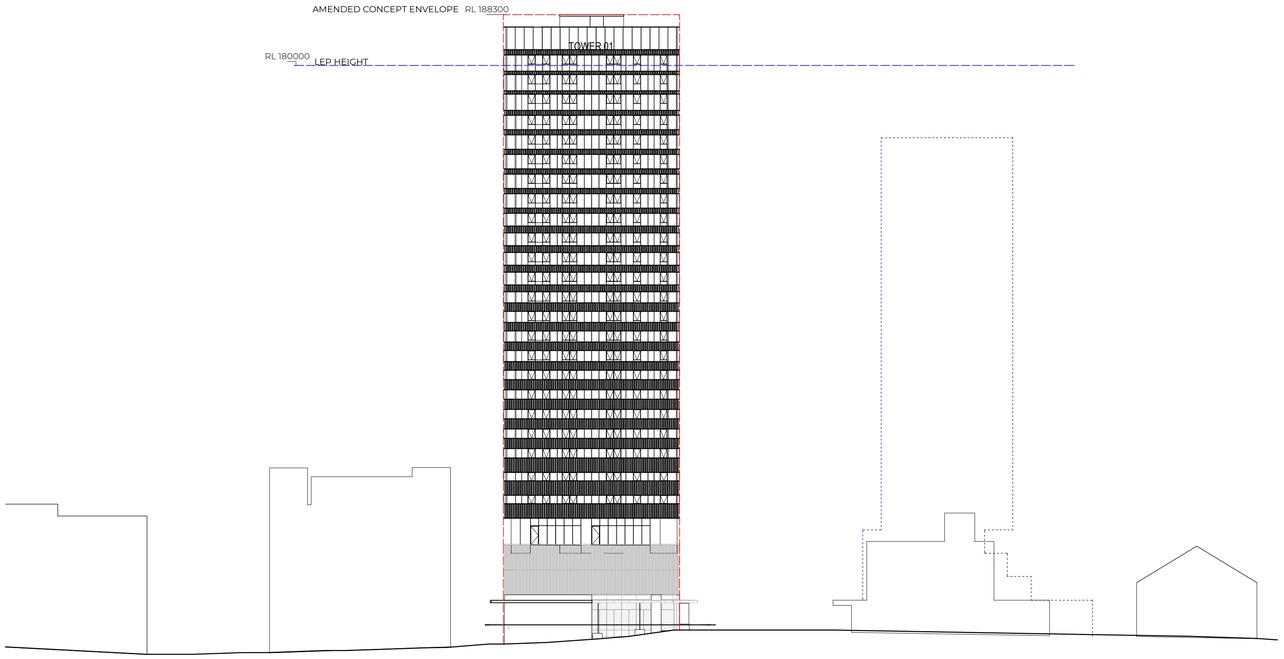
Sheet no.
DA-3001

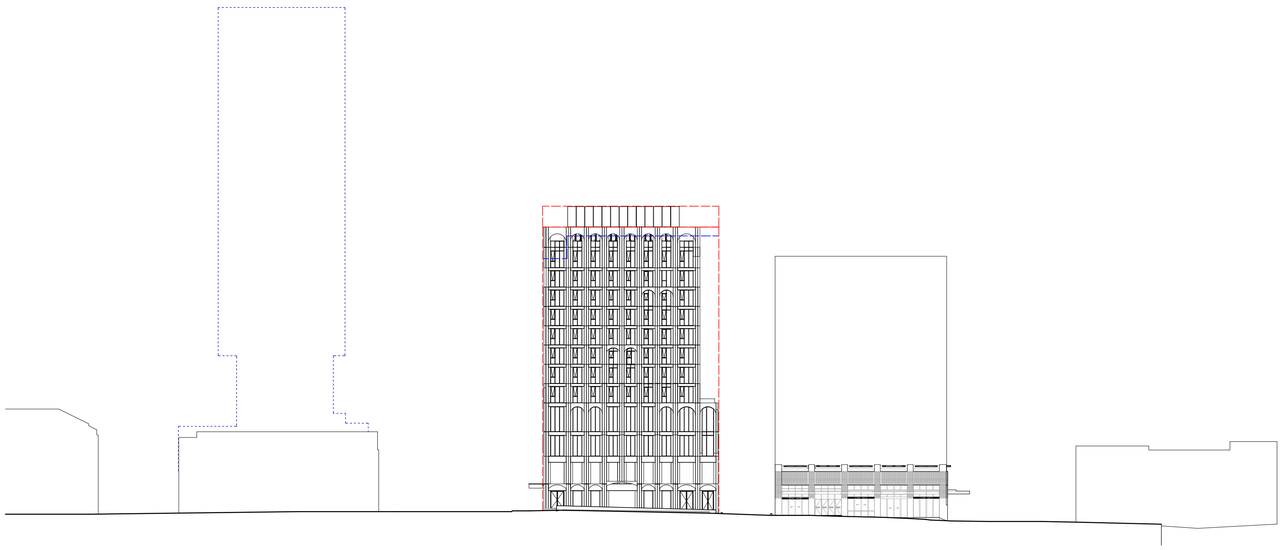
Revision
B

Date
20.10.2025

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



1 PRECINCT ELEVATION - OXLEY STREET
SCALE 1 : 500



2 PRECINCT ELEVATION - HUME STREET
SCALE 1 : 500

W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PRECINCT ELEVATION - OXLEY & HUME

Project no.	Scale	Sheet size
121808	1 : 500	A1
Sheet no.	Revision	Date
DA-3002	B	20.10.2025

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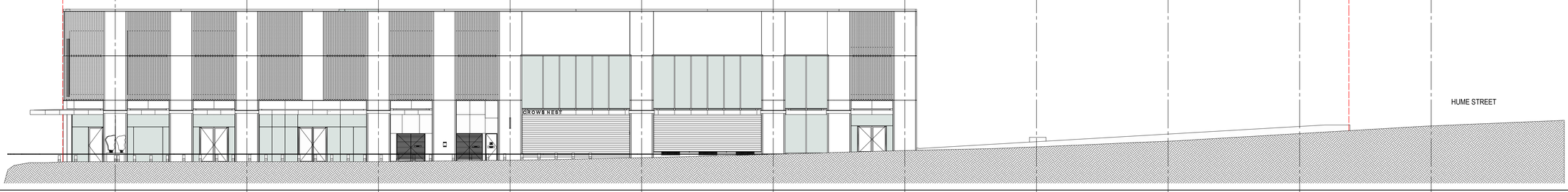
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

AMENDED CONCEPT ENVELOPE
RL 188300

RL 180000 LEP HEIGHT



W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
EXISTING ELEVATION - PACIFIC HWY

Project no.
121808

Scale
1 : 200

Sheet size
A1

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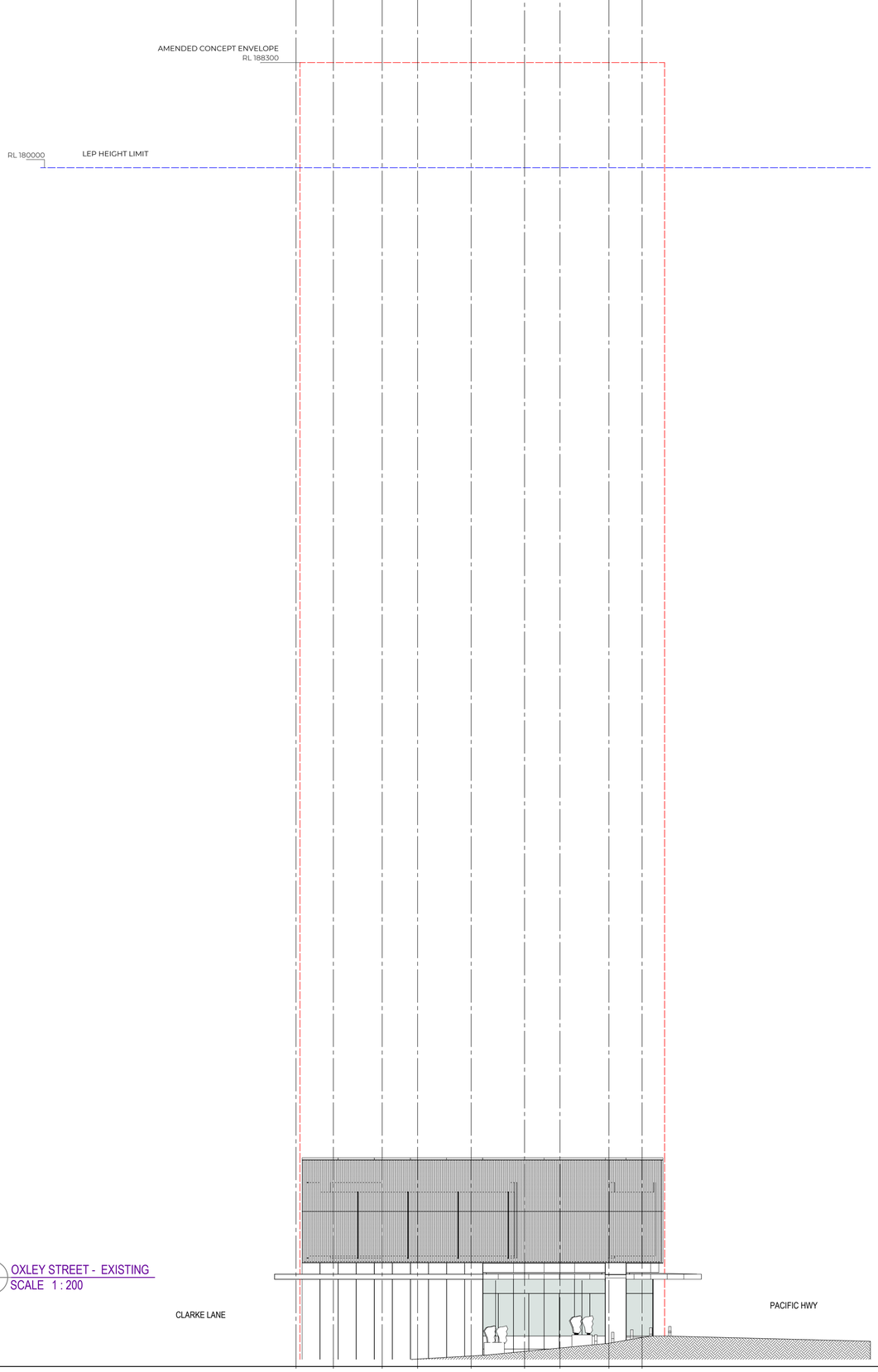
Sheet no.
DA-3101

