



AJC Architects for Jadan Property Group

Rev. 7 // 23 February 2024

# **345 Pacific Highway, Lindfield**

Urban Design Report in support of a Planning Proposal

345 Pacific Highway, Lindfield is on the lands of the Darramuragal people.

AJC recognises that this Country is still cared for by the Darramuragal, and by operating within this Country we have a shared responsibility to respect and contribute to its care.

We express our gratitude to the Elders and Knowledge Holders who have embedded their culture, wisdom and knowledge in these lands and waters, and we strive to create spaces that continue their legacy of caring for Country.



# Table of Contents

<b>Executive Summary</b>	<b>4</b>		
<b>1. Planning Framework</b>	<b>6</b>	<b>4. Indicative Design Proposal</b>	<b>37</b>
1.1 Strategic Planning Framework	7	4.1 Indicative Design Proposal	38
1.2 Statutory Planning Framework	12	4.2 Indicative Site Plan	39
<b>2. Site &amp; Context Analysis</b>	<b>15</b>	4.3 Envelope Sections/Elevations	40
2.1 Country and Place	16	4.5 Envelope Yield Estimation	44
2.2 Site Context	17	4.6 Envelope Area Plans	45
2.3 Site Location	18	4.7 Skyline Analysis - Concept 1	46
2.4 Road Network	19	4.8 Skyline Analysis - Concept 2	47
2.5 Public Transport	20	4.9 Overshadowing Analysis	48
2.6 Open Space	21	4.10 Elevational Shadow Analysis	50
2.7 Site Characteristics	22	4.11 Sun Eye Diagrams	52
2.8 Local Built-Form Context	23	4.12 High Level ADG Compliance Check	53
2.9 Site Photos	24	4.13 Indicative Landscape Design	54
2.10 Topography	26	<b>5. Artist Impressions</b>	<b>59</b>
2.11 Future Road Widening	27	5.14 Artist Impressions	60
2.12 Opportunities	28	5.14 Artist Impressions	62
2.13 Challenges	29	<b>6. Changes to Planning Framework</b>	<b>64</b>
<b>3. Structure Plan &amp; Concept Options</b>	<b>30</b>	6.1 Introduction	65
3.1 Structure Plan & Concept Options	31	6.2 Proposed Height of Building Control	66
3.2 Centre-Wide Structure Plan	32	6.3 Proposed Floor Space Control	67
3.3 Site Specific Structure Plan	33	<b>7. Appendix 1: Test-Fit Reference Plans</b>	<b>68</b>
3.4 Urban Design Principles	34	<b>8. Appendix 2: Council Road Widening</b>	<b>75</b>
3.5 Concept Options	35		

Date	Rev.	Status	By	Checked
31.08.2023	4	PLANNING PROPOSAL SUBMISSION	JW	DC
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23.02.2024	7	ADDITIONAL INFORMATION REQUESTS	DQ	DC

# Executive Summary

This Urban Design Report outlines an investigation into an appropriate scale of redevelopment for 345 Pacific Highway, a landmark site in the Lindfield local centre. The site is currently occupied by an aging two-storey office building, but has been nominated in work prepared by Ku-ring-gai Council as the site of the single future "Landmark Building" of the centre, within a wider area identified for height uplifts to between "10 and 15 storeys".

Having studied each of Council's proposed building heights, the report concludes that the highest end of the range (15-storeys) is appropriate and supportable. This is due to the site's prominent position on a bend of Pacific Highway, location 200-metres from the entrance to Lindfield heavy rail station (a 2 minute walk), as well as the landowner's commitment to retaining a significant commercial floor space component. A mixed-use 'landmark' tower is therefore considered an appropriate outcome for the site.

Through a literature review and site analysis, this report establishes that increased density at this site can be appropriately integrated in a way that aligns with both local and state-wide strategic objectives of maximising housing supply, job opportunities, and active transportation use around urban centres serviced by mass-transport. This fits with the 2021 direction by the Deputy Secretary of NSW Department of Planning to Ku-ring-gai Council to "commence a master plan, or accommodate proponent-led planning proposal(s), with good planning outcomes for [the Lindfield local centre]". The Deputy Secretary's direction also notes that "where this work is not pursued by Council the Department welcomes good place-based approaches by landowners/developers".

The 15-storey landmark tower is considered by AJC to be a 'good place-based approach' that uses the Ku-ring-gai Council prepared and exhibited 2020 draft Local Housing Strategy as guidance. The height and density of the proposed development are designed to optimise use of land within a 2 minute walk of a heavy rail station, providing increased housing in an exceptionally well serviced area with an identified need for residential accommodation.

The proposal for 345 Pacific Highway outlined in this report shows a large commercial podium with two large-plate floors of commercial (office and retail) uses, positioned below an expansive communal roof deck and residential tower above. It is proposed to use the southern end of the site to facilitate the widening of the Havilah Road Reserve - delivering on the "opportunity for improved and widened rail crossing" described in Ku-ring-gai Council's Local Strategic Planning Statement.

The ground-floor retail of the proposal will sit opposite further new retail tenancies on the other side of Pacific Highway in the 'Balfour Place' development - a Coles supermarket with housing above. 345 Pacific Highway and Balfour Place will together form a modern, contemporary retail presence as the northern gateway into the Lindfield Centre. This will help maintain the vibrancy of Lindfield as a local retail centre spanning both sides of the Highway, which is currently visually affected by vacancies in older-style shoptop building stock, as well as both sides of the railway line.

The office component of the proposal will mean the site continues to provide one of or the largest component of employment floor space in the Lindfield Centre, with the redevelopment allowing an outdated layout be replaced with contemporary large-footprint office floor plates. This significant office presence will stimulate economic activity while fostering a better sense of place and community through greater day-time activity. It will complement the retail in encouraging street-level interactions, promoting walkability and enhancing the liveability of the urban environment of Lindfield.



The residential component of the scheme is proposed to be delivered in a podium-and-tower typology that takes advantage of its prominent site to create a "Landmark Building" signposting the location of and gateway into the Lindfield Local Centre.

The "Landmark Building" designation is quoted from the Ku-ring-gai May 2020 Draft Local Housing Strategy, endorsed by Council at the time of its exhibition but later revoked and now superseded. 345 Pacific Highway is the only site in the Lindfield Centre nominated by that document as a Landmark Building. The Ku-ring-gai LSPS, which remains Council's current statement of strategic planning direction for the LGA, also describes the site as a "Key Landmark Site".

Indicative view studies and skyline analysis show that the impact of the proposed 15-storey tower on local views is apparent but appropriate for a site with a "Landmark Building" designation, as the visibility of tower-heights above and around mass-transit is considered an appropriate skyline accent.

The revitalisation of 345 Pacific Highway would join numerous redevelopment and rezoning projects, many Council-run, that seek to update Lindfield's older lower-density stock with new higher-density development, together creating a local centre that benefits from a high level of amenity. These are:

- The previously described 'Balfour Place' is a supermarket-and-residential development under construction on the west side of the railway line.
- Also on the western side of the rail, just south of the subject site, the 'Lindfield Village Hub' is a Council-run, high density development that will deliver an additional neighbourhood retail centre anchored by a full-line supermarket, a new Library and Community Building, child care centre, and a public park all above a commuter parking station and paired with multiple 9-storey residential towers above a 2-storey podium.
- On the eastern side of the rail, 'Lindfield Village' is an existing development that contains a small supermarket and street-fronting retail strip. It has recently been complemented by the Council-developed Village Green which provided an activated open space and public parking facility.

The rezoning of 345 Pacific Highway will further add to the Centre's day- and night-time activity levels, while also minimising the need for long-distance commuting and so aligning with Council and State Government sustainability goals.

In conclusion, this proposal represents an opportunity to reinvigorate an underutilised site through mixed-use development that maintains the commercial floor space while accommodating housing supply within an immediate walking catchment of high local amenity and heavy rail. It does so in a way that recognises the site's position as the gateway into the Lindfield Local Centre, creating a landmark building that will contribute to its local environment.

### **October & November 2023 Updates**

This Planning Proposal was submitted to the NSW Planning Portal on 8 September 2023, then administratively returned by Council (that is, not accepted for assessment) with requests to remove analysis of the surrounding massing proposed in Council's 2020 draft Local Housing Strategy as well as to redesign the proposal around a Council proposal for a widening of Pacific Highway. The massing was removed (later re-added), however the indicative design was not modified to match Council's highway widening proposal. This had not been issued to the applicant during the Scoping Proposal phase, and so documentation did not accommodate it. However, in reviewing the design it appears a significant level of property acquisition was assumed, later-dated advice from TfNSW indicated that no property acquisition of the subject site is being considered. The design was therefore not modified pending clear advice from TfNSW. Further commentary on the road widening issue is provided in the Appendix 2.

### **February 2024 Update**

Further material requested by Council - yield plans and sun eye views - has been provided. Requests for six photorealistic views was not commissioned due to the expense involved and the unclear benefit at this point in assessment. Also added: short commentary on the proposed State-set permissibility for 6-storey residential buildings within 400m of Lindfield station; and a massing study of Council's superseded 2020 housing strategy.

# 1. Planning Framework





# 1.1 Strategic Planning Framework

This section describes the existing framework (including relevant drafts) to help position the project in relation to future plans for Greater Sydney.

These strategies form the basis for assessment for the success of the project, as well as ensure any development aligns with the 40- year vision for Greater Sydney.

Documents reviewed include:

- Greater Sydney Region Plan 'A Metropolis of Three Cities' (Greater Cities Commission)
- North District Plan (Greater Cities Commission)
- Ku-ring-gai Local Strategic Planning Statement 2020 (Ku-ring-gai Council)
- Ku-ring-gai Housing Strategy (Ku-ring-gai Council)
- Better Placed Suite (Government Architects NSW)



## Better Placed Suite

The Government Architect NSW (GA) has issued a series of built environment guidelines, largely targeted at local, state and federal government bodies as well as design professionals.

The core policy is 'Better Placed'. This document advocates for design to be at the forefront of any decisions related to city development, and sets out general principles intended to be used to assess design quality.



## A Metropolis of Three Cities

The Greater Sydney Region Plan 'A Metropolis of Three Cities' was finalised in 2018 and represents a change in government coordination across land use, transport and infrastructure planning. It is built on a vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities, services and active places by public transport.

Lindfield is located within the "Eastern Harbour City" and the plan establishes key objectives under the themes of Infrastructure and Collaboration, Liveability, Productivity and Sustainability.

## 1.1 Strategic Planning Framework

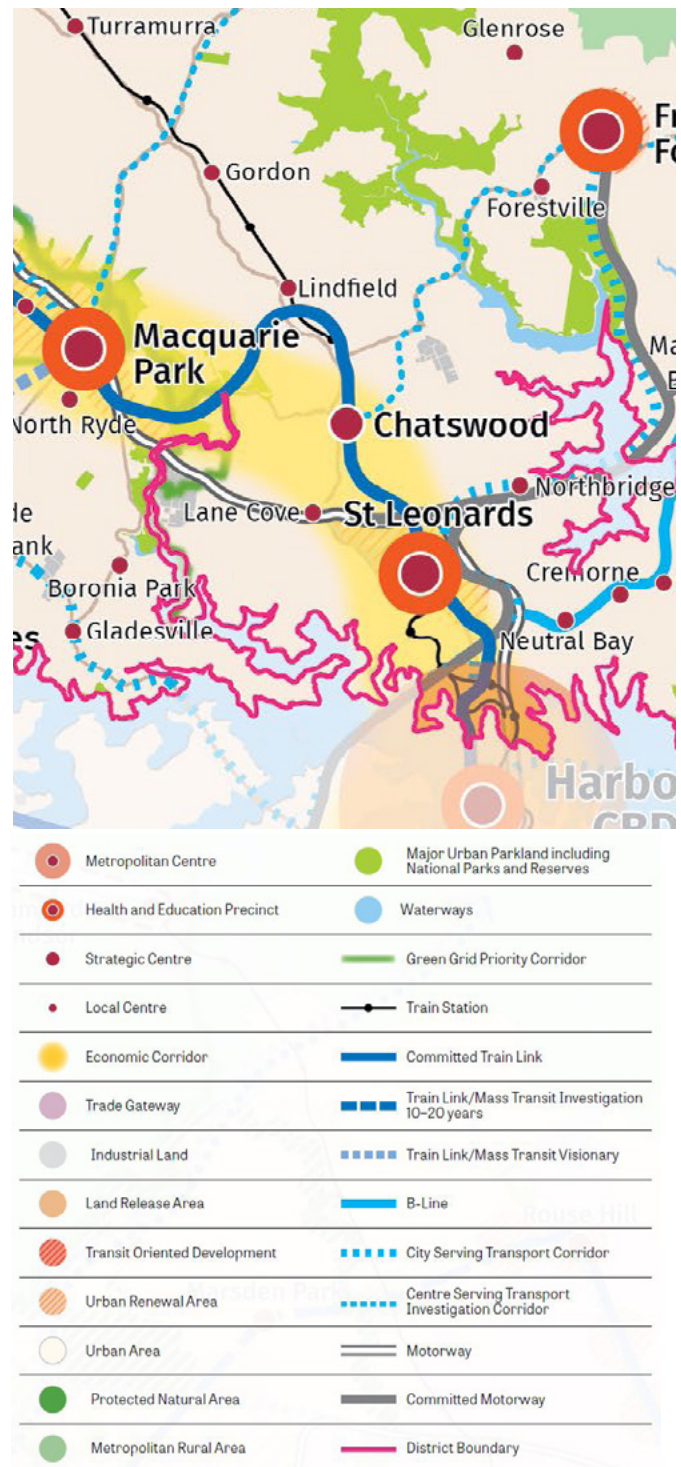
### North District Plan

The North District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, 'A Metropolis of Three Cities', at a district level and is a bridge between regional and local planning.

Lindfield is identified as a Local Centre just north of the Eastern Economic Corridor, which includes the Macquarie Park Urban Renewal Area and Chatswood Strategic Centre. These are connected by Metro trains, with the T1 Epping Line being upgraded to a Metro line as part of the Metro North West works.