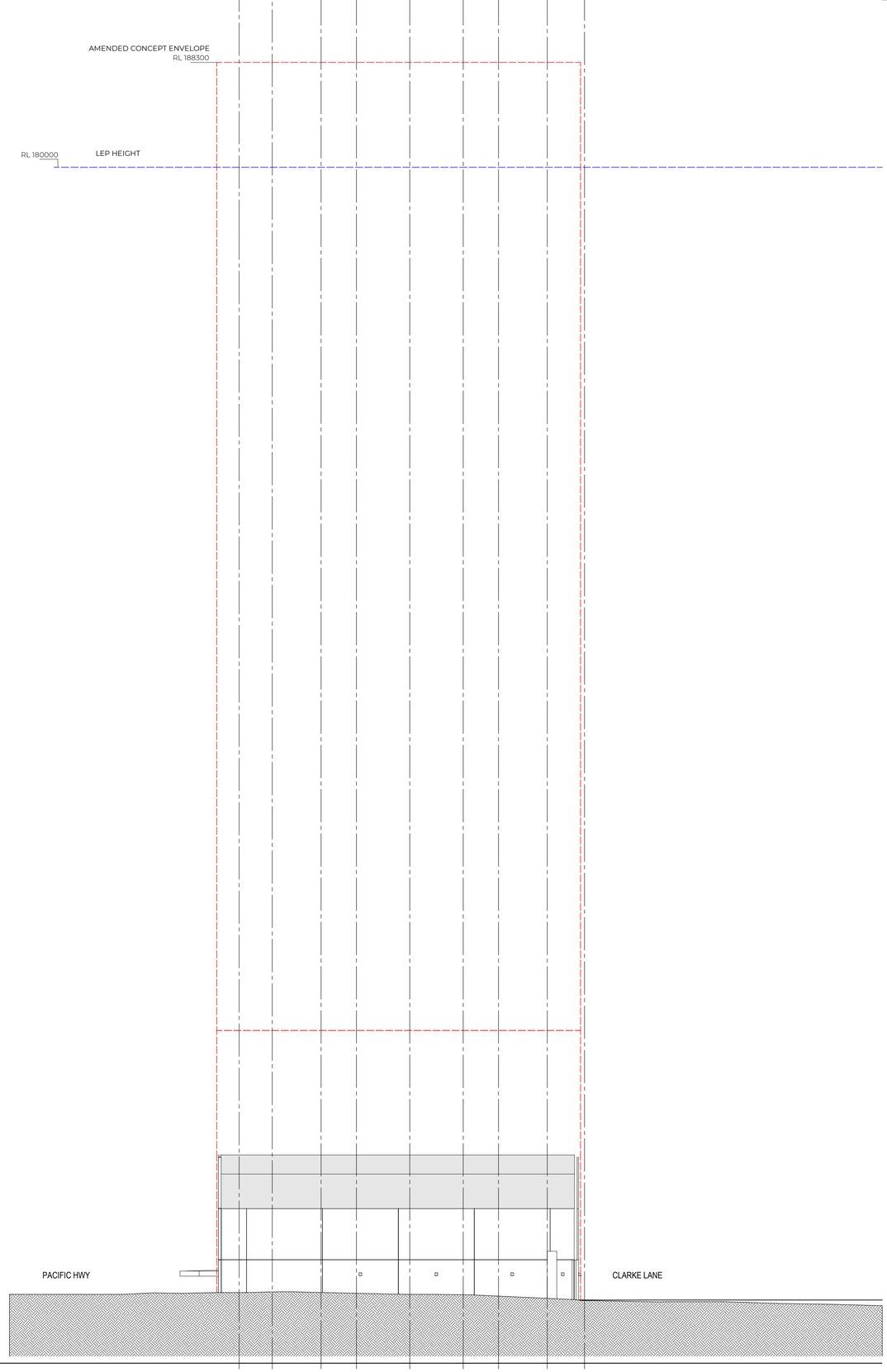
Revision
B

Date
20.10.2025

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



1 OXLEY STREET - EXISTING
SCALE 1 : 200



2 HUME STREET - EXISTING
SCALE 1 : 200

W—B
WOODS BAGOT

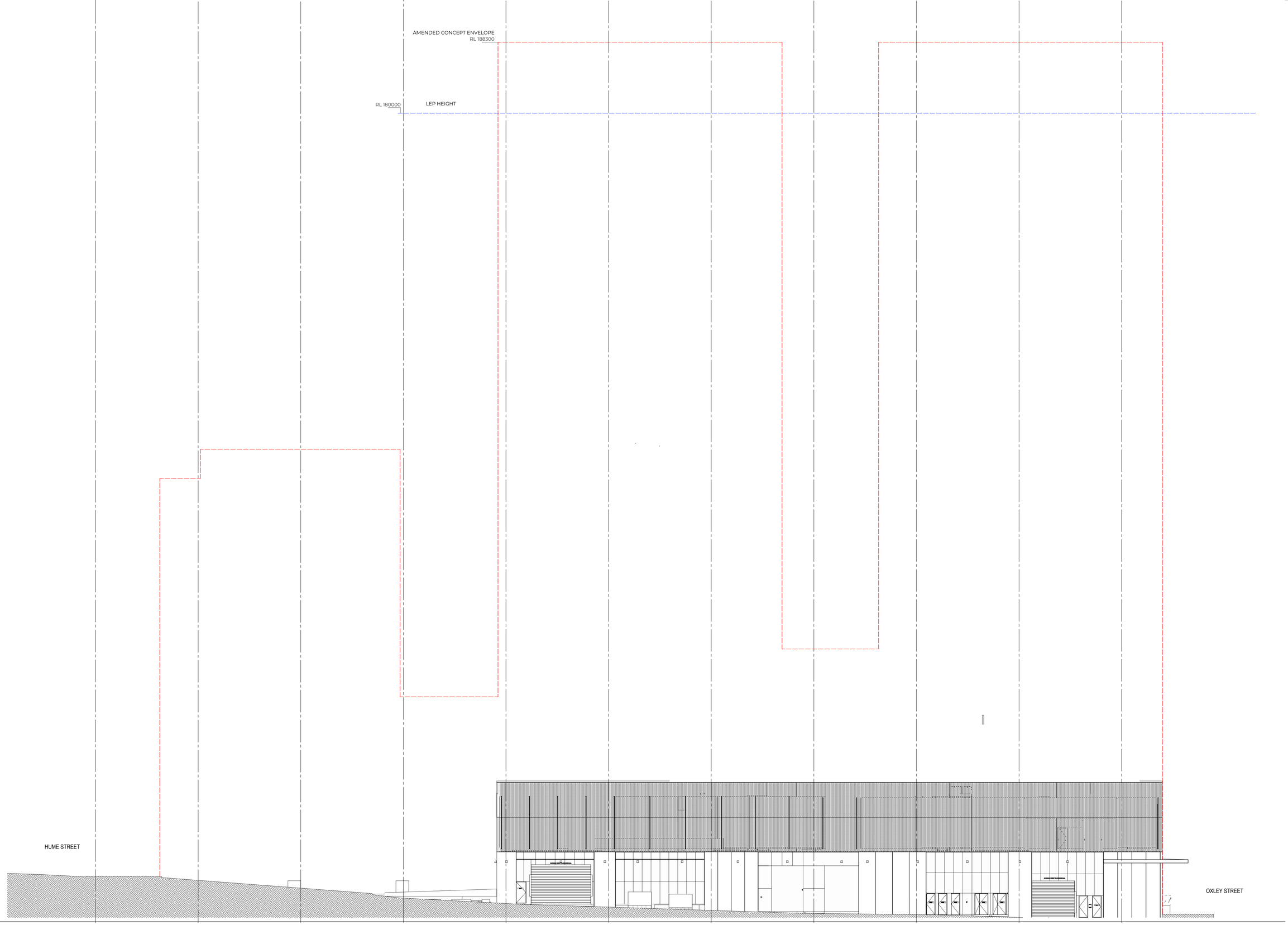
Client
Thirdi

Project
Crows Nest - Site A

Sheet title
EXISTING ELEVATION - OXLEY & HUME

Project no.	Scale	Sheet size	© Woods Bagot
121808	1 : 200	A1	
Sheet no.	Revision	Date	
DA-3102	B	20.10.2025	

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



W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
EXISTING ELEVATION - CLARKE LANE

Project no.
121808

Scale
1 : 200

Sheet size
A1

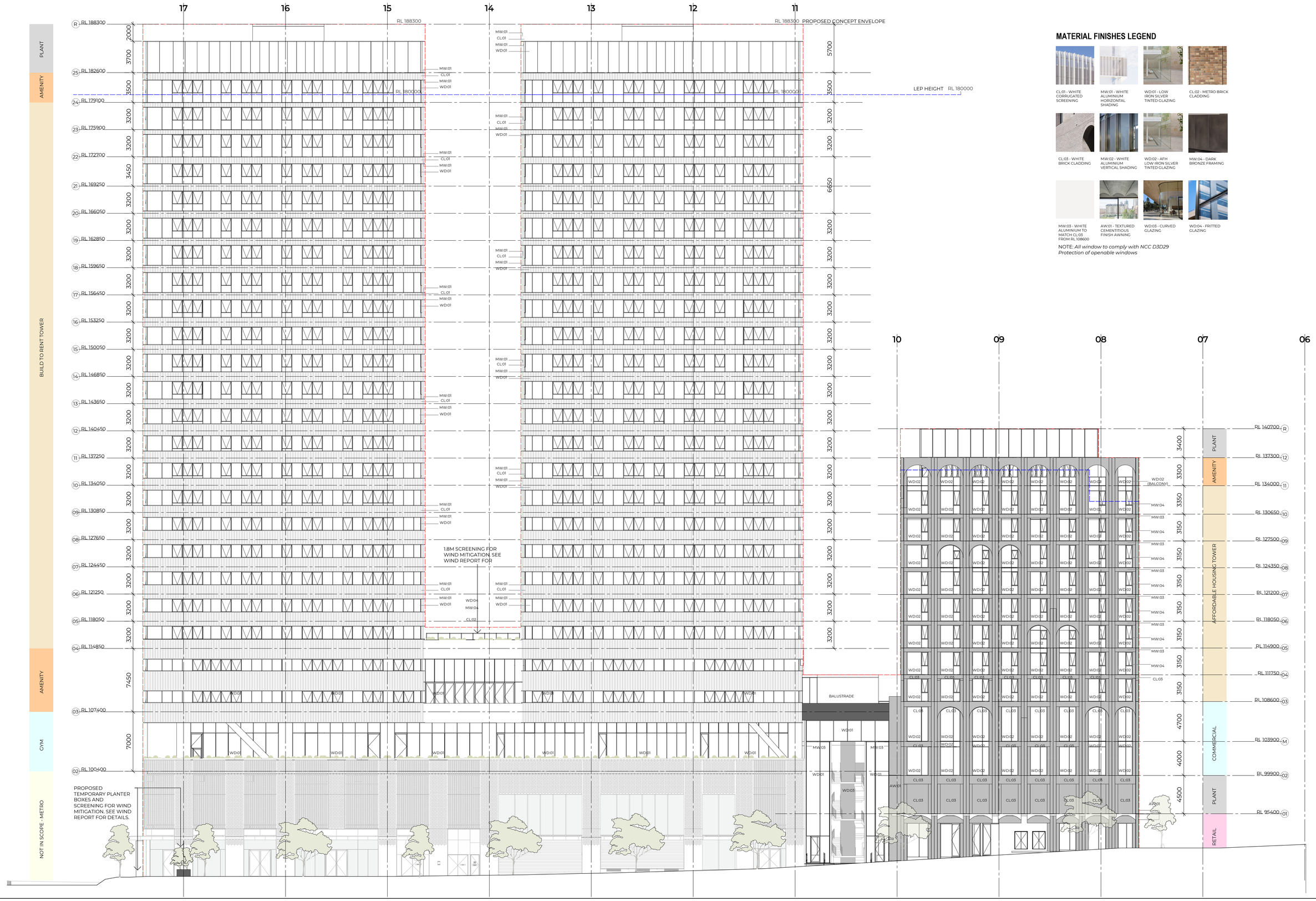
© Woods Bagot

Sheet no.
DA-3103

Revision
B

Date
20.10.2025

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



MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:04 - DARK BRONZE FRAMING

MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 108600

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING

NOTE: *All window to comply with NCC D3D29 Protection of openable windows*

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - PACIFIC HWY

Project no.
121808

Scale
1 : 200

Sheet size
A1

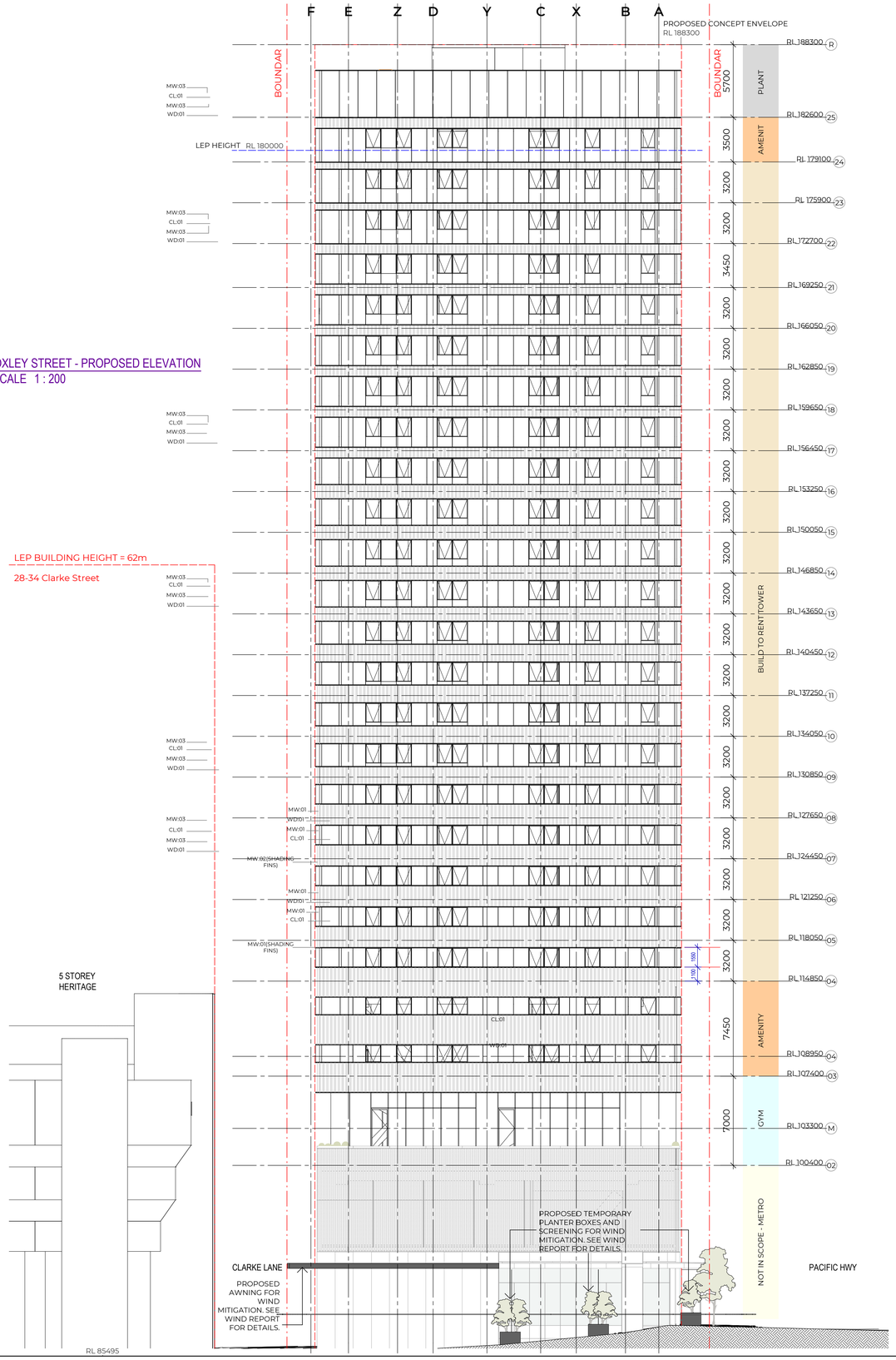
© Woods Bagot

Sheet no.
DA-3111

Revision
B

Date
20.10.2025

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



1 OXLEY STREET - PROPOSED ELEVATION
SCALE 1 : 200

MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:04 - DARK BRONZE FRAMING

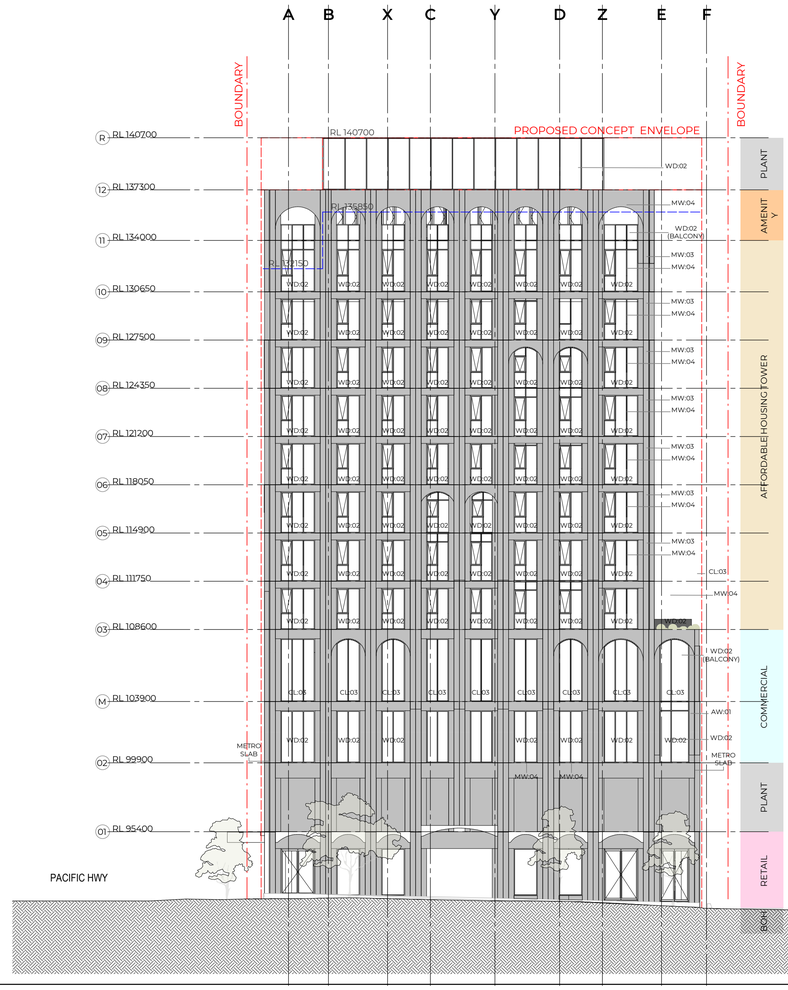
MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 108600

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

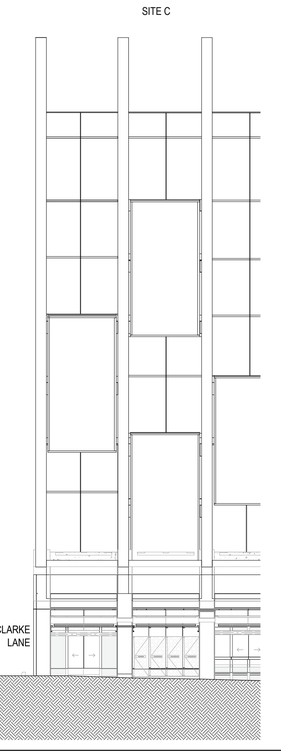
WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING

NOTE: *All window to comply with NCC D3D29 Protection of openable windows*



2 HUME STREET - PROPOSED ELEVATION
SCALE 1 : 200



W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - OXLEY & HUME

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-3112

Revision
B

Date
20.10.2025

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

MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:04 - DARK BRONZE FRAMING

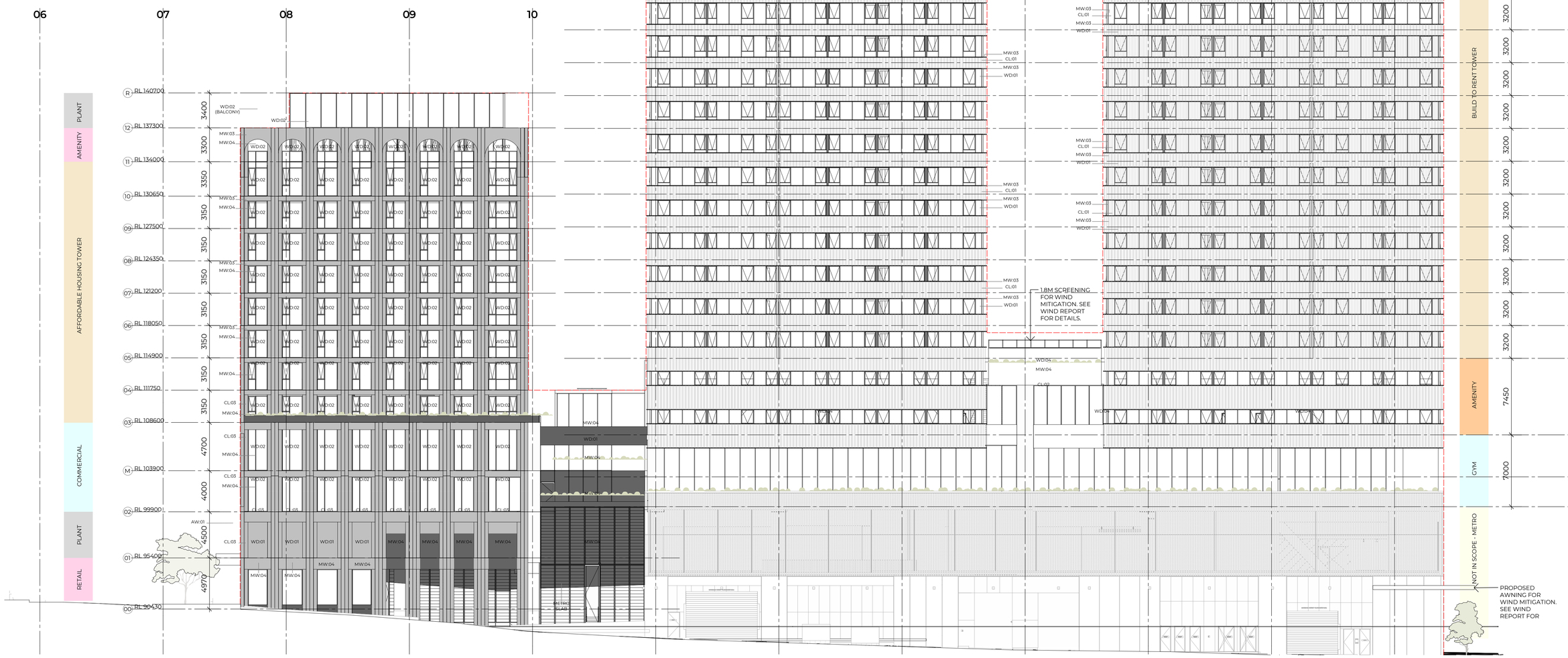
MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 108600