The North District Plan also locates the Lindfield Local Centre within a priority corridor for the immediate delivery of housing along the T1 North Shore Line. The Plan set Ku-ring-gai's immediate housing supply target at 4,000 new dwellings between 2016 and 2021. This represents approximately 15% of new housing within the North District. New targets are currently being prepared, which will expand upon the (unmet) target for 2016-21. The identification of Lindfield as a Local Centre establishes the following state priorities for the area:

- Deliver transit-oriented development and co-locate facilities and social infrastructure
- Provide, increase or improve local infrastructure and open space
- Improve walking, cycling and public transport connections including through the Greater Sydney Green Grid
- Protect or expand retail and/or commercial floor space
- Protect or expand employment opportunities
- Integrate and support arts and creative enterprise and expression
- Support the night-time economy
- Augment or provide community facilities, services, arts and cultural facilities
- Conserve and interpret heritage values
- Accommodate local festivals, celebrations, temporary and interim uses
- Increase residential development in, or within a walkable distance of the centre



- Provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.

These Plans indicate the long-term, broader, economic, social and environmental goals. The Ku-ring-gai Local Strategic Planning Statement identifies the priorities of these Plans for area.



# 1.1 Strategic Planning Framework

## Ku-ring-gai Local Strategic Planning Statement 2020 (LSPS 2020)

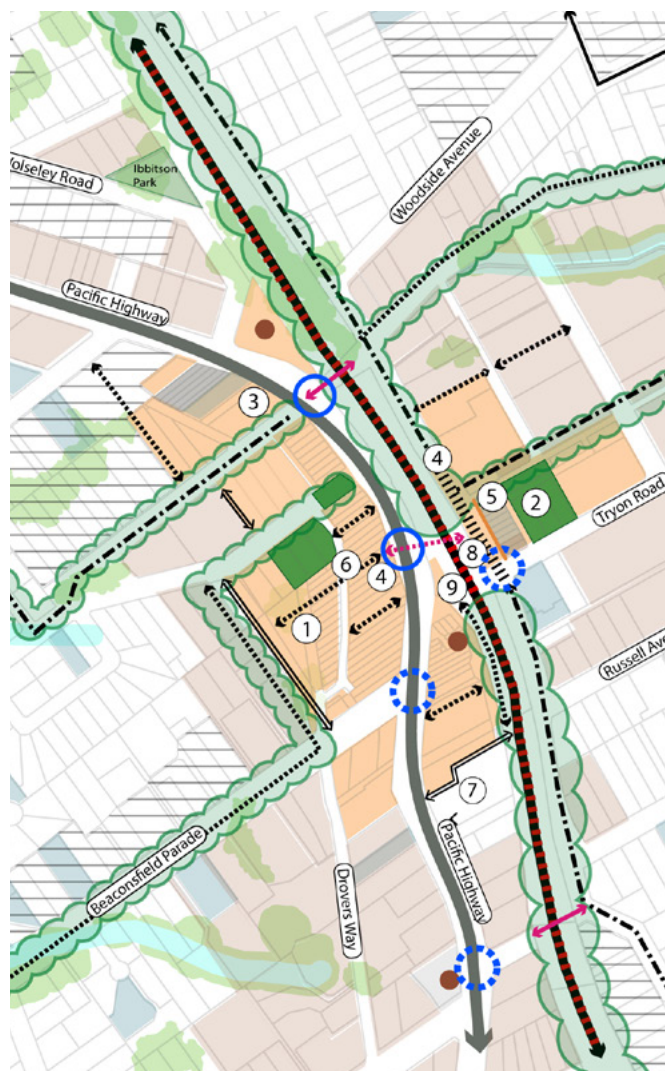
The Ku-ring-gai Council's LSPS 2020 is the basis for ongoing updates to the Local Environmental Plan (LEP) and Development Control Plan (DCP) for Ku-ring-gai.

The current site is identified in the LSPS as a Key Landmark Site and as a Proposed Mixed Use Development.

The LSPS has noted three Key Landmark Sites in the centre, two of which are positioned where they can become important visual markers that help define the extent of the Lindfield Town Centre.

Adjacent to the site is a proposed Green Grid corridor for cyclists and pedestrian traffic. Existing traffic intersections are also proposed for improvements and widened the rail crossings, including directly adjacent the subject site.

Havilah Road directly to the southwest of the site is nominated in the LSPS as being an 'Opportunity for Improved and Widened Rail Crossings', as well as having 'Existing Traffic Signals with Pedestrian Crossings to be Retained'.



Legend			
	Proposed Mixed Use Development		Existing Strata Apartments and Townhouses/Existing medium and high density zones
	Existing Special Uses and Infrastructure		Heritage Items
	Biodiversity		Heritage Conservation Area
	Riparian Corridors		New and Proposed Park/ Public Space
	Key Landmark Sites		Proposed Green Grid Corridor for Investigation
	Fine Grain Low Scale Shop Top Housing		Existing Cycleway
	Existing Park to be Upgraded		Proposed Cycleway
	Planned Precinct - Lindfield Village Hub		Main Street/Highway Revitalisation
	Planned Precinct - Lindfield Village Green		Heritage Frontage Upgrade
	Proposed Coles Redevelopment		At-grade Pedestrian Link from Pacific Highway to Lindfield Hub
	Proposed Separated Cycleway		Planned Precinct - Lindfield Living
	Opportunity for New Through Site Links		Lindfield Station
	Opportunity for New Pedestrian Bridge (subject to funding)		Station Entry Plaza Upgrade
	Opportunity for Improved and Widened Rail Crossings		
	New Streets		
	Railway Line		
	Existing Traffic Signals with Pedestrian Crossings to be Retained		
	Proposed Traffic Signals with Pedestrian Crossing		

## 1.1 Strategic Planning Framework

### Explanation of Intended Effect: Changes to Create Low- and Mid-Rise Housing (NSW Department of Planning)

In December 2023, the State Government issued an Explanation of Intended Effect (EIE) for Changes to Create Low- and Mid-Rise Housing.

The EIE nominates 30 centres, including all train stations in Ku-ring-gai Council, in which it is proposed to overlay HOB and FSR controls that override Local Environmental Plans. This will result in significant increases to height and density within the Lindfield Local Centre. Among other effects, it means all properties in the E1, R3 and R4 land use zones within 400m of Lindfield station will have a new HOB limit of 21m (6-storeys) and FSR of 3:1. For properties in those same land use zones that are 400-800m from the station, the new HOB limit will be 16m (4 to 5 storeys) and FSR will be 2:1.



### Ku-ring-gai Draft Housing Strategy 2020 (Ku-ring-gai Council)

Local Housing Strategies are policies required of all local Councils to identify how State-set short, medium and long term housing targets will be met in each LGA.

The mapping to the right of the page was included in the Ku-ring-gai May 2020 Draft Local Housing Strategy. It was prepared by Council staff and endorsed by Councillors for exhibition, but later revoked and now superseded.

The 2020 Draft LHS identified the subject site within an "Investigation Area: Mixed Use Sites (Building Heights 10-15 Storeys)" and defines it as the site for a Landmark Building. It is the only site with a Landmark Building designation in the entire investigation area for 10-15 storeys, as well as the centre more generally, which we interpret as an indication that Council were considered this site as the location for the highest end of the investigation range.

Following Exhibition, Council voted to revise the LHS to instead support the existing statutory framework unamended, directing 6-10 year housing targets be met using the residual development capacity available under existing controls. The investigation areas for higher density were omitted.

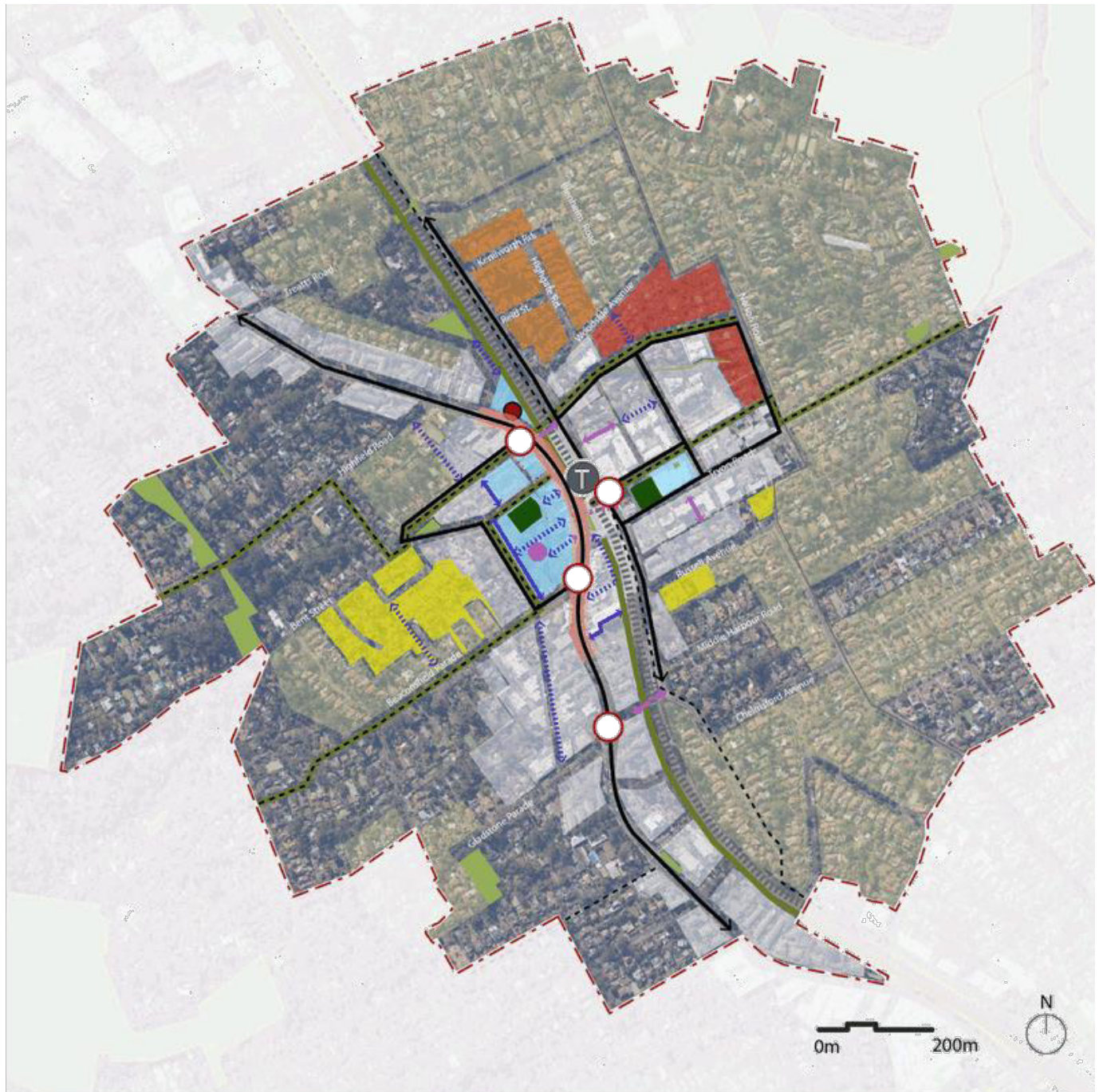
The revised LHS was approved by the Department of Planning in July 2021 with this significant caveat:

*"Consistent with Priority K3 of the Ku-Ring-Gai Local Strategic Planning Statement (LSPS), Council is to commence a masterplan, or accommodate proponent-led planning proposal(s) with good planning outcomes, for Gordon, Lindfield and/or Turramurra local centres. Planning proposal(s) for these centres are to be submitted to the Department for Gateway determination by December 2022. Where this work is not pursued by Council the Department welcomes good place-based approaches by landowner/ developers."*

Ku-ring-gai Council has not subsequently progressed master plans for any of the centres, and so this planning proposal is submitted in the context of a landowner-led approach.



## 1.1 Strategic Planning Framework



### Key

	Investigation Areas - Mixed Use Sites (Building Heights 10-15 storeys)		New Community Facilities and Town Square		Existing Walkway
	Investigation Areas - Apartments (Building Heights 5-6 storeys)		Intersection Improvements or New		Opportunity for New Pedestrian Bridge
	Investigation Areas - Townhouses/Apartments/ Multi Occupancy (Building Heights 2-6 storeys)		Landmark Building		Opportunity for Improved and Widened Rail Crossings
	Investigation Areas - Townhouses (Building Heights 3 storeys)		Railway Line		High Density Corridors
	Existing R3/R4/B2 Sites		Proposed New Street		Proposed Green Grid Corridor for Investigation
	Pacific Highway Improved Pedestrian and Place Functions		Opportunity for New/Improved Walkway		Proposed Parks and Public Spaces
			Proposed Cycleway		Existing Parks and Open Spaces
			Existing Cycleway		Heritage Conservation Area (No Change Proposed)

Image source: May 2020 Draft Housing Strategy

([https://eservices.kmc.nsw.gov.au/Infocouncil.Web/Open/2020/07/OMC\\_28072020\\_AGN\\_AT.htm#PDF2\\_ReportName\\_12394](https://eservices.kmc.nsw.gov.au/Infocouncil.Web/Open/2020/07/OMC_28072020_AGN_AT.htm#PDF2_ReportName_12394))

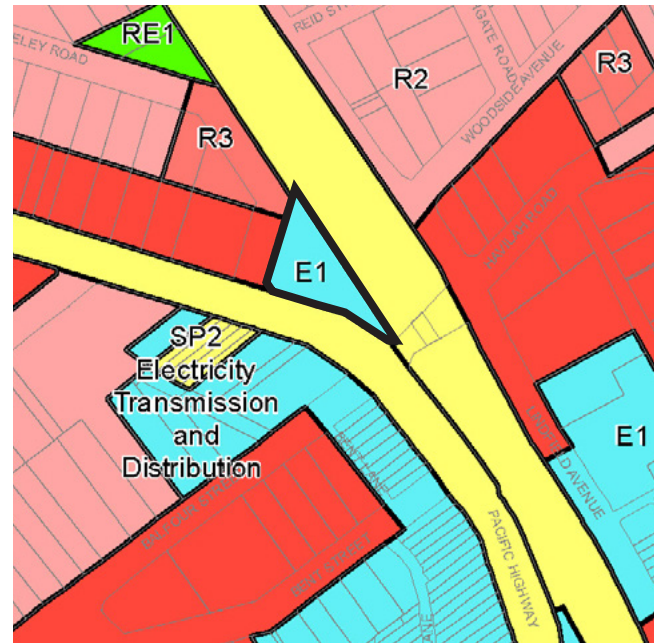
## 1.2 Statutory Planning Framework

### Ku-ring-gai Local Environmental Plan 2015

The Ku-ring-gai LEP 2015 is the primary statutory planning instrument applicable to the study area. The key LEP controls that apply to the site are:

- Land Zoning : E1 Local Centre (Updated from B5 Business Development in April 2023)
- Maximum Building Height: 11.5 M
- FSR is 1.0:1
- Terrestrial Biodiversity: The site is adjacent to items of biological diversity.
- Heritage: No heritage items currently listed within the site, however the site is close to Heritage Item I48, I1109 and I39, as well as General Conservation Area C29.
- Acid Sulfate Soils: Acid sulfate soils are not typically found in Class 5 areas. Areas classified as Class 5 are located within 500 metres on adjacent class 1,2,3 or 4 land.