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING

NOTE: *All window to comply with NCC D3D29 Protection of openable windows*



W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - CLARKE LANE

Project no.	Scale	Sheet size
121808	1 : 200	A1
Sheet no.	Revision	Date
DA-3113	B	20.10.2025

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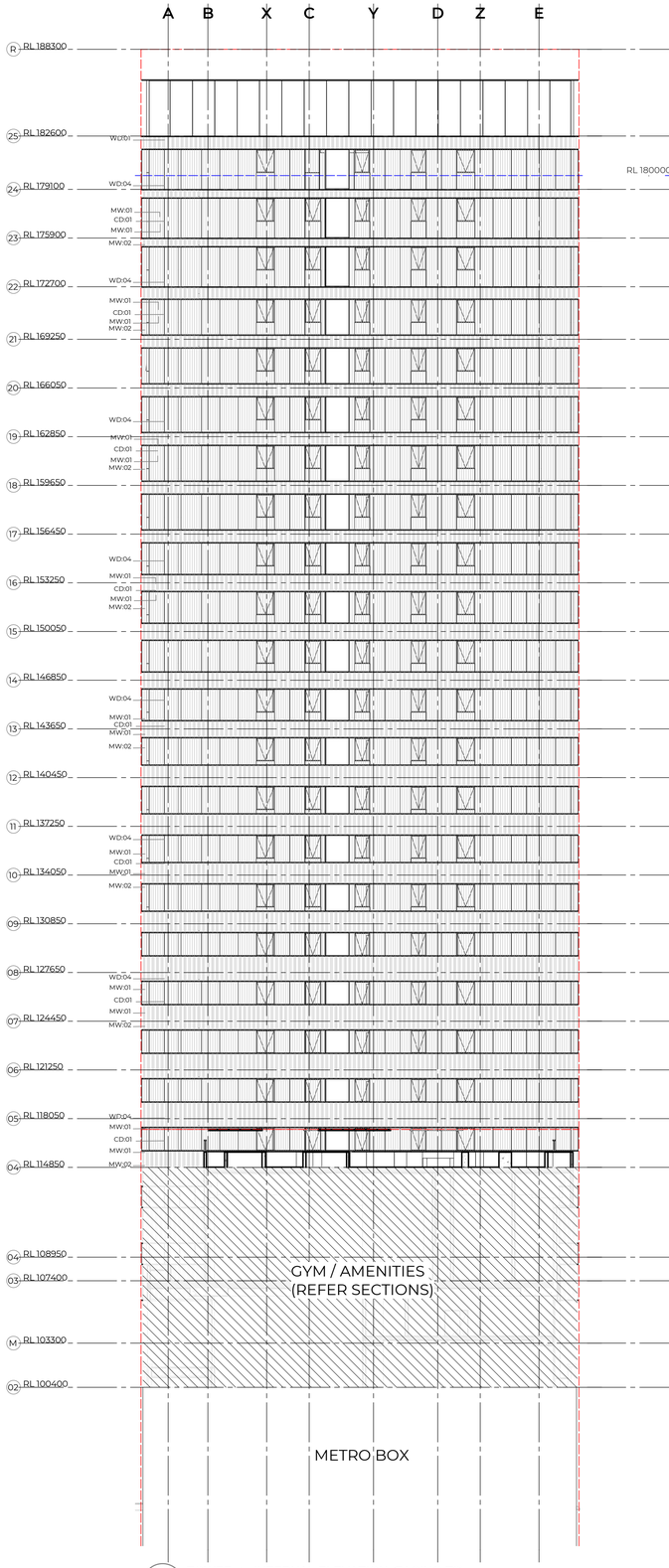
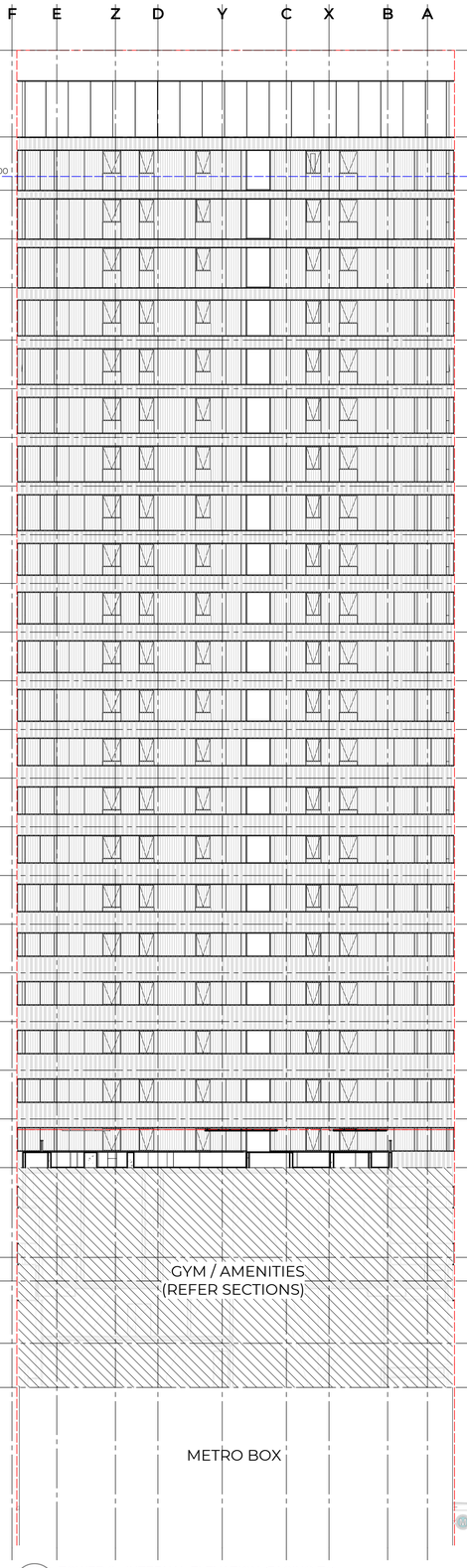
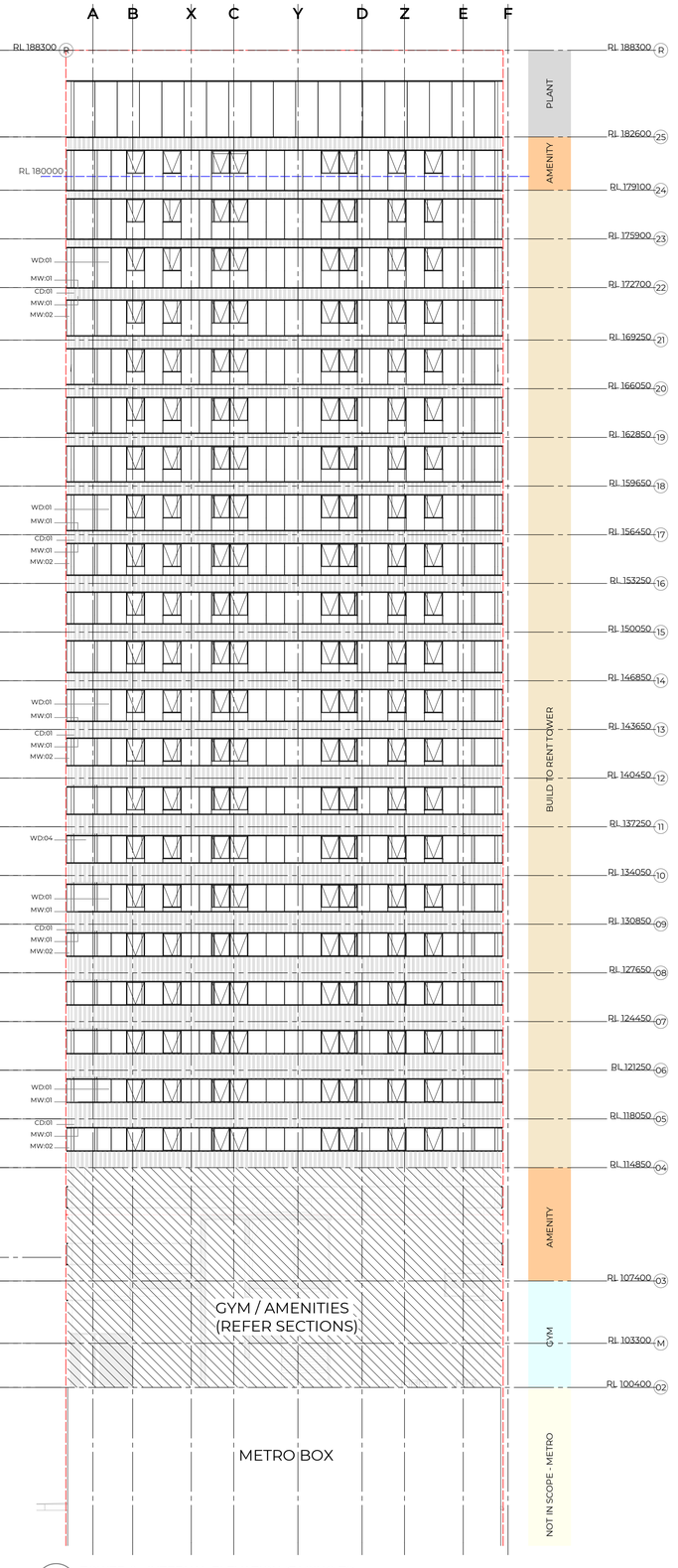
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