As previously described, the NSW State Government has issued an Explanation of Intended Effect for upcoming changes to statutory planning framework that will override the LEP provisions indicated here. All properties within the E1, R3 and R4 land use zones within 400m of the station will be able to access a HOB limit of 21m (6-storeys) and an FSR 3:1; all properties in those land use zones that are 400-800m from the station will be able to access a HOB limit will be 16m (4 to 5 storeys) and FSR of 2:1.



#### Land Zoning

R2	Low Density Residential	E1	Local Centre
R3	Medium Density Residential	SP2	Infrastructure
R4	High Density Residential	RE1	Public Recreation

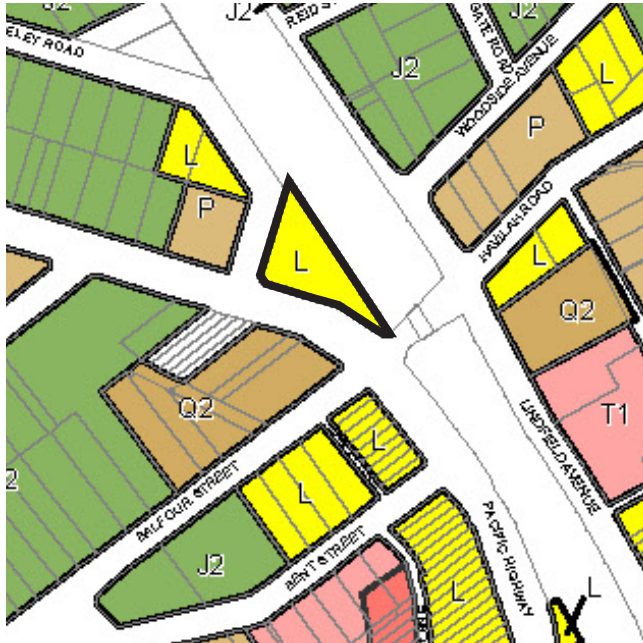


#### Terrestrial Biodiversity

[Green Box]	Biodiversity
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## 1.2 Statutory Planning Framework



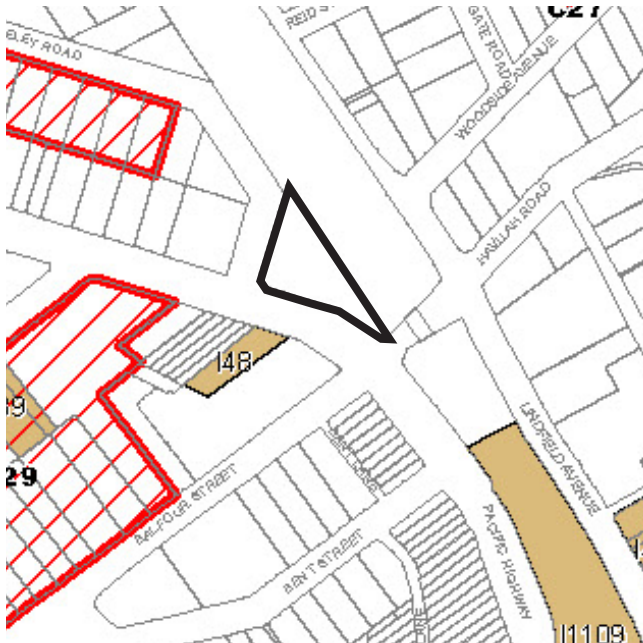
Height of Building (M)

J2	9.5	T1	26.5
L	11.5	T2	29.5
P	17.5	U3	34.5
Q2	20.5		



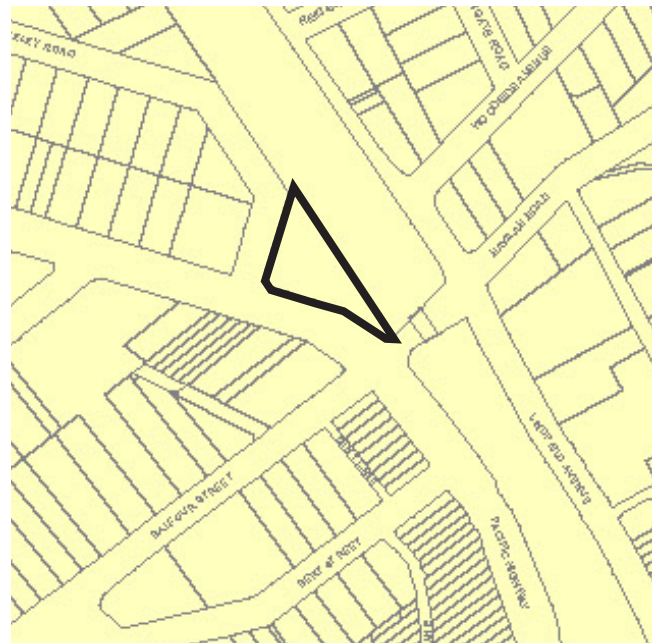
Floor Space Ratio (X:1)

A3	0.3	O	1.3
D	0.5	S1	1.6
J	0.8	T2	2.3
K	0.85	U1	2.5
N1	1.0	V	3.0



Heritage

	Conservation Area - General
	Item - General



Acid Sulfate Soils

	Class 5
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## 1.2 Statutory Planning Framework

### Ku-ring-gai DCP Lindfield Local Centre

The Ku-ring-gai Council Development Control Plans (DCP) lays out a guideline to support and enhance the planned future character of the Lindfield local centre.

The Built Form Plan below is extracted from the DCP and shows the site directly adjacent to the local centre. The plan shows an emphasis on creating a consistent 3 storey (11.5 meters) street wall parallel to Pacific Highway, with all levels above the street wall height to have a 4 metre setback.

The Proposed Community Infrastructure Plan shows two improvements proposed for Pacific Highway that will impact the site. These are:

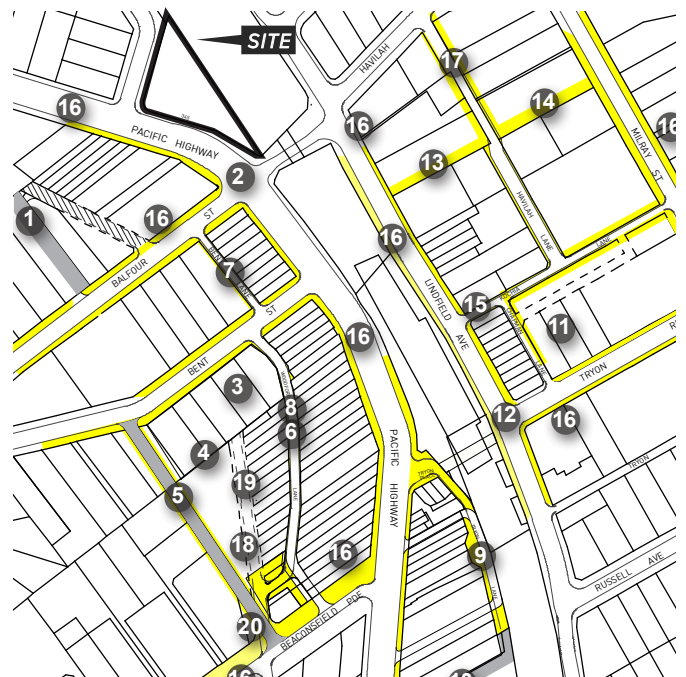
2. Extend right turn bay on Pacific Highway and Balfour Street/Havilah Road intersection.

16. Embellishment of the footpath areas and public domain throughout the area including underground power lines, new lighting, high quality paving and furniture and street tree planting.



#### Key

- Principal active frontage
- Supporting active frontage
- 3 storey street wall
- 4m upper level setback above street wall height
- \* - Landmark building
- Heritage affected site
- Public open space
- New/realigned road



#### Key

- Footpath embellishment
- New/realigned road
- 1 - Proposed Community Infrastructure
- Proposed road closure

## 2. Site & Context Analysis





## 2.1 Country and Place



### Country

Lindfield is part of the Ku-ring-gai Council area commonly accepted to be Darramuragal country.

It is acknowledged that despite Ku-ring-gai being changed from raw country to urban centre, this Country is still cared for by the Darramuragal whose ancestors continue to walk on this land.

There has been extensive research done on the Ku-ring-gai area by the Aboriginal Heritage Office, especially on the origins and validity of the use of 'Guringai' from which the name of the council area as well as many of its local community centres, were derived. There is evidence that the 'Kuringgai/Guringai' clan did not exist and was a poorly researched term created by the European anthropologist John Fraser in 1892.

*"The first use of the word 'Guringai' is over a hundred years after the arrival of the First Fleet... It is not authentic to the area, it was coined by a non-Aboriginal person and it gives a misleading impression of the connectivity of some original clan boundaries..."*  
- Val Attenbrow

This report recognises the importance of language and its contribution to the healing of Country. Although the word Ku-ring-gai is used throughout, it is purely to reference to the post-colonial naming and not tied to the Traditional Owners of the area.

Source: "Filling a Void: A Review of the Historical Context for the use of the Word 'Guringai'" - Aboriginal Heritage Office.

### Site in Context

The site is located within the Lindfield Local Centre within the Ku-ring-gai Local Government Area, approximately 16km north of Sydney's CBD.

Most of Ku-ring-gai's urban areas are situated along the north-south rail and road transport corridor. Lindfield is in close proximity to two smaller neighbourhood centres, Killara and Roseville, a larger local centre at Gordon, and the regional centre of Chatswood. The site is west of a major ridge line along the Pacific Highway.

### Surrounding Employment Hubs

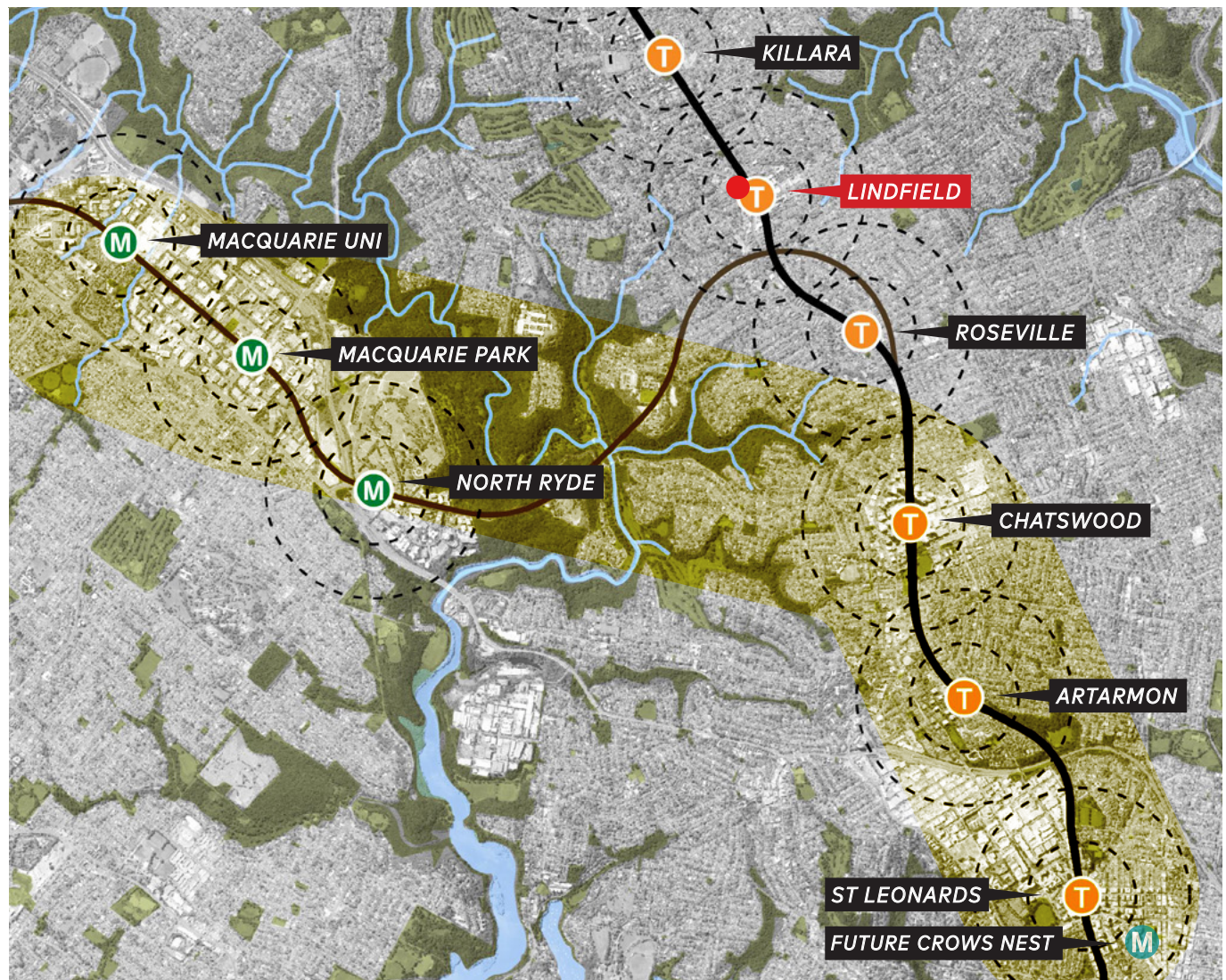
- Direct rail connections to major employment centres of Chatswood (7 mins), St Leonards (10mins), North Sydney (17 mins) and the Sydney CBD (24 mins). The extension of Metro services from Chatswood to the CBD will provide additional connections and shorter trip times.
- The employment hubs at Macquarie Park and Bella Vista are accessible via the North West Metro by transferring at Chatswood.

### Education

- Macquarie University, a major educational hub, is located approximately 8km to the west. It is accessible via the North West Metro by transferring at Chatswood.
- The site sits within the catchment of numerous primary and secondary schools.