1 TOWER 1 - INTERNAL ELEVATION (FACING T2)
SCALE 1 : 200



2 TOWER 2 - INTERNAL ELEVATION (FACING T1)
SCALE 1 : 200



3 TOWER 2 - INTERNAL ELEVATION (FACING T3)
SCALE 1 : 200

MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:04 - DARK BRONZE FRAMING

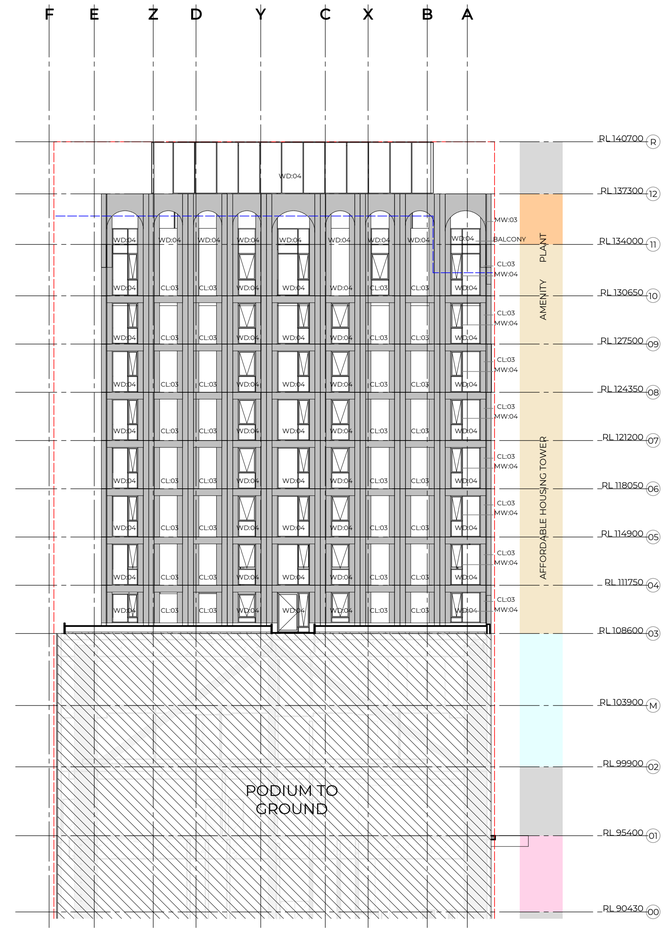
MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 108600

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING

NOTE: *All window to comply with NCC D3D29 Protection of openable windows*



4 TOWER 3 - INTERNAL ELEVATION
SCALE 1 : 200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - INTERNAL

Project no.
121808

Scale
1 : 200

Sheet size
A1

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Sheet no.
DA-3114

Revision
B

Date
20.10.2025

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

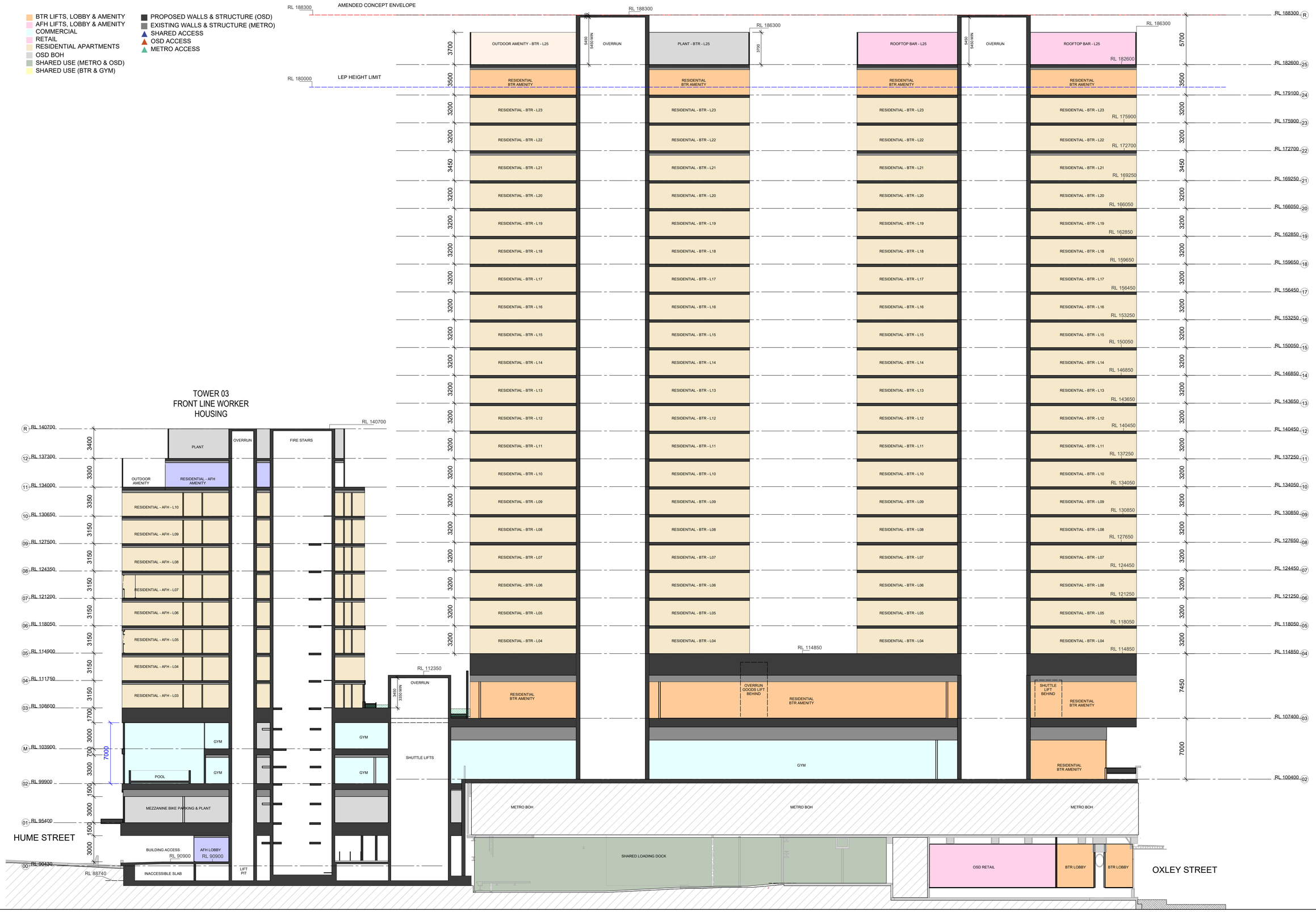
- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)

- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

TOWER 02
BUILD TO RENT

TOWER 01
BUILD TO RENT

TOWER 03
FRONT LINE WORKER
HOUSING



W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LONG SECTION

Project no.	Scale	Sheet size
121808	**1 : 200**	**A1**
Sheet no.	Revision	Date
DA-3210	**B**	**20.10.2025**

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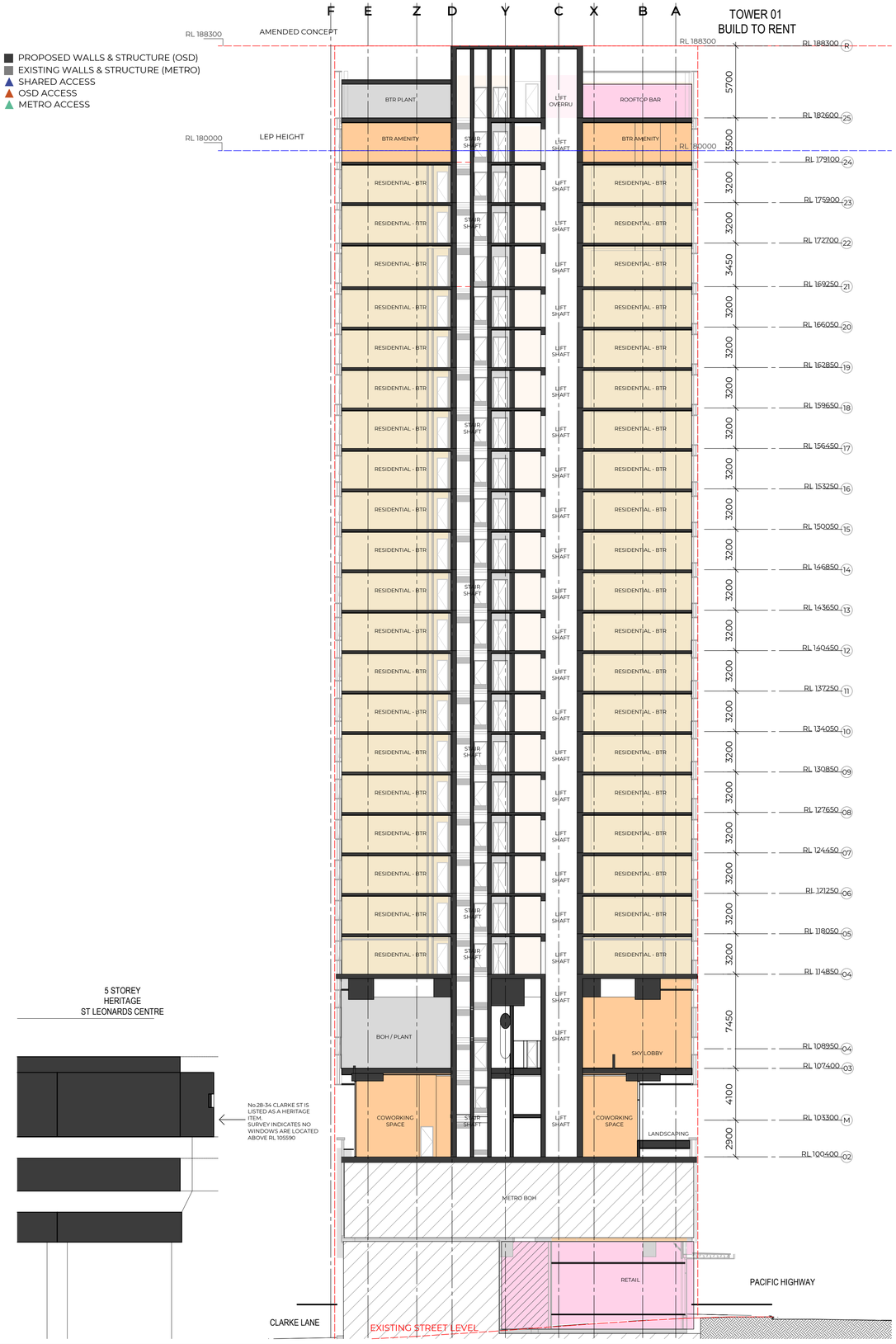
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)