## 2.2 Site Context



### KEY

- Study area
- T Train station
- M Metro station
- Economic corridor
- Railway
- 400m / 800m catchment

Sources:  
<https://portal.spatial.nsw.gov.au/>



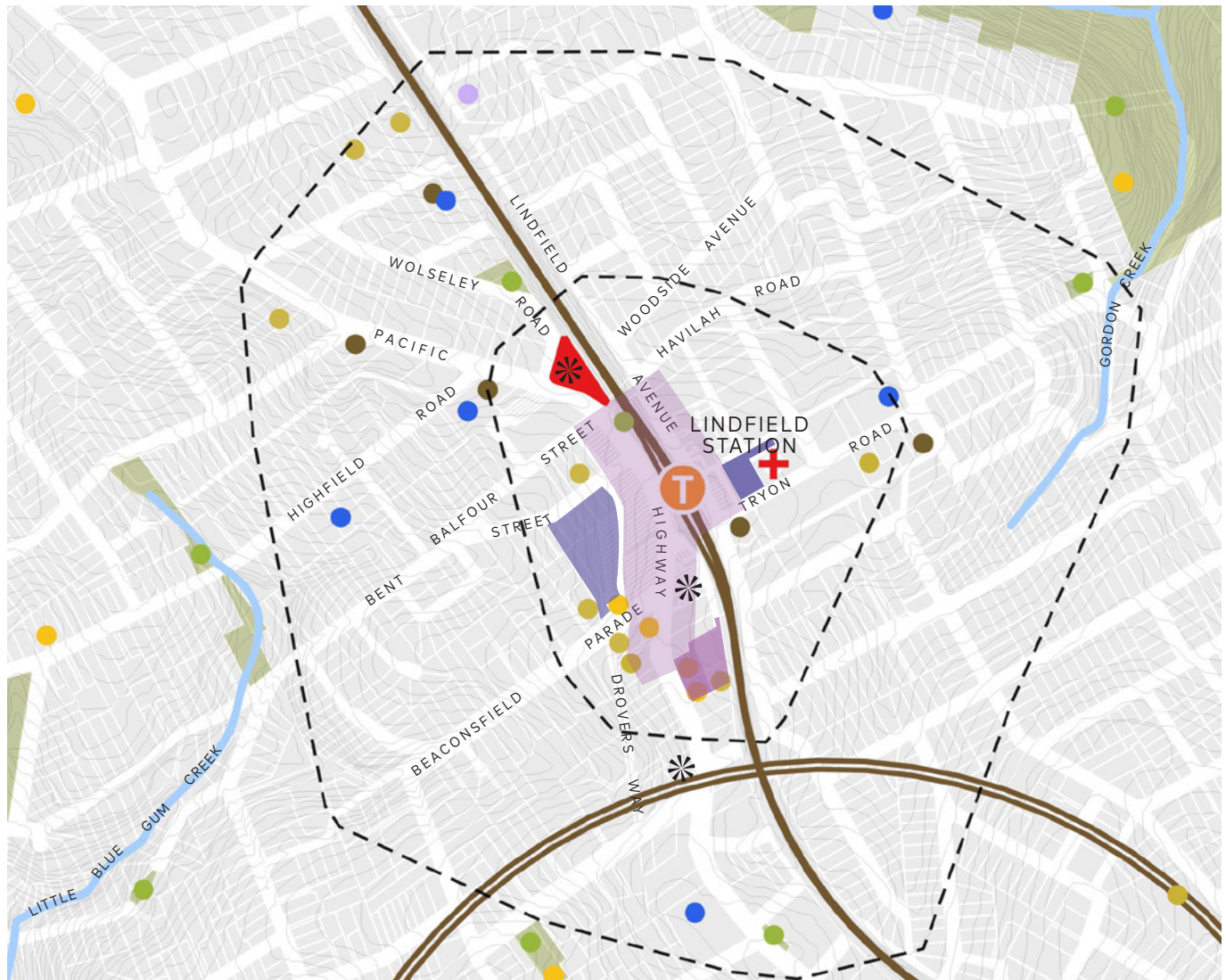
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### Retail and Recreation

- Chatswood, approximately 3km to the south, is the closest super regional retail centre. It contains the Westfield Chatswood and Chatswood Chase shopping centres.
- The Macquarie Centre, another super regional retail and leisure centre, is accessible from the site by rail.
- Lane Cove National Park is located to the west of the site and Garigal National Park is located to the east of the site.
- A number of small ovals and parks are located within the vicinity of the site.



## 2.3 Site Location



### KEY

- Study area
- Open space
- Railway
- Education
- Religious institutions
- Sports & recreation centres
- Community / Public services
- Culture & entertainment
- Aged care / Assisted living
- + Medical centres
- Local shopping strip extent
- Lindfield Village Living
- Lindfield Village Hub
- Lindfield Village Green
- ✱ Key sites (LSPS)

0 100 200 500M

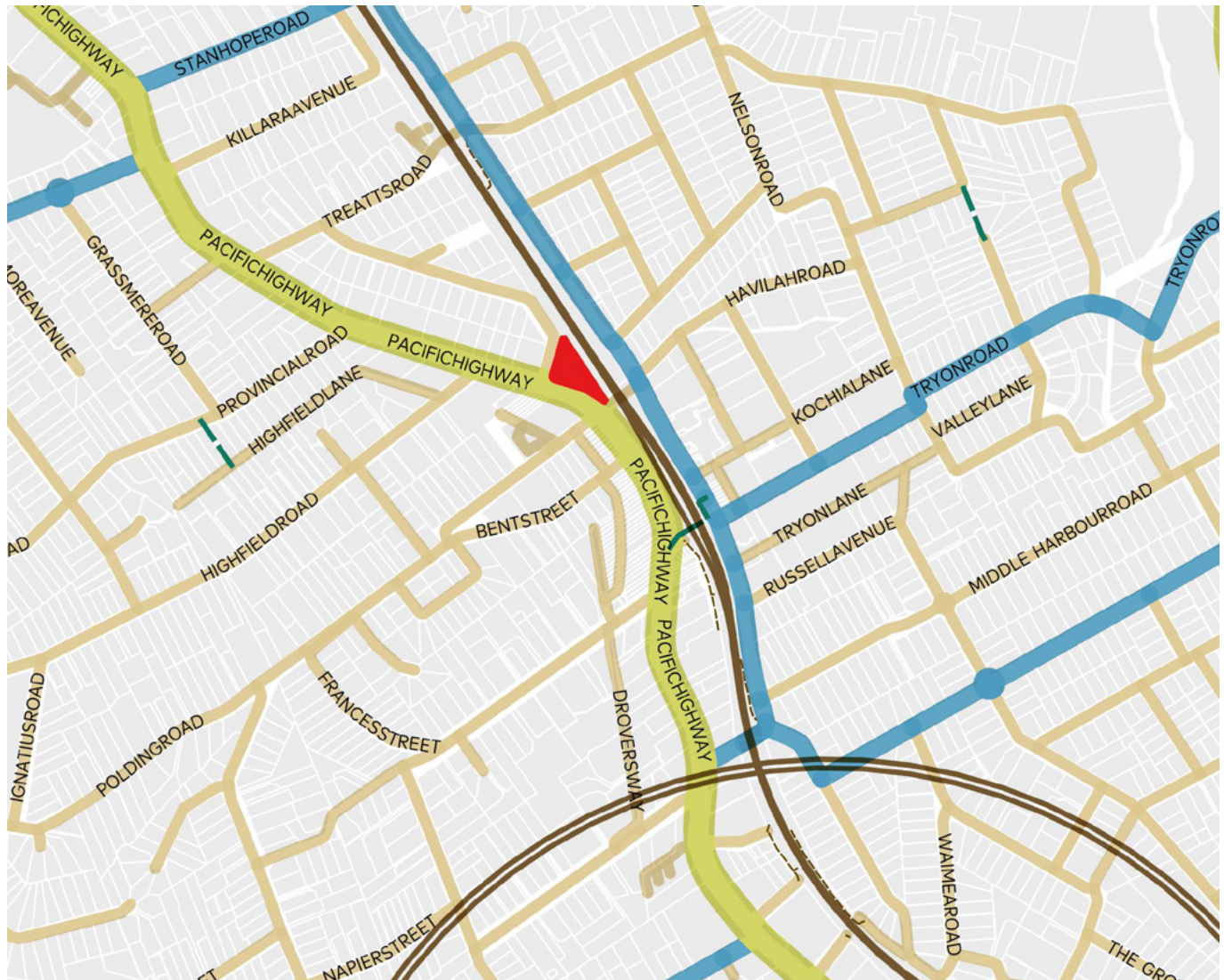
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A 400m isochrone - that is, the actual 5-minute walkable catchment rather than the as-the-crow-flies distance - shows the site is positioned immediately adjacent to Lindfield Train Station, being a two-minute walk along Pacific Highway. A 400m walk would also bring residents to multiple community and public services including the Village Green and the future Lindfield Village Hub, Village Green and Village Living. This report has identified this zone as the Lindfield Town Centre.

The 800m isochrone shows a larger catchment of numerous local parks, aged care/assisted living and schools that are within a 10-minute walk from Lindfield Station and the subject site.

Sources:  
<https://portal.spatial.nsw.gov.au/>

## 2.4 Road Network



### KEY

- Site
- Open space
- Primary road
- Distributor road
- Local road
- Pedestrian path

Sources:  
<https://portal.spatial.nsw.gov.au/>

0 100 200 500M

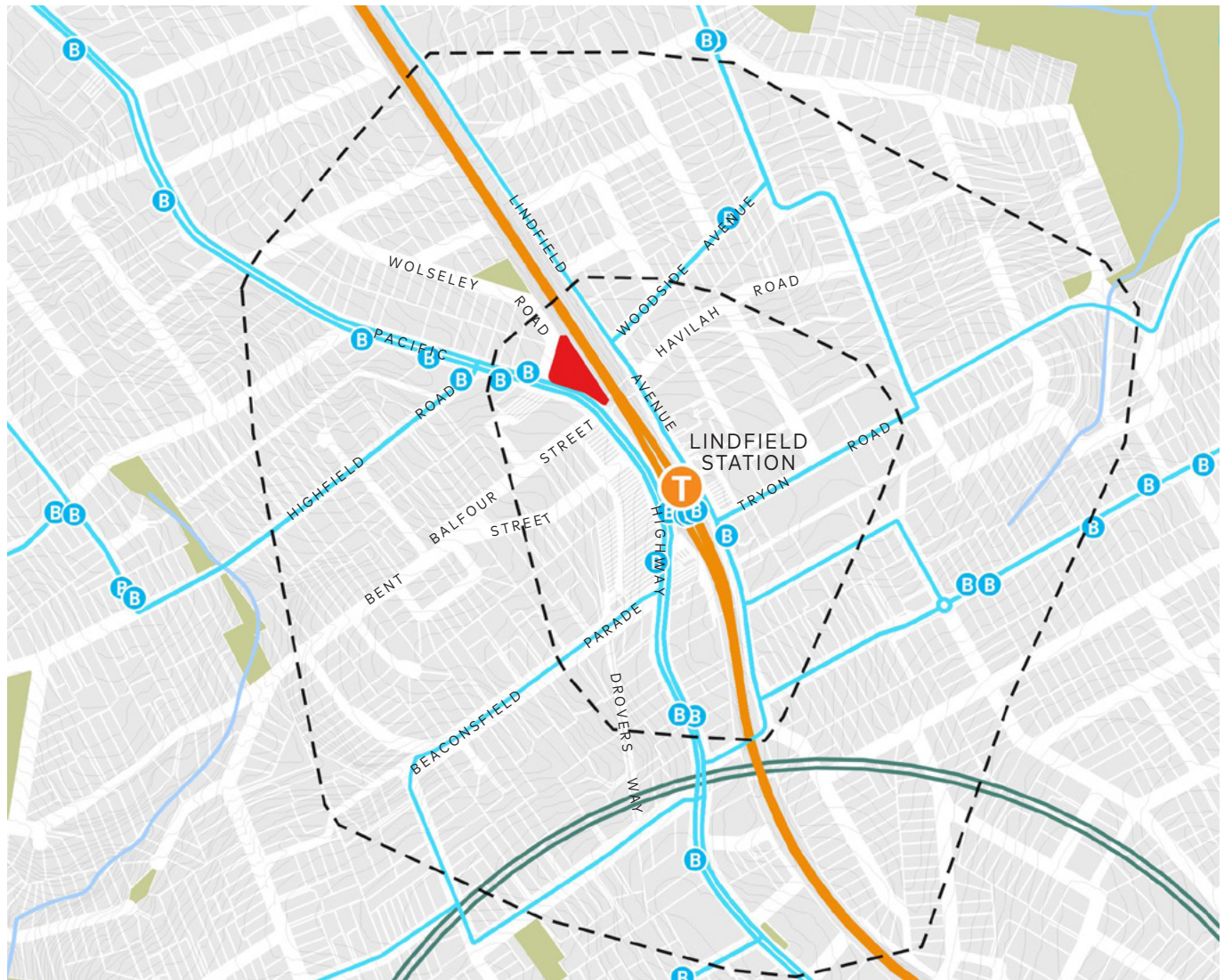
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The site is well connected to the larger northern district by virtue of being directly adjacent to Pacific Highway, a primary road through the area. A network of local roads have direct access to the site including an existing vehicular entry/exit on Wolseley Road. The site is inaccessible along the north-eastern boundary due to the rail corridor, however is connected to the distributor road Lindfield Avenue via Havilah Road, which accesses local amenities.