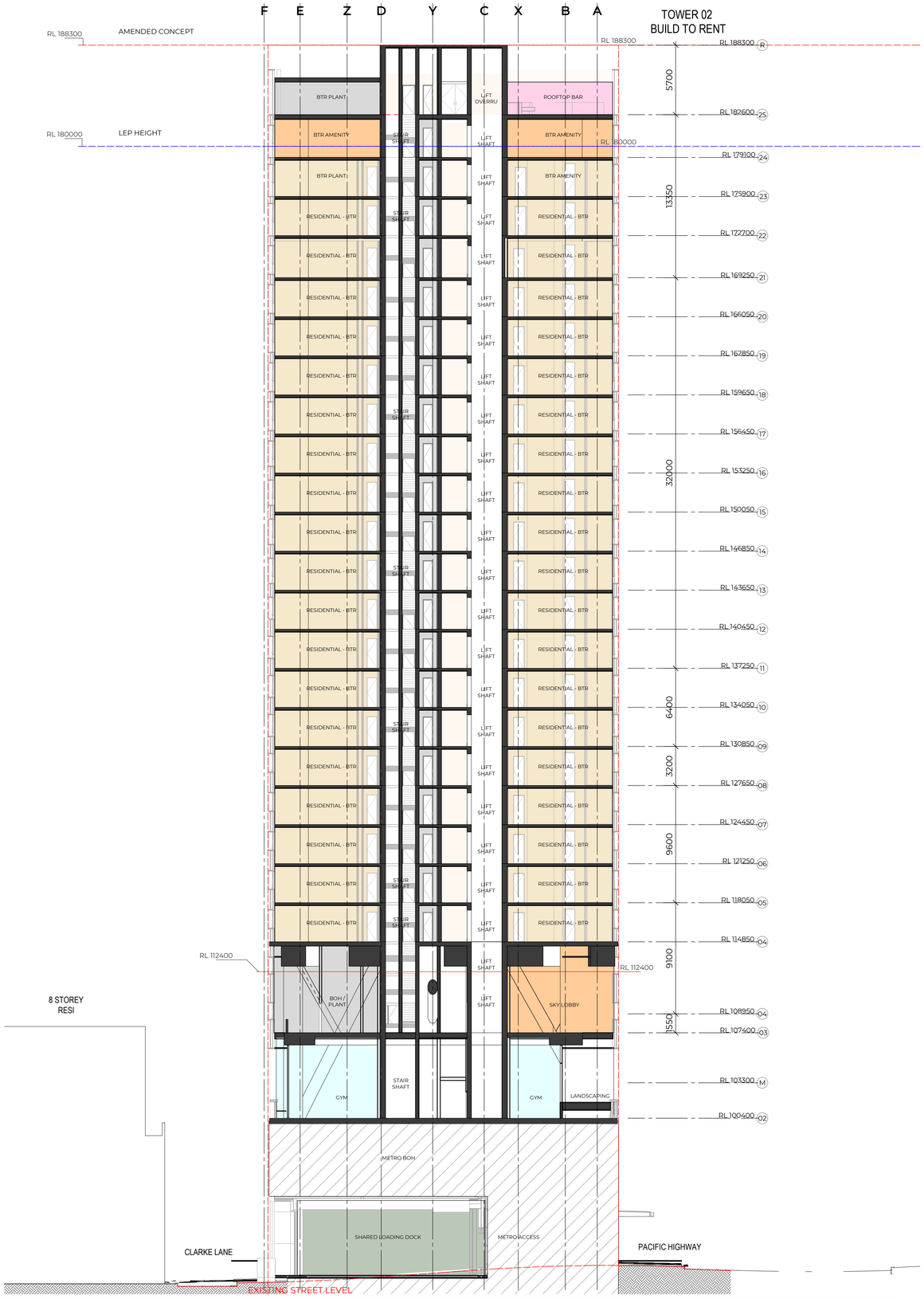
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS



5 STOREY
HERITAGE
ST LEONARDS CENTRE

No.28-34 CLARKE ST IS LISTED AS A HERITAGE ITEM.
SURVEY INDICATES NO WINDOWS ARE LOCATED ABOVE RL 105590

1. TOWER 1



8 STOREY
RESI

2. TOWER 2

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
SHORT SECTIONS - TOWERS 1 & 2 - BTR

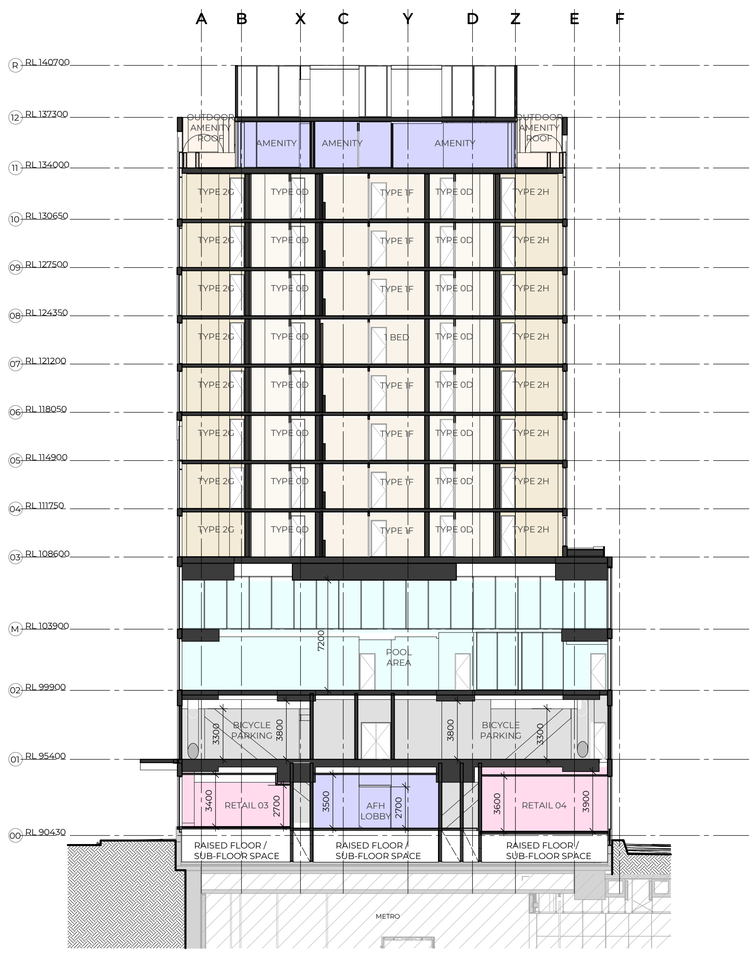
Project no.	Scale	Sheet size	© Woods Bagot
121808	1 : 200	A1	
Sheet no.	Revision	Date	
DA - DA-3211	B	20.10.2025	

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

- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

TOWER 03
AFH

1 TOWER 3 - SHORT SECTION 1
SCALE 1 : 200



2 TOWER 3 - SHORT SECTION 2
SCALE 1 : 200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
SHORT SECTIONS - TOWER 3 - AFH

Project no. 121808
Scale 1 : 200
Sheet size A1
Sheet no. DA - DA-3212
Revision B
Date 20.10.2025

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

Transport Strategies

Appendix E
Swept Path Assessments and Compliance Review

CLARKE LANE

SHARED CIRCULATION 34m²

SHARED LOADING ZONE 312 m²

RETAIL 02 RL 88610 57 m²

RL 88440

RL 88440

WASTE ROOM 14m²

RETAIL WASTE 79m²

GYM WASTE 8m²

GREASE ARRESTOR ROOM 17 m²

9.59m Garbage – NS

9.59m Garbage CUSTOM

9.59m Garbage CUSTOM

1.6

1.1

0.9

2.6

7.7

3.5

3.5

3.5

8.8

8.8

6.4

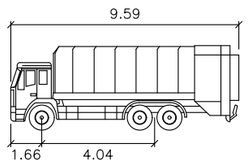
6.4

7.0

1.0

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



9.59m Garbage – NS

meters

Width	: 2.53
Track	: 2.50
Lock to Lock Time	: 4.0
Steering Angle	: 35.8

Plotted by AFZAL COMPUTERS C:\Users\AFZAL COMPUTERS\Transport Strategies Dropbox\siew hwee kong\PC\Desktop\TS PROJECT\2024\24115 - 23-430 Crows Nest Metro OSD – Crows Nest Site A\DRAWING\24115-04-V3_SP.dwg

23-430 CROWS NEST METRO OSD - SITE A

SWEPT PATH ASSESSMENT

Transport Strategies

TRANSPORT STRATEGIES ALLIANCE PTY LTD
207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148
ABN 51 660 480 491
PHONE 0424 007 141
WEBSITE http://www.transportstrategies.com.au/

PRELIMINARY PLAN

FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

24115-04-V3_SP

02 OF 05

23 October 2025

DESIGNED BY R.MUHAMMAD

APPROVED BY M.KONG

SCALE A3 0 2.0 4.0 1:200

CLARKE LANE

SHARED CIRCULATION 34 m²

SHARED LOADING ZONE 312 m²

RL 88440

RL 88440

WM ROOM 14 m²

RETAIL 02 57 m² RL 88610

RETAIL WASTE 793 m²

GAM WASTE 6 m²

GREASE ARRESTOR ROOM 17 m²

6.4

3.5

3.5

8.8

8.8

6.4

SRV STANDARDS 2018 (AU)

SRV STANDARDS 2018 (AU)

SRV STANDARDS 2018 (AU)

7.0

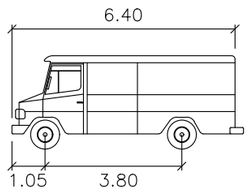
11.0

8.0

SRV STANDARDS 2018 (AU)

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

23-430 CROWS NEST METRO OSD - SITE A

SWEPT PATH ASSESSMENT

Transport Strategies

TRANSPORT STRATEGIES ALLIANCE PTY LTD
207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148
ABN 51 660 480 491
PHONE 0424 007 141
WEBSITE http://www.transportstrategies.com.au/

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

24115-04-V3_SP
03 OF 05
23 October 2025

DESIGNED BY R.MUHAMMAD
APPROVED BY M.KONG

SCALE A3 0 2.0 4.0 1:200

Plotted by AFZAL COMPUTERS C:\Users\AFZAL COMPUTERS\Transport Strategies Dropbox\siew hwee kong\PC\Desktop\TS PROJECT\2024\24115 - 23-430 Crows Nest Metro OSD – Crows Nest Site A\DRAWING\24115-04-V3_SP.dwg

CLARKE LANE

SHARED CIRCULATION 34 m²

RL 88440

RL 88440

MEETING ROOM 14 m²

RETAIL 02 57 m² RL 88610

SHARED LOADING ZONE 312 m²

STANDARDS 2018 (AU)

SRV

STANDARDS 2018 (AU)

SRV

3.5

3.5

3.5

8.8

8.8

6.4

6.4

7.0

11.0

8.0

RETAIL WASTE 20 m²

GYM WASTE 6 m²

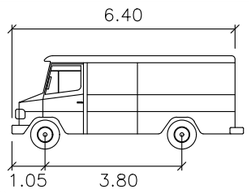
GREASE ARRESTOR ROOM 17 m²

CHARGE ROOM

ON

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

23-430 CROWS NEST METRO OSD - SITE A

SWEPT PATH ASSESSMENT

Transport Strategies

TRANSPORT STRATEGIES ALLIANCE PTY LTD
207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148
ABN 51 660 480 491
PHONE 0424 007 141
WEBSITE http://www.transportstrategies.com.au/

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

24115-04-V3_SP
04 OF 05
23 October 2025

DESIGNED BY R.MUHAMMAD
APPROVED BY M.KONG

SCALE A3 1:200

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CLARKE LANE

RL 88440

SHARED CIRCULATION 34m²

MEP ROOM 14m²

RETAIL 02 57m² RL 88610

SHARED LOADING ZONE 32m²

GYM WASTE 6m²

RETAIL WASTE 10m²

GREASE ARRESTOR ROOM 17m²

MRV STANDARDS 2018 (AU)

8.8

3.5

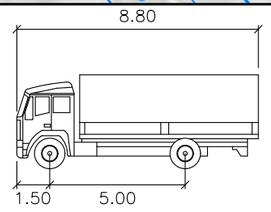
6.4

3.55

2.0

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

23-430 CROWS NEST METRO OSD - SITE A

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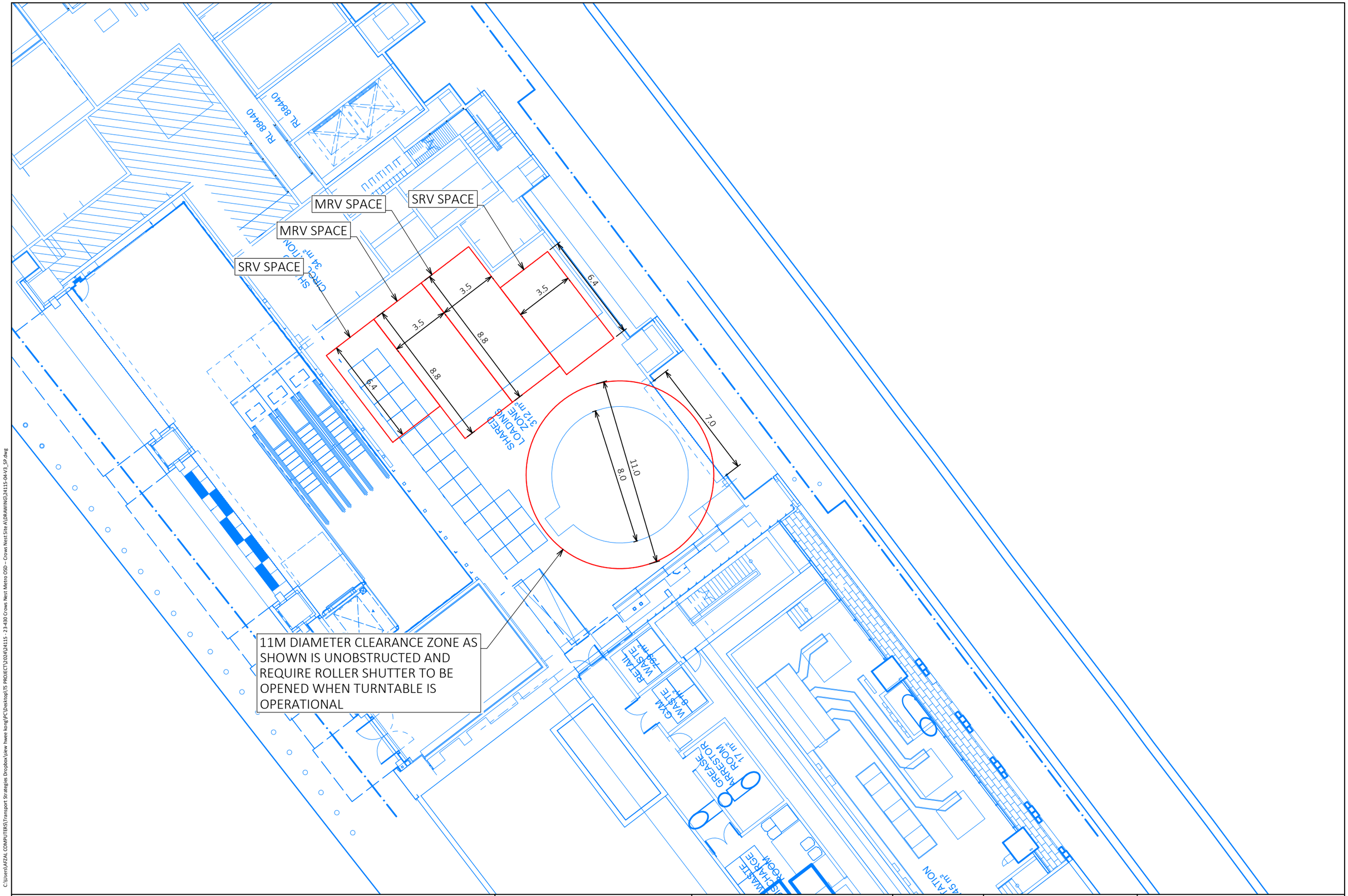

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23-430 CROWS NEST METRO OSD - SITE A

SWEPT PATH ASSESSMENT

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PRELIMINARY PLAN
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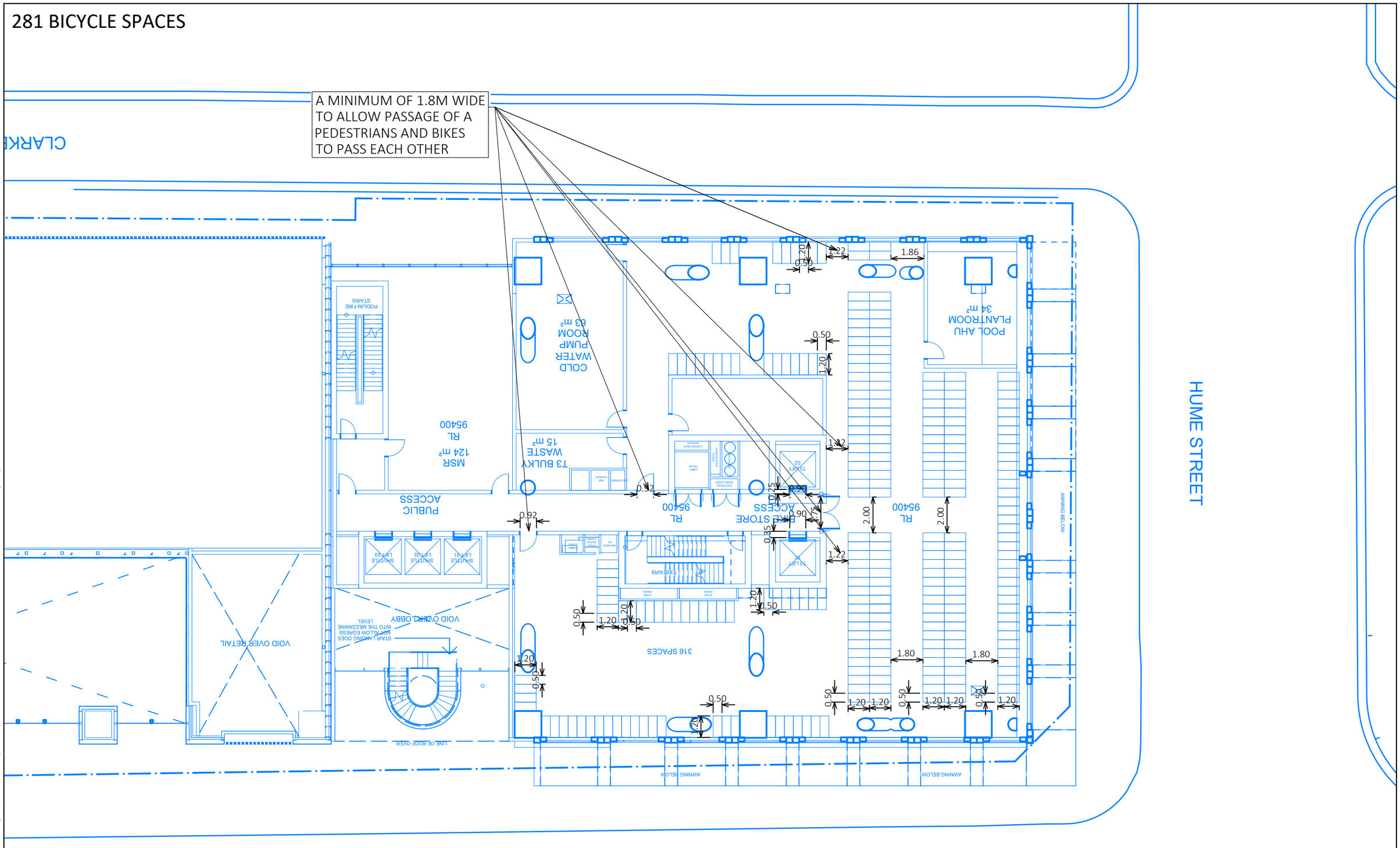
24115-04-V3_SP
A OF 05
23 October 2025

DESIGNED BY R.MUHAMMAD
APPROVED BY M.KONG

SCALE A3 0 2.0 4.0 1:200

281 BICYCLE SPACES

A MINIMUM OF 1.8M WIDE TO ALLOW PASSAGE OF A PEDESTRIANS AND BIKES TO PASS EACH OTHER



23-430 CROWS NEST METRO OSD – CROWS NEST SITE A MEZZANINE COMPLIANCE REVIEW	Transport Strategies	TRANSPORT STRATEGIES ALLIANCE PTY LTD 207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148 ABN 51 660 480 491 PHONE 0424 007 141 WEBSITE http://www.transportstrategies.com.au/	**PRELIMINARY PLAN** FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION	24115-03-V4_SP 01 OF 03 23 October 2025	DESIGNED BY R.MUHAMMAD APPROVED BY M.KONG SCALE A3 0 2.0 4.0 1:200

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XX BICYCLE SPACES

PROVIDE 0.35M WIDTH
AS PER STANDARD

A MINIMUM OF 1.8M WIDE
TO ALLOW PASSAGE OF A
PEDESTRIANS AND BIKES
TO PASS EACH OTHER

0.35
0.40
0.18
2.00
2.11
136 SPACES
0.40
2.00
2.00
0.40
2.12
1.47
0.40
1.47
0.22
2.00
1.47
2.09
0.16
80 SPACES
1.70
2.00
0.40
0.82
1.44
0.40
2.00
1.46
0.40
2.00
1.47

FIRE PUMP
27 sqm

STRUCTURAL WALL
REQUIRED FOR TRANSFER

STEPS REQUIRED
DUE TO
METRO-BUILT SLAB

MEDIUM
MEETING
ROOM

PODIUM 2
STAIRS

GOOD
LIFTS 02

GOOD
LIFTS 01

COMS RISER

STAIR PRESS
2Nnr

LOBBY RELIE
4.0Nnr

FIRE EGRE

BTR L

23-430 CROWS NEST METRO OSD – CROWS NEST SITE A LEVEL 1 COMPLIANCE REVIEW	Transport Strategies	TRANSPORT STRATEGIES ALLIANCE PTY LTD 207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148 ABN 51 660 480 491 PHONE 0424 007 141 WEBSITE http://www.transportstrategies.com.au/	**PRELIMINARY PLAN** FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION	24115-03-V4_SP 02 OF 03 23 October 2025	DESIGNED BY R.MUHAMMAD APPROVED BY M.KONG SCALE A3 0 1.0 2.0 1:100

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XX BICYCLE SPACES

0.33
2.95
0.40
1.97
2.00
2.64
1.47
0.40
0.24
2.00
1.52
0.39
2.00
1.70
1.99
0.40
0.40
0.45
0.79