## 2.5 Public Transport



### KEY

- Site
- Open space
- Rail corridor
- Metro line
- Bus routes

Sources:  
<https://portal.spatial.nsw.gov.au/>



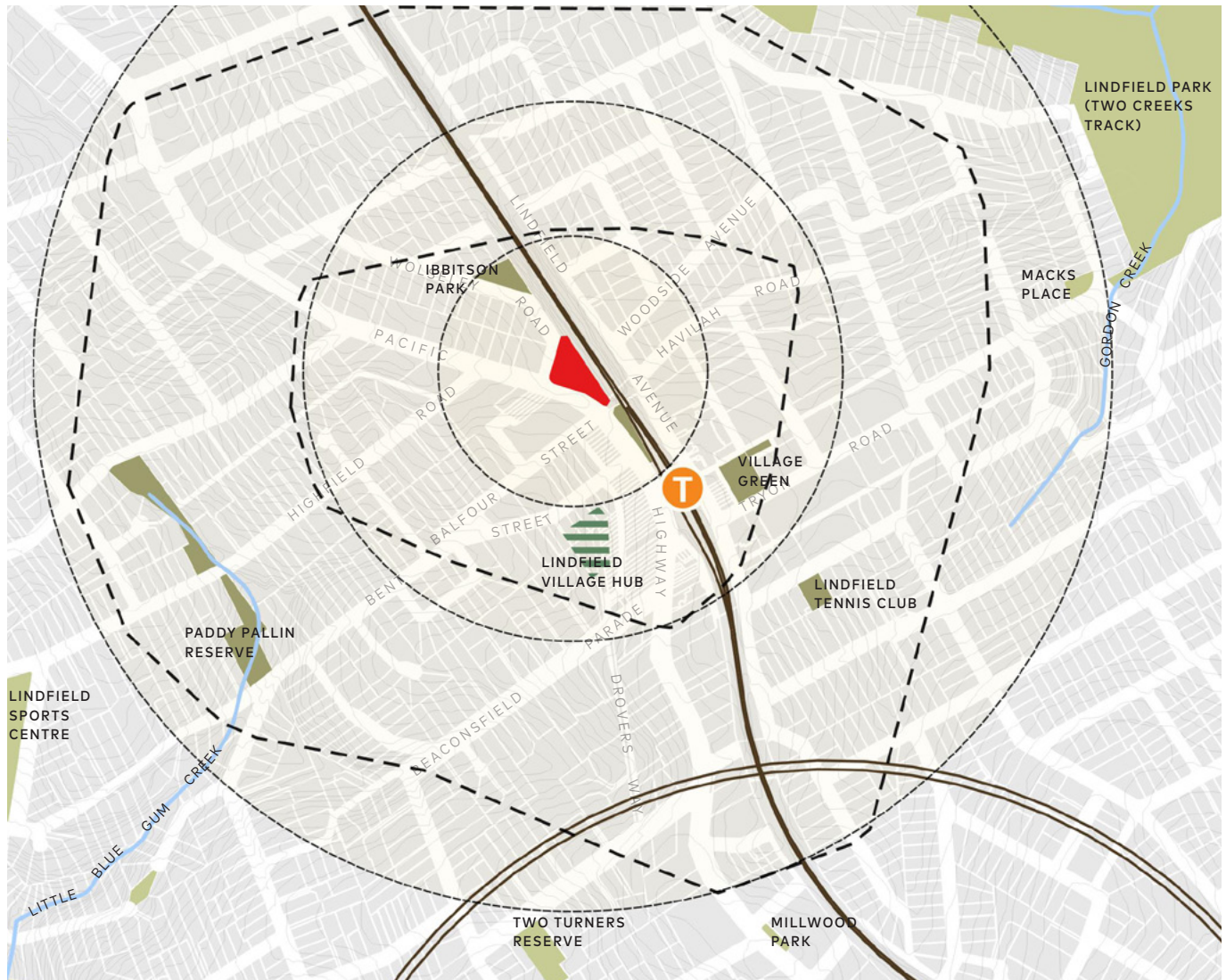
1:10,000 @ A4

The site is within a 400m/5-minute isochrone catchment from Lindfield Train Station, providing an 8-minute journey to the Strategic Centre of Chatswood and a 13-minute journey to the Health and Education Precinct of St Leonards (North District Plan). The rail corridor which is observed to the south of the mapping shows a portion of the metro link, connecting Chatswood and Macquarie Park in 7 minutes.

There are several bus stops in close proximity to the site along Pacific Highway and at Lindfield Station, to connect commuters to East and West Lindfield, and local amenities in-between stations.



## 2.6 Open Space



### KEY

- Site
- Existing publicly accessible open space
- Proposed publicly accessible open space

Sources:  
<https://portal.spatial.nsw.gov.au/>

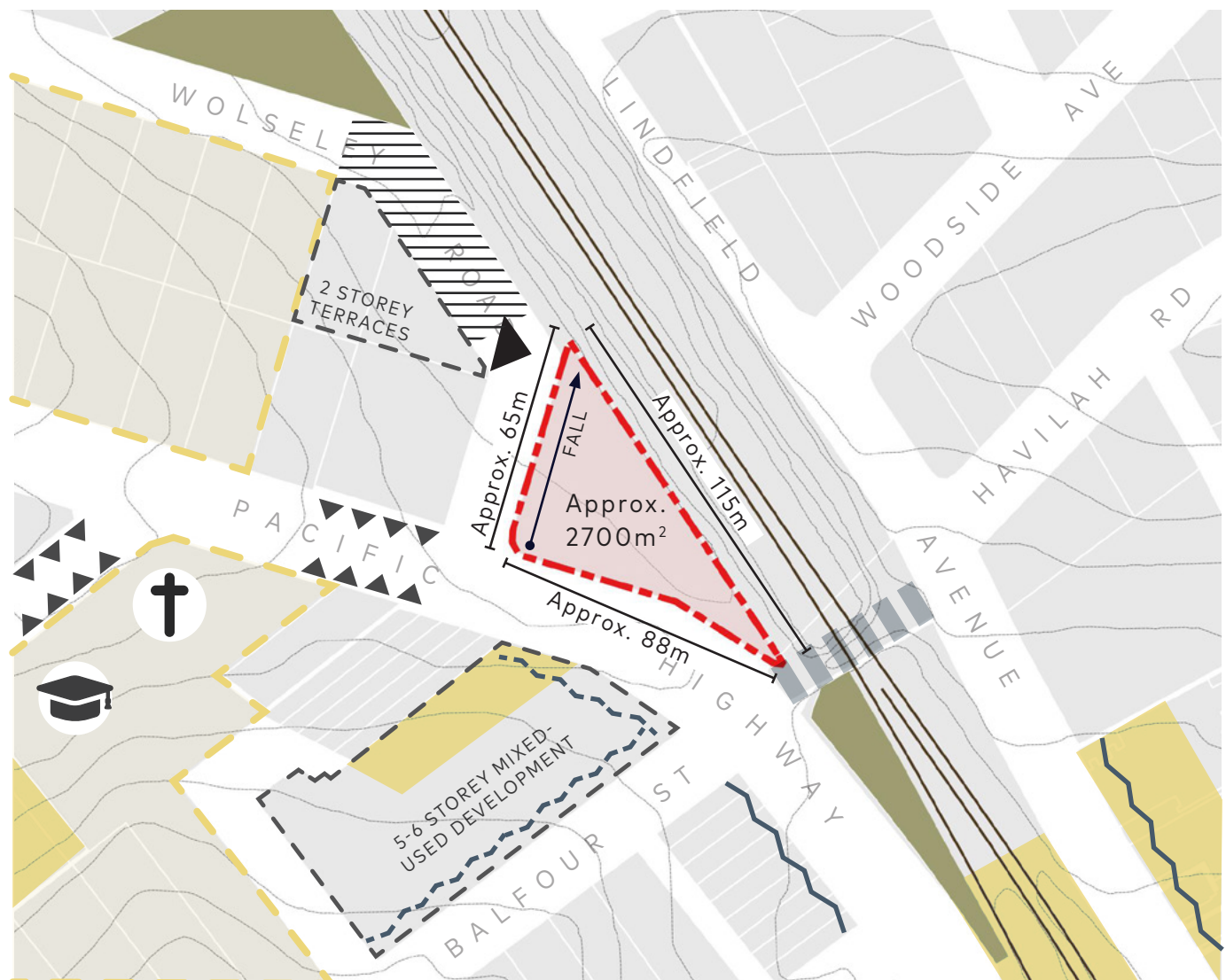


1:10,000 @ A4

The NSW Government Architect's Greener Places draft guidelines advise that high-density housing should be provided with open spaces within a 200m radius and that low- and medium- density housing should be provided with open spaces within a 400m radius.

The site is currently considered to be moderately served by local open spaces, with two small local parks within 200m radius of the site, and the newly constructed Village Green within 400m of the site. The future Lindfield Village Hub will also provide a local open space within the 400m catchment. Two regional parks, Lindfield Park and Blue Gum Park (off map) are just outside of the 800m/10-minute catchment from the site.

## 2.7 Site Characteristics



### KEY

- Site
- Balfour St continues under rail
- Existing access to site
- Road closure
- Primary school
- Parish
- 40km school zones
- Future development
- Retail frontage
- Future retail frontage
- Heritage item
- Heritage conservation area



1:2,000 @ A4

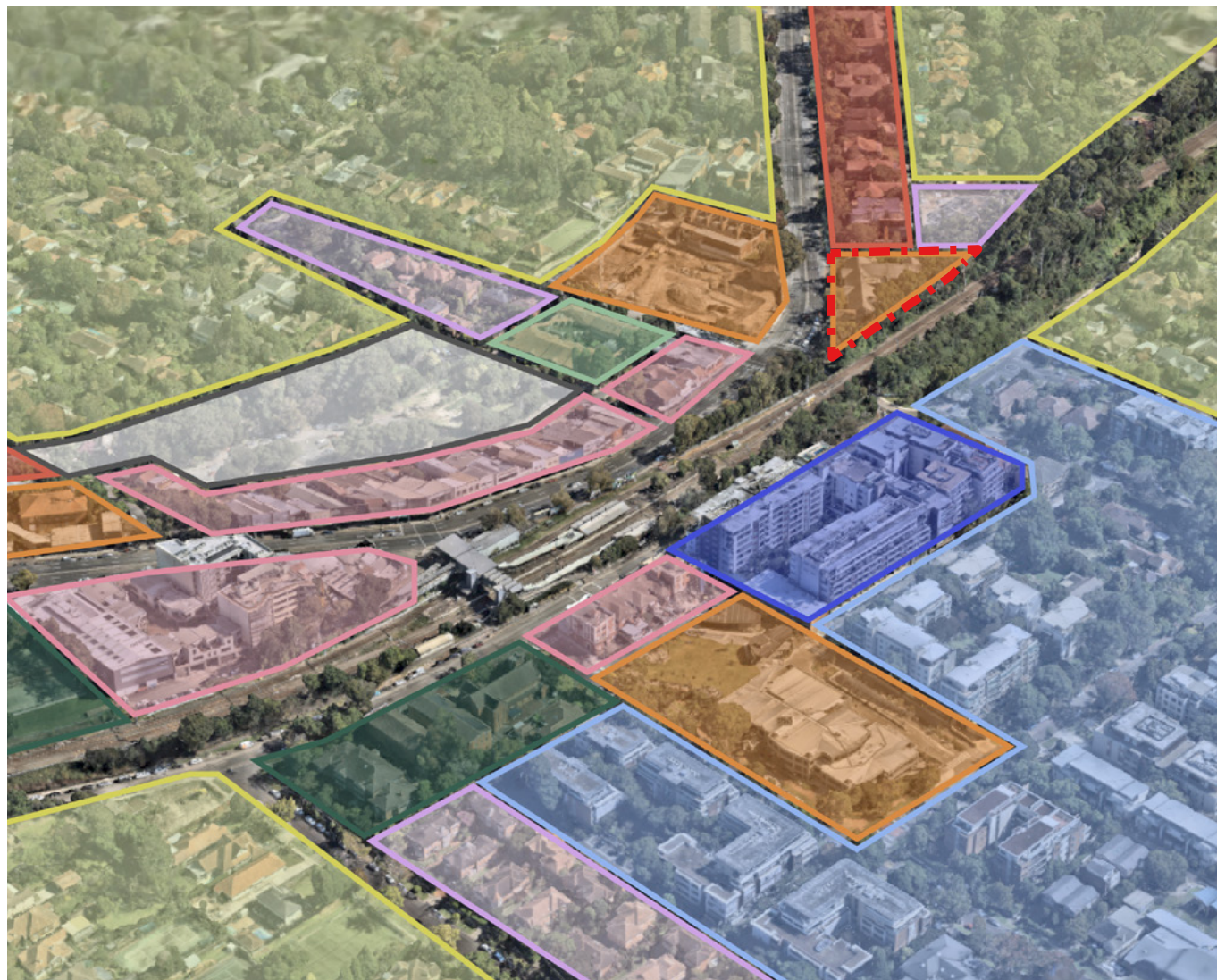
The site is located at 345 Pacific Highway, Lindfield, on Lot 1 DP 810773. Currently a 2-storey commercial property occupies the entire site, housing a dental practice, medical practice and offices.

The site has a triangular shape with main frontage of approx. 88m length facing Pacific Highway. Its longest edge is approx. 115m and abuts the rail corridor. The third edge is approx. 65m facing Wolseley Road and currently provides the vehicular entry into the site. The block size is able to support mixed-used /residential development.

There is a DA approved mixed-used development across Pacific Hwy from site including a full-line Coles supermarket on the ground floor, as well as 8 terraces at 8-10 Wolseley Road.