CORRIDOR - TOWER 2
MOVE IN & MOVE OUT

CORRIDOR - TOWER 1
MOVE IN & MOVE OUT

PROVIDE 0.35M WIDTH
AS PER STANDARD

A MINIMUM OF 1.8M WIDE
TO ALLOW PASSAGE OF A
PEDESTRIANS AND BIKES
TO PASS EACH OTHER

Plotted by AFZAL COMPUTERS C:\Users\AFZAL COMPUTERS\Transport Strategies Dropbox\www kong\PC\Desktop\TS PROJECT\2024\24115 - 23-430 Crows Nest Metro OSD – Crows Nest Site A\DRAWING\24115-03-V4_SP.dwg

23-430 CROWS NEST METRO OSD – CROWS NEST SITE A
LEVEL 2
COMPLIANCE REVIEW

Transport Strategies

TRANSPORT STRATEGIES ALLIANCE PTY LTD
207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148
ABN 51 660 480 491
PHONE 0424 007 141
WEBSITE http://www.transportstrategies.com.au/

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

24115-03-V4_SP
03 OF 03
23 October 2025

DESIGNED BY R.MUHAMMAD
APPROVED BY M.KONG

SCALE A3 0 1.0 2.0 1:100

Transport Strategies

Appendix F
Liaison with Bus Approval and Bus Operators

From:	KDNBNotifications
To:	Bus Approval; Meg Kong; Infrastructure; KDNBNotifications
Cc:	Ignacio Galarraga; Adam Marshall; Lauren Jewell; Andrea Banaag; John Khoury; Mehedi | SGC; Sam Haddad (SGC); Apollo Michaelides; Masaki Sato | prodject; Michel Samaha | prodject; prodject | Crows Nest OSD - Site A; Jasno Fraser; Camilla Firman; Anthony Kazacos; Do, Phuc
Subject:	RE: Crows Nest Site A - OSD works on the public domain
Date:	Thursday, 6 February 2025 1:07:06 PM
Attachments:	image003.png image004.png image005.png image006.jpg image007.png

Hi All,

KDNB have no objections, Thank you.

Regards,

Sergio Guerrero
Operations & Customer Service Officer

sergio.guerrero@keolisdowner.com.au
www.keolisdowner.com.au

Keolis Downer
630-636 Pittwater Rd
Brookvale 2100 NSW Australia

PO Box 7438 Warringah Mall
NSW 2100 Australia

We care | **We commit** | **We imagine** | **Think like a passenger** | **Zero Harm**

We acknowledge Aboriginal and Torres Strait Islander peoples as the First Australians and Traditional Custodians of the lands where we live, learn and work.
Keolis Downer Artwork by Elizabeth Close

From: Bus Approval <BusApproval@transport.nsw.gov.au>
Sent: Thursday, 6 February 2025 11:32 AM
To: Meg Kong <technical@transportstrategies.com.au>; Bus Approval <BusApproval@transport.nsw.gov.au>; Infrastructure <InfrastructureSydney@busways.com.au>; KDNBNotifications <KDNB.notifications@keolisdowner.com.au>
Cc: Ignacio Galarraga <Ignacio.Galarraga@woodsbagot.com>; Adam Marshall <adam@thirdigroup.com.au>; Lauren Jewell <lauren.jewell@woodsbagot.com>; Andrea Banaag <andreab@arcadiala.com.au>; John Khoury <jkhoury@stevewatsonandpartners.com.au>; Mehedi | SGC <mehedi@sgce.com.au>; Sam Haddad (SGC) <sam@sgce.com.au>; Apollo Michaelides <Apollo.Michaelides@woodsbagot.com>; Masaki Sato | prodject <MasakiS@prodject.com.au>; Michel Samaha | prodject <michels@prodject.com.au>; prodject | Crows Nest OSD - Site A <PD240049@prodject.com.au>; Jasno Fraser <jason.fraser@woodsbagot.com>; Camilla Firman <CamillaF@gyde.com.au>; Anthony Kazacos <anthonyk@gyde.com.au>; Do, Phuc <p.do@ndy.com>
Subject: RE: Crows Nest Site A - OSD works on the public domain

James and Ben,

Please see below from Meg for your feedback.

Regards,
Frankie Passarelli
Transport Planning Project Manager
Operations Planning – Short Term & Temporary Transport Planning
Coordinator-General Division | **Transport for NSW**

E: Frankie.PASSARELLI@transport.nsw.gov.au
T: 0447 174 312
231 Elizabeth St | Sydney NSW 2000

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

OFFICIAL

From: Meg Kong <technical@transportstrategies.com.au>
Sent: Wednesday, 5 February 2025 5:21 PM
To: Bus Approval <BusApproval@transport.nsw.gov.au>
Cc: Ignacio Galarraga <Ignacio.Galarraga@woodsbagot.com>; Adam Marshall <adam@thirdigroup.com.au>; Lauren Jewell <lauren.jewell@woodsbagot.com>; Andrea Banaag <andreab@arcadiala.com.au>; John Khoury <jkhoury@stevewatsonandpartners.com.au>; Mehedi | SGC <mehedi@sgce.com.au>; Sam Haddad (SGC) <sam@sgce.com.au>; Apollo Michaelides <Apollo.Michaelides@woodsbagot.com>; Masaki Sato | prodject <MasakiS@prodject.com.au>; Michel Samaha | prodject <michels@prodject.com.au>; prodject | Crows Nest OSD - Site A <PD240049@prodject.com.au>; Jasno Fraser <jason.fraser@woodsbagot.com>; Camilla Firman <CamillaF@gyde.com.au>; Anthony Kazacos <anthonyk@gyde.com.au>; Do, Phuc <p.do@ndy.com>
Subject: Crows Nest Site A - OSD works on the public domain

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Hi Frankie
Hope you had a good week so far.
At the end of last year, we re-surveyed the site and found out that Metro installed many bollards on the public domain and some of them are encroaching to our proposed entrance.
Please find the attached for where we have to relocate the bollards. These are located at the bus zone/stop along the Pacific Highway.
Can I please get your and the affected bus operators' feedback on the bollard relocation?

Thank you .
Kind regards

Note: *I am currently working overseas and may be in a different time zone than usual. While I am still available, there could be a slight delay in my responses due to the time difference. For urgent matters, please feel free to reach out via text or WhatsApp.*

Meg Kong
Founder & Transport Strategist
Transport Strategies Alliance Pty Ltd

Head Office: 207A/30 Campbell Street, Blacktown NSW 2148
Offices: Sydney | Melbourne | Brisbane | Adelaide | Perth
0424 007 141 | ✉ technical@transportstrategies.com.au
www.transportstrategies.com.au | https://wa.me/61424007141

Licenses & Certifications:

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- NSW Fair Trading: DEP0000127 | PRE0000121
- VIC BLA: PE0016406 | SafeWork NSW: TCT1030659

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From:	Infrastructure Sydney
To:	Bus Approval; Meg Kong; Infrastructure Sydney; KDNBNotifications
Cc:	Ignacio Galarraga; Adam Marshall; Lauren Jewell; Andrea Banaag; John Khoury; Mehedi | SGC; Sam Haddad (SGC); Apollo Michaelides; Masaki Sato | prodject; Michel Samaha | prodject; prodject | Crows Nest OSD - Site A; Jasno Fraser; Camilla Firman; Anthony Kazacos; Do, Phuc
Subject:	RE: Crows Nest Site A - OSD works on the public domain
Date:	Thursday, 6 February 2025 11:35:40 AM
Attachments:	~WRD3172.jpg image003.png image004.jpg image005.png

Hi all,
No objections from Busways

Kind Regards,

Mohamed Turk
Field Services Officer

Busways Group
49-75 Buffalo Rd, Ryde NSW 2112
M: 0437 126 357 | **E:** mohamedturk@busways.com.au

From: Bus Approval <BusApproval@transport.nsw.gov.au>
Sent: Thursday, February 6, 2025 11:32 AM
To: Meg Kong <technical@transportstrategies.com.au>; Bus Approval <BusApproval@transport.nsw.gov.au>; Infrastructure Sydney <InfrastructureSydney@busways.com.au>; KDNBNotifications <KDNB.notifications@keolisdowner.com.au>
Cc: Ignacio Galarraga <Ignacio.Galarraga@woodsbagot.com>; Adam Marshall <adam@thirdigroup.com.au>; Lauren Jewell <lauren.jewell@woodsbagot.com>; Andrea Banaag <andreab@arcadiala.com.au>; John Khoury <jkhoury@stevewatsonandpartners.com.au>; Mehedi | SGC <mehedi@sgce.com.au>; Sam Haddad (SGC) <sam@sgce.com.au>; Apollo Michaelides <Apollo.Michaelides@woodsbagot.com>; Masaki Sato | prodject <MasakiS@prodject.com.au>; Michel Samaha | prodject <michels@prodject.com.au>; prodject | Crows Nest OSD - Site A <PD240049@prodject.com.au>; Jasno Fraser <jason.fraser@woodsbagot.com>; Camilla Firman <CamillaF@gyde.com.au>; Anthony Kazacos <anthonyk@gyde.com.au>; Do, Phuc <p.do@ndy.com>
Subject: RE: Crows Nest Site A - OSD works on the public domain

James and Ben,

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Regards,
Frankie Passarelli
Transport Planning Project Manager
Operations Planning – Short Term & Temporary Transport Planning
Coordinator-General Division | **Transport for NSW**

E: Frankie.PASSARELLI@transport.nsw.gov.au
T: 0447 174 312
231 Elizabeth St | Sydney NSW 2000

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Sent: Wednesday, 5 February 2025 5:21 PM
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Cc: Ignacio Galarraga <Ignacio.Galarraga@woodsbagot.com>; Adam Marshall <adam@thirdigroup.com.au>; Lauren Jewell <lauren.jewell@woodsbagot.com>; Andrea Banaag <andreab@arcadiala.com.au>; John Khoury <jkhoury@stevewatsonandpartners.com.au>; Mehedi | SGC <mehedi@sgce.com.au>; Sam Haddad (SGC) <sam@sgce.com.au>; Apollo Michaelides <Apollo.Michaelides@woodsbagot.com>; Masaki Sato | prodject <MasakiS@prodject.com.au>; Michel Samaha | prodject <michels@prodject.com.au>; prodject | Crows Nest OSD - Site A <PD240049@prodject.com.au>; Jasno Fraser <jason.fraser@woodsbagot.com>; Camilla Firman <CamillaF@gyde.com.au>; Anthony Kazacos <anthonyk@gyde.com.au>; Do, Phuc <p.do@ndy.com>
Subject: Crows Nest Site A - OSD works on the public domain

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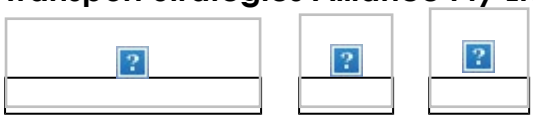
Transport Strategies Alliance Pty Ltd



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