## 2.8 Local Built-Form Context



### KEY

-  Site (Commercial)
-  Future Lindfield Village Hub
-  Single Detached Dwelling
-  Walk-up Flat
-  Multi-Residential
-  Shoptop Housing
-  Townhouses
-  Retirement Village
-  Multi-Residential Shoptop
-  Community
-  Retail / Commercial

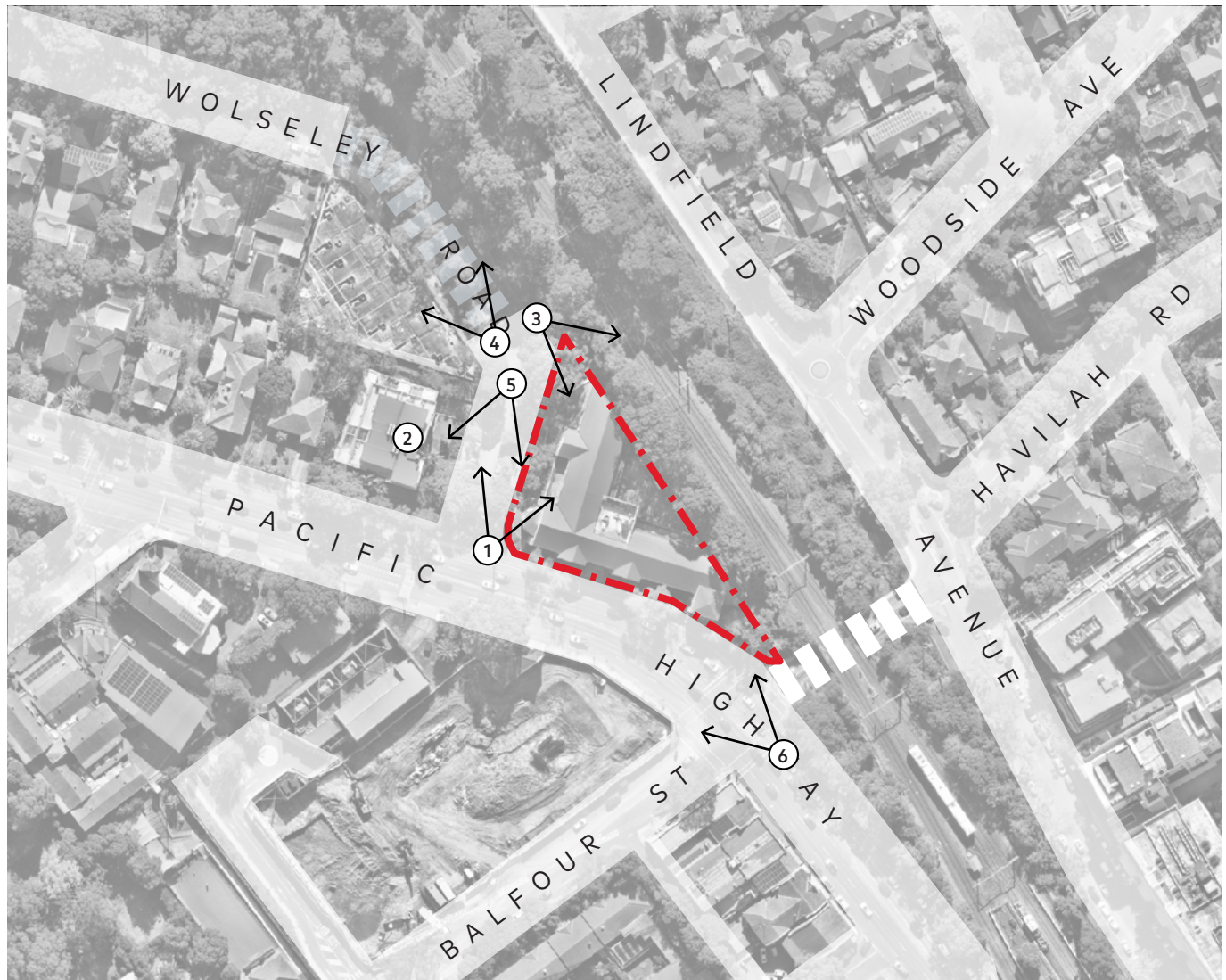
NTS 

The diagram above highlights the diversity of architectural built form within the Lindfield Local Centre, where no specific typology takes precedence. East of the railway line are several residential flat buildings including shop-top housing, with smaller scale multi-residential buildings further south of the site. Immediately north of the site is a 4-storey walk-up flat building, and lower scale residential single-homes further north.

Along the Pacific Highway are long established main street retail. These are typically at 2-storey maximum heights, but with many identified in the Draft LHS as being within a 10-15 storey height investigation area. Although there are several vacant store fronts, there is still a significant level of retail vibrancy in the Centre, which will be improved by a number of major developments under way.



## 2.9 Site Photos



### KEY



Site



Balfour St continues under rail



1:2,000 @ A4



Site photography shows that the existing site is almost entirely occupied by built form. There is significant tree coverage north of the site as well as a tree-lined acoustic barrier separating the site from the rail corridor immediately to its north-east.



## 2.9 Site Photos



1. Looking north-east down Wolseley Road with pedestrian entrance to the site on the right. Raised railway line can be observed at the end of the street



2. Neighbour at 2-6 Wolseley Road. A slope in the road with higher point to the south-west can be observed



3. Looking south into the site from Wolseley Road, seeing the entrance to the car park



4. At end of southern Wolseley Road cul-de-sac looking north to neighbour site (building no longer exists). Start of one-way access laneway that connects back to north Wolseley Road.



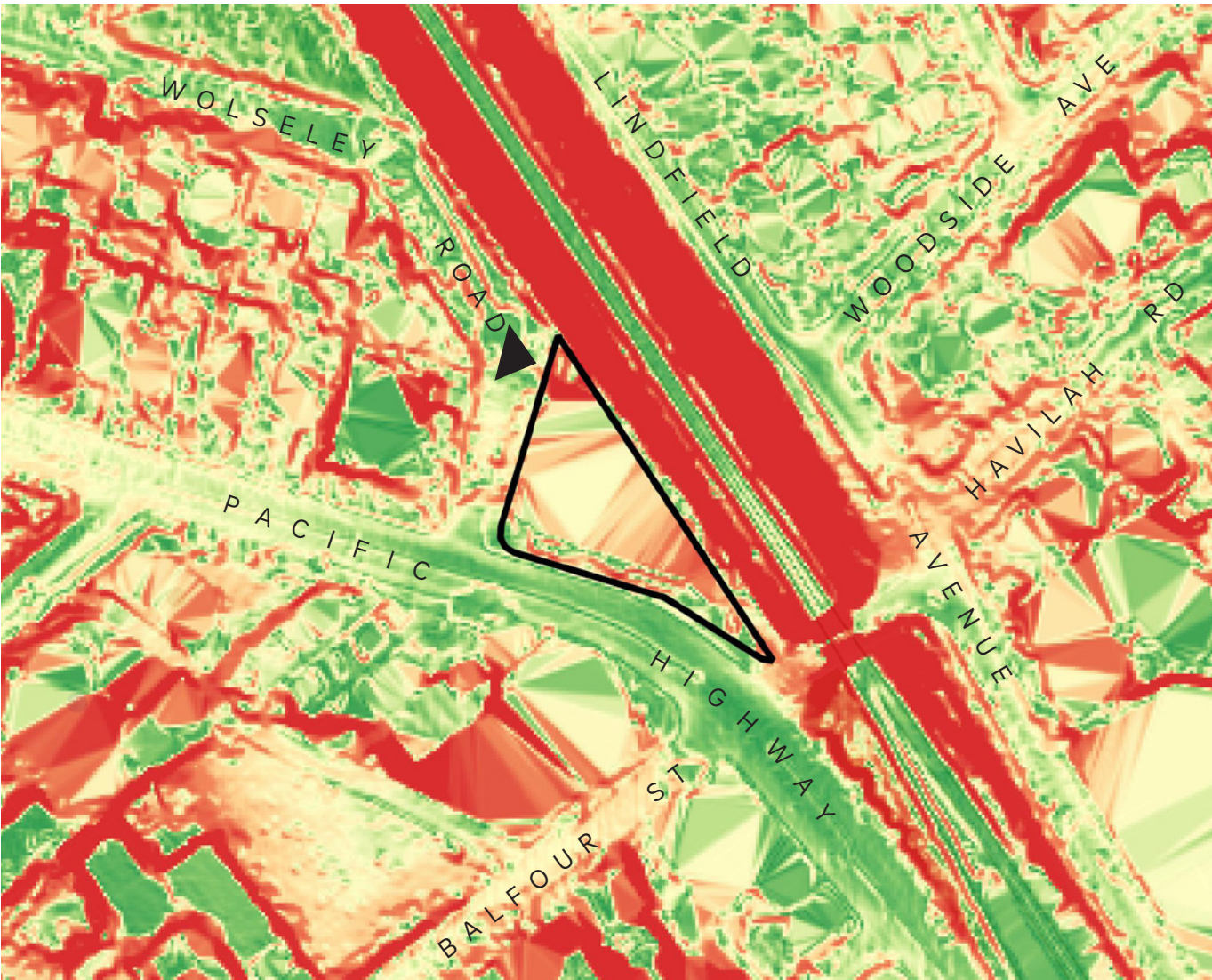
5. Looking south-west down Wolseley Road. A slope from Pacific Hwy can be observed



6. Looking north towards site from Pacific Hwy










# 2.10 Topography



## KEY

 Site


## SLOPE

	0
	1:30
	1:20
	1:14
	1:10
	1:8
	1:4

Sources:

<https://elevation.fsdf.org.au/>



1:2,000 @ A4 

Pacific Highway runs along a ridge line where land either side falls quite significantly from the road. Wolseley Road is relatively steep, especially the northern edge where there is an appropriately placed driveway into a basement car park. The majority of the site is currently occupied by the building footprint and landscaped footpaths, which are mostly level.



# 2.11 Future Road Widening



KEY

Site

SLOPE

Road widening within existing reserve

Road widening with property impacts

Not to Scale

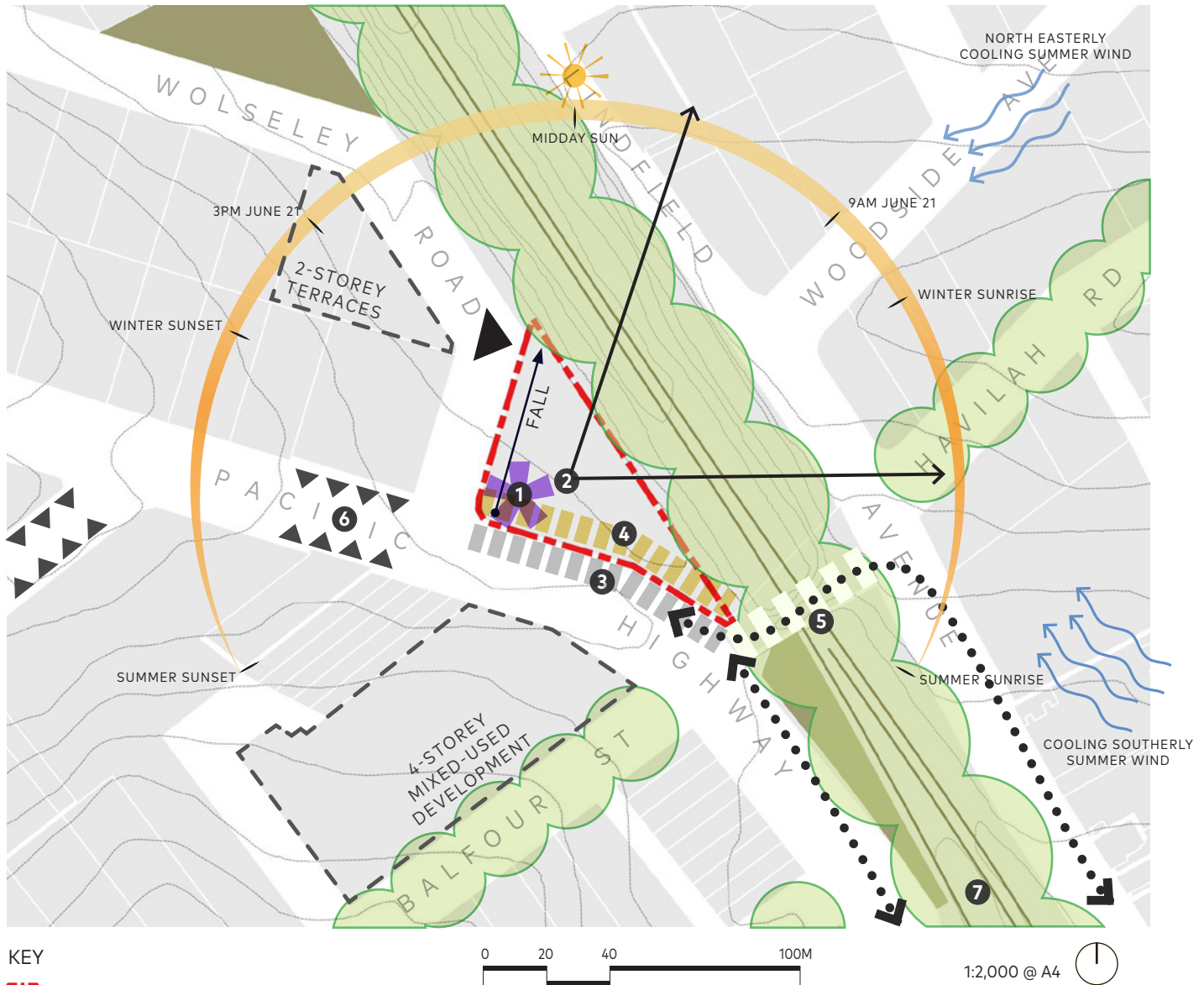
Source:  
TfNSW Preliminary Transport Assessment,  
dated 09/2023

Transport for NSW (TfNSW) provided a preliminary Transport Assessment of this Planning Proposal in September 2023. It noted that there is an investigation under way to widen Pacific Highway. As illustrated in the yellow shade on the TfNSW supplied map above, no property impact is proposed by TfNSW as there is an area of unused road reserve resulting from the current lot shape. The TfNSW supplied map shows that there will be some property impacts on the lot to the southeast on the opposite side of Havilah Street to facilitate the widening. We understand this lot is already in public ownership.

Separately, Ku-ring-gai Council's LSPS notes that Havilah Road is an 'Opportunity for Improved and Widened Rail Crossings'.

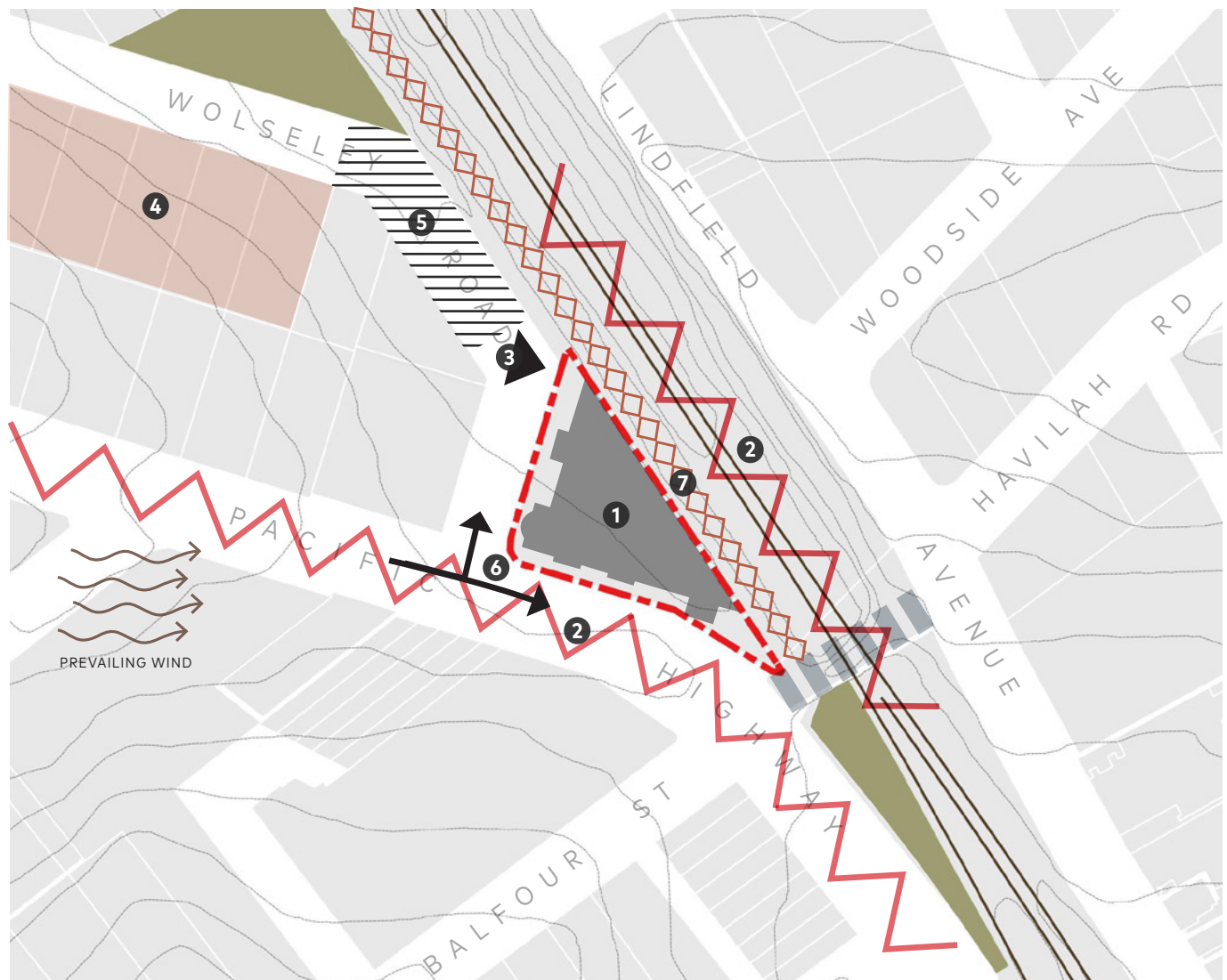


## 2.12 Opportunities



1. Significant corner for potential architectural feature. Location at the bend of Pacific Hwy allowing good views of the site when approaching from both sides of the highway
2. Good northern aspect, with district views from upper levels
3. Minimum overshadowing impacts on neighbours due to the 25.5m wide Pacific Highway corridor
4. Potential for active retail frontage supporting ground floor pedestrian traffic along Pacific Highway
5. Proximity to under rail crossing allows quick access to shops and amenity on Lindfield Avenue
6. Existing school zones in proximity to site allows traffic to slow at particular times around the area. Zones marked for upgrades and contribution to public domain in DCP.
7. Site is within 5-min walk from Lindfield Station and the future Lindfield Village Hub

## 2.13 Challenges



### KEY

- Study Area
- Open space
- Railway
- Council-proposed road closure
- Street continues under rail
- Noise source
- Access to site
- Existing built form on site
- Steep terrain

0 20 40 100M

1:2,000 @ A4

1. Existing building on site to be adapted or demolished
2. Pacific Highway and the railway corridor produces significant noise source while limiting vehicular access points
3. Existing point of access into basement from Wolseley Road
4. Lower scale residential zone along Wolseley Road
5. Wolseley Road is split by a mid-street cul-de-sac. This previously continued into a one-way access laneway to two properties, but is proposed for permanent closure by Council.
6. Left turn only into Wolseley Road
7. Railway raised above the level of the site



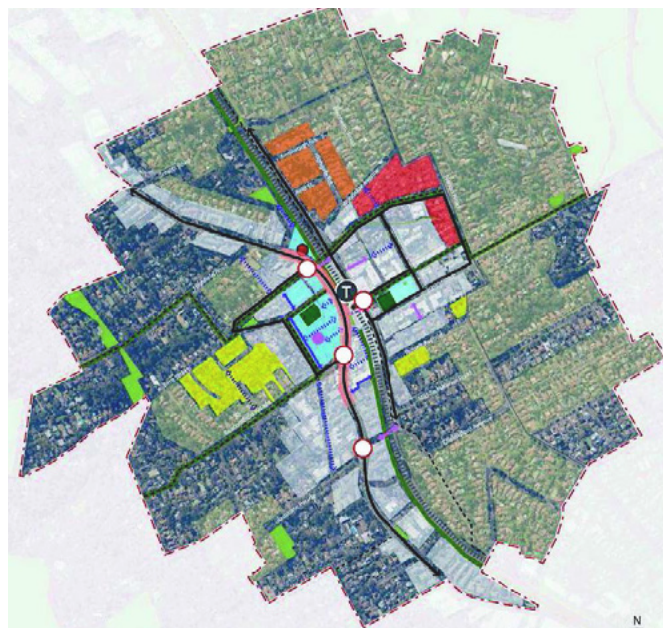
### **3. Structure Plan & Concept Options**



## 3.1 Structure Plan & Concept Options

*"Consistent with Priority K3 of the Ku-Ring-Gai Local Strategic Planning Statement (LSPS), Council is to commence a masterplan, or accommodate proponent-led planning proposal(s) with good planning outcomes, for Gordon, Lindfield and/or Turramurra local centres. Planning proposal(s) for these centres are to be submitted to the Department for Gateway determination by December 2022. Where this work is not pursued by Council the Department welcomes good place-based approaches by landowner/developers."*

Requirements of Approval of Ku-ring-gai Local Housing Strategy, NSW Department of Planning



As described in the Planning Framework section of this report, the endorsement of Ku-ring-gai's Local Housing Strategy was predicated on master plans being undertaken for Lindfield and other centres before December 2022. This planning proposal has been prepared as the work was not pursued by Council, triggering DPE's welcoming of "good place-based approaches by landowner/developers".

As no more further work has been published by Council on a master plan for Lindfield centre, this report takes the May 2020 draft Local Housing Strategy as its starting point. As described, the strategy was prepared and previously endorsed by Council for exhibition, so it outlines relatively recent official views for the centre.

Two structure plans have therefore been developed to inform the design proposal in this report: one that positions the site within a centre-wide strategy, and the other focusing on more site-specific strategies. Both are directly based on the May 2020 draft Local Housing Strategy prepared by Ku-ring-gai Council.

### CENTRE STRUCTURE PLAN

The May 2020 LHS identifies height increases of "10-15 storeys" for several key mixed-use sites, including 345 Pacific Highway. It then identifies building heights of up to 6-storeys to the north and northeast fringe of the centre, and buildings heights of 3-storeys on the southeast and southwest fringe of the centre.

The subject site at 345 Pacific Highway is identified for a 'Landmark Building'. This is the only site with such a designation in the centre, indicating it is intended to have greater visual prominence than any other site in the centre.

A green grid corridor is nominated along the rail line, a regional path which ultimately would cross the entire Ku-ring-gai LGA to connect St Leonards to Hornsby (and beyond) along the rail line.

### SITE STRUCTURE PLAN

Pacific Highway, along the site's southern boundary is identified for "Improved Pedestrian and Place Functions". The northern boundary, along the rail line, is identified as part of a regional green grid connection. An "Opportunity for [a] New/Improved Walkway" is identified to the north-west of the site. Havilah Road is nominated as an "Opportunity for Improved and Widened Rail Crossings".



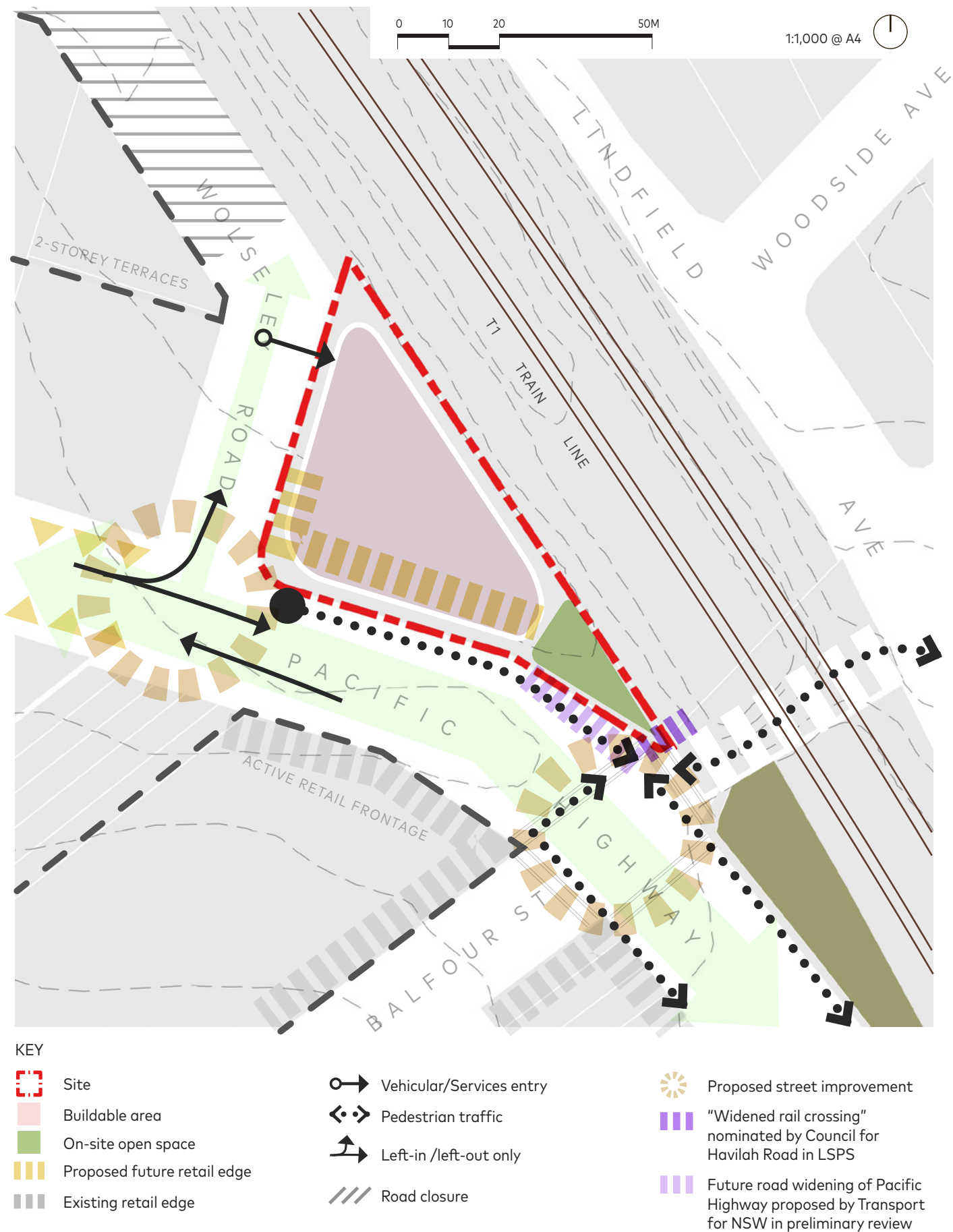
## 3.2 Centre-Wide Structure Plan



### KEY

- |                                           |                                                                      |                                                         |
|-------------------------------------------|----------------------------------------------------------------------|---------------------------------------------------------|
| Study Area                                | Mixed used sites (Building heights 10-15 storeys)                    | Landmark building                                       |
| Open space                                | Apartments (Building heights 5-6 storeys)                            | New community and town centre                           |
| Proposed new streets                      | Townhouses/Apartments/Multi Occupancy (Building heights 2-6 storeys) | Proposed intersection improvements                      |
| Opportunity for improved walkway          | Townhouses (Building heights 3 storeys)                              | Proposed green corridor (LSPS)                          |
| Opportunity for improved railway crossing |                                                                      | Pacific Highway improved pedestrian and place functions |

### 3.3 Site Specific Structure Plan





## 3.4 Urban Design Principles

To direct the design's interpretation of the Structure Plan so established, three categories of urban design principles were defined. These are then paired with the Structure Plan to inform the Concept Options undertaken in the next section.



Create safe connections to amenities



Provide mixed-use development



Contribute to sustainable lifestyle and neighbourhood vibrancy.

- Create a well-connected network for pedestrians and cyclists that facilitate easy access to various amenities, open spaces, commercial, and retail areas.
  - Account for potential increases in pedestrian and vehicular traffic, and plan for adaptable infrastructure that can accommodate changing patterns of movement
  - Ensure that ground-floor spaces have safe and attractive pedestrian access to encourage foot traffic and support local businesses.
- 
- Increase density to accommodate population growth in areas with existing infrastructure and access to amenities and transport
  - Promote a diverse range of housing types to cater to different income levels and lifestyles.
  - Protect and expand employment opportunities by maintaining and increasing retail and commercial areas
  - Encourage mixed-use development that combines residential, commercial, and retail spaces within the same area.
- 
- Create an interesting and pedestrian friendly street scape with developments respecting the human scale
  - Encourage an increase in commercial and retail floor space at street level to create a lively and engaging atmosphere that supports local businesses and attracts foot traffic.
  - Plan residential developments in close proximity to reliable public transportation hubs to promote sustainable travel behaviour.
  - Prioritize the expansion of green spaces and tree canopy coverage in urban areas.
  - Promote sustainable travel behaviour, such as walking, cycling, and the use of public transport, by making these options safe, accessible, and attractive.

## 3.5 Concept Options

Following the definition of a Structure Plan and Urban Design Principles for the site, the design team then sought to establish an appropriate scale and building form for the site.

Ku-ring-gai Council's May 2020 Draft LHS identified height increases of '10-15 storeys' for 345 Pacific Highway as well as a number of other sites in the Lindfield Centre. To confirm the place-based appropriateness of the recommended building form to be made in this proposal, buildings at all steps within Council's height range were sketched and compared.

As described, the Council's May 2020 Draft LHS explicitly identifies the subject site at 345 Pacific Highway as being intended for a "Landmark Building"; the only site with such a designation in the centre. It follows that 345 Pacific Highway was considered for the highest end of the 10-15 storey range, intended for greater visual prominence than any other site in the centre, including the other mixed-use sites of 10-15 storeys. This aligns with the position of the site within the Centre: on a prominent corner created by the bend of Pacific Highway, helping highlight the location of the train station directly adjacent as well as signposting the northern gateway into the Lindfield local centre.

Noting the LSPS' desire to maintain commercial floor space, all options include a large commercial component on the bottom two levels, which replaces the existing office floor space that will be lost to development. In all options, the commercial podium is also expected to include ground level retail facing Pacific Highway.

The 10-storey option was designed as large-plate levels consistent with a mid-rise typology, with only the upper level setback. While we note that mid-rise typologies are usually defined as 8-storeys or lower, they are increasingly being pushed to 9- to 10-storeys as these are not natural heights for a podium-and-tower form due to their proportions. However, at 10-storeys the typology risks presenting as an over-scaled mid-rise building, rather than the accentuating point tower, as we believe is true in this case.

At 11-storeys we have shown the podium-and-tower typology being introduced, although the proportions still result in increasing the apparent bulk.

Shifting from 10-storeys designed as a mid-rise typology to an 11-storey high-rise typology results in a yield reduction due to the smaller footprints used for the tower, meaning it would be unlikely to be pursued. The proportions are also uncomfortably close to 50% podium / 50% tower, resulting in significant building bulk despite the relatively modest tower height

The 12-storey test recovers the lost yield to match the 10-storey option and begins to correct the proportions, however increasing height without yield raises construction cost without facilitating additional dwellings.

The 13-storey option reaches a 10% dwelling increase (compared to the 10-storey option) across the 3 extra storeys which may be feasible. The proportions of the podium and tower also begin to reduce apparent building bulk, with the 13-storey height more comfortably reaching into high-rise building heights.

The 14- and 15-storey studies indicate that amenity impacts are then not meaningfully increased as height increases, with the 13- and 15- storey presenting very similarly when viewed from the street. The proportions also improve as heights increase, with the 14-storey option having a more slender height:width ratio, and the 15-storey option more slender still.

Given the 15-storey Option aligns well with the strategic planning framework in maximising housing near social infrastructure and mass transport, and does not create meaningfully greater amenity impacts when compared to 13- or 14- storey options, it is recommended as an appropriate scale and so forms the basis of this Planning Proposal.



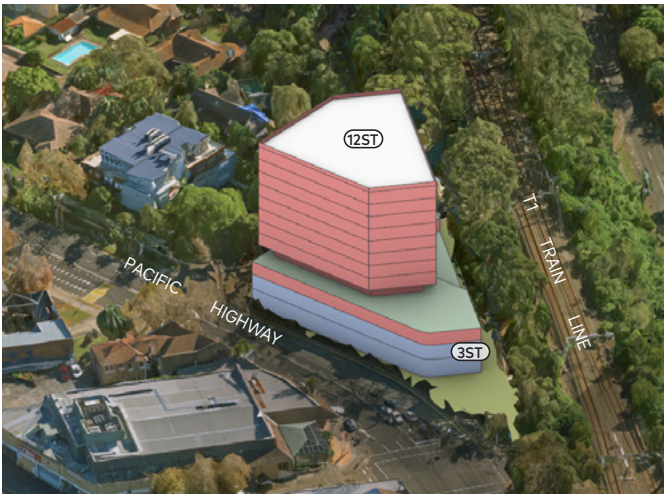
# 3.5 Concept Options



10-STOREYS 68 Dwellings



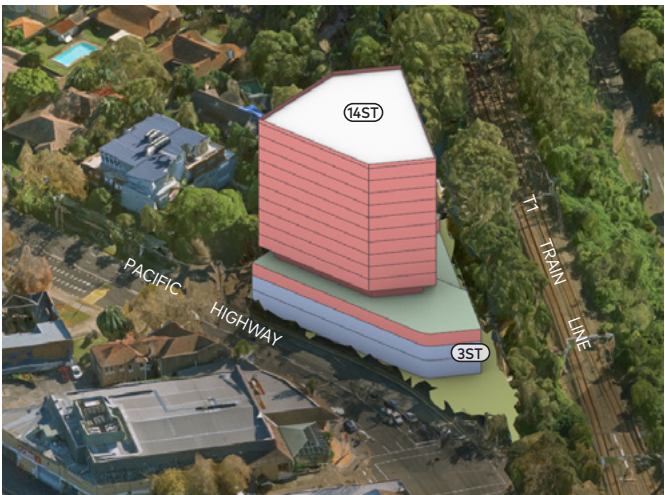
11-STOREYS 64 Dwellings



12-STOREYS 70 Dwellings



13-STOREYS 77 Dwellings



14-STOREYS 84 Dwellings



15-STOREYS 91 Dwellings

Residential Commercial Loading/Service

## 4. Indicative Design Proposal





## 4.1 Indicative Design Proposal

This Chapter outlines the extended study into a 15-storey mixed-use outcome for the site. As described, the design has been driven by the application of the project-specific Urban Design Principles to the Structure Plan previously defined. The deliverability of the envelope concept is then proven through this indicative design proposal chapter which includes a site plan, floor plans and skyline analysis. The design seeks to maintain employment floor space while introducing residential uses, aiming to create a landmark building that signposts the entry into the Lindfield Local Centre.

The indicative design shows a podium and tower form. The podium is set at 3-storeys with ground level active frontage, consistent with DCP controls on the immediately opposite side of Pacific Highway (as no DCP controls apply to this site). The 15-storey tower height aligns with Council's 2020 Draft Housing Strategy which nominated the site as the single "Landmark Building" within an "Investigation Area [for] Mixed-Use Sites ... [of] 10-15 Storeys)".



EXISTING SITE



KU-RING-GAI 2020 DRAFT LOCAL HOUSING STRATEGY (SUPERSEDED)

- "Landmark Site"
- "Investigation Area - Mixed-Use Sites (Buildings 10-15 Storeys)"



KU-RING-GAI DCP (IN-FORCE)

- "3 Storey Street Wall"
- "4m Upper Level Setback Above Street Wall"



3D VIEW OF INDICATIVE DESIGN

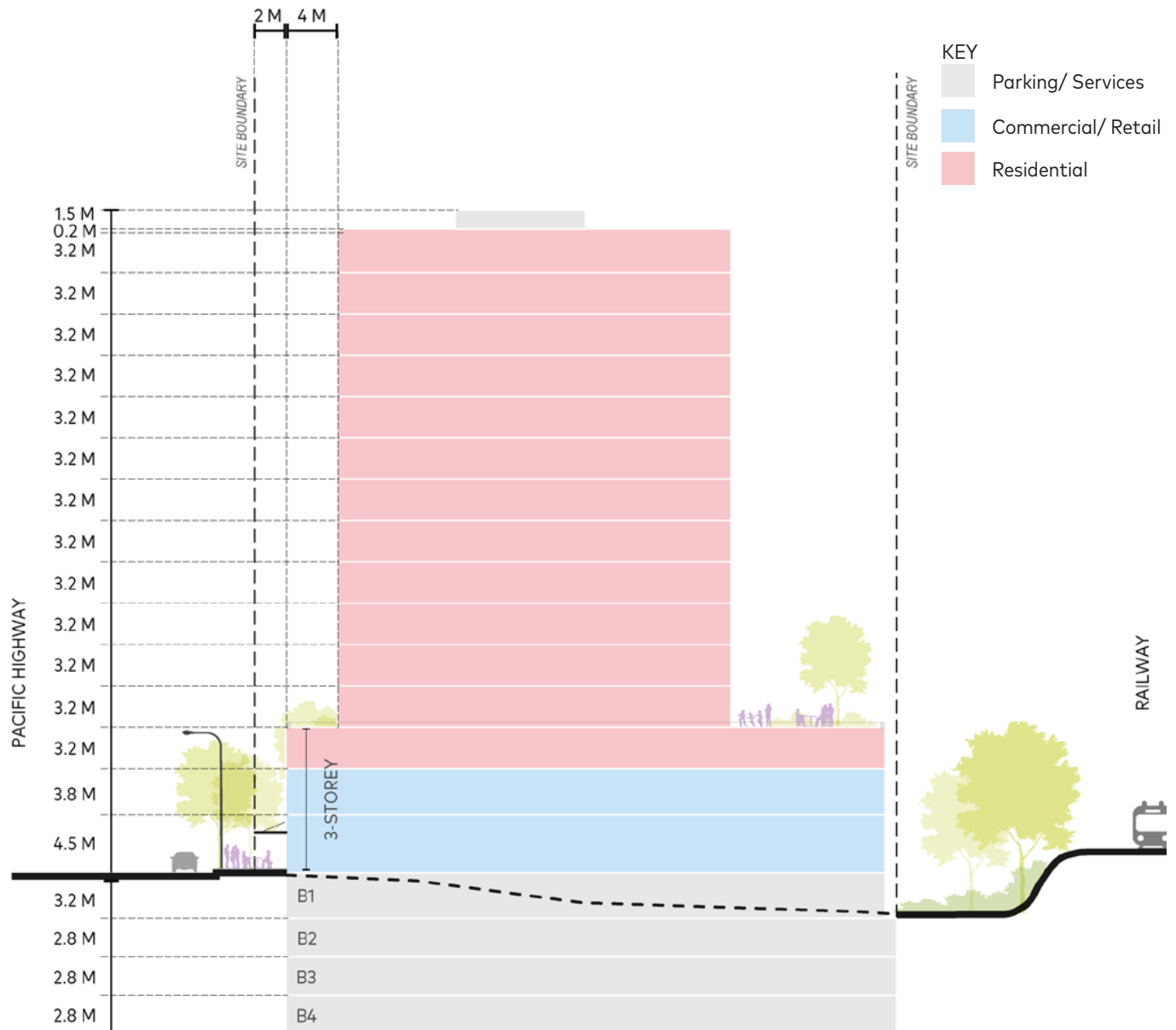


## 4.2 Indicative Site Plan





### 4.3 Indicative Envelope Sections/Elevations



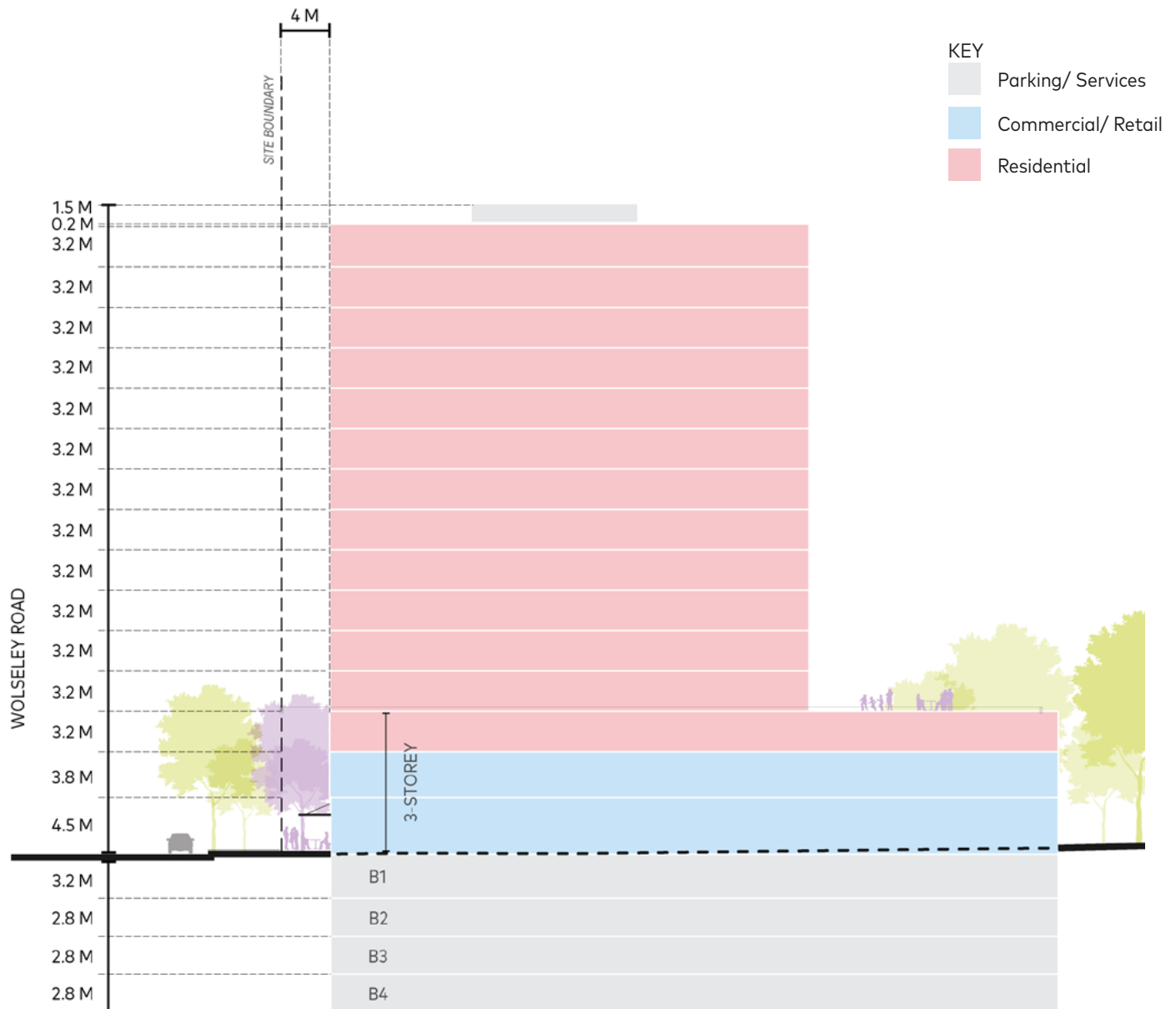
SECTION A 1:500 @A4

The indicative section through the site and building from Pacific Highway to the T1 railway line shows a podium height of 3-storeys, consistent with the 3-storey street wall identified in the DCP for other sites along Pacific Highway. A building setback of 2m to allow for deep soil and an upper level setback of 4m is also shown. These controls align with the centre-wide structure plan for a landmark building on the site, and support plans to enhance the future character of Lindfield local centre.



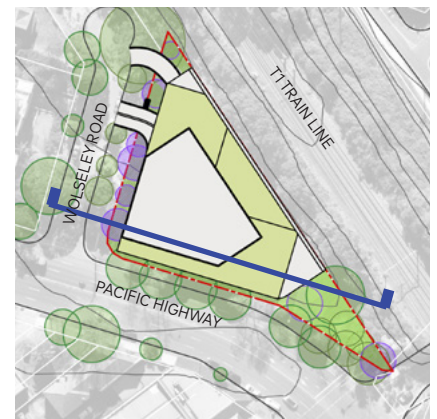
SECTION A LOCATION PLAN

## 4.3 Indicative Envelope Sections/Elevations



SECTION B 1:500 @A4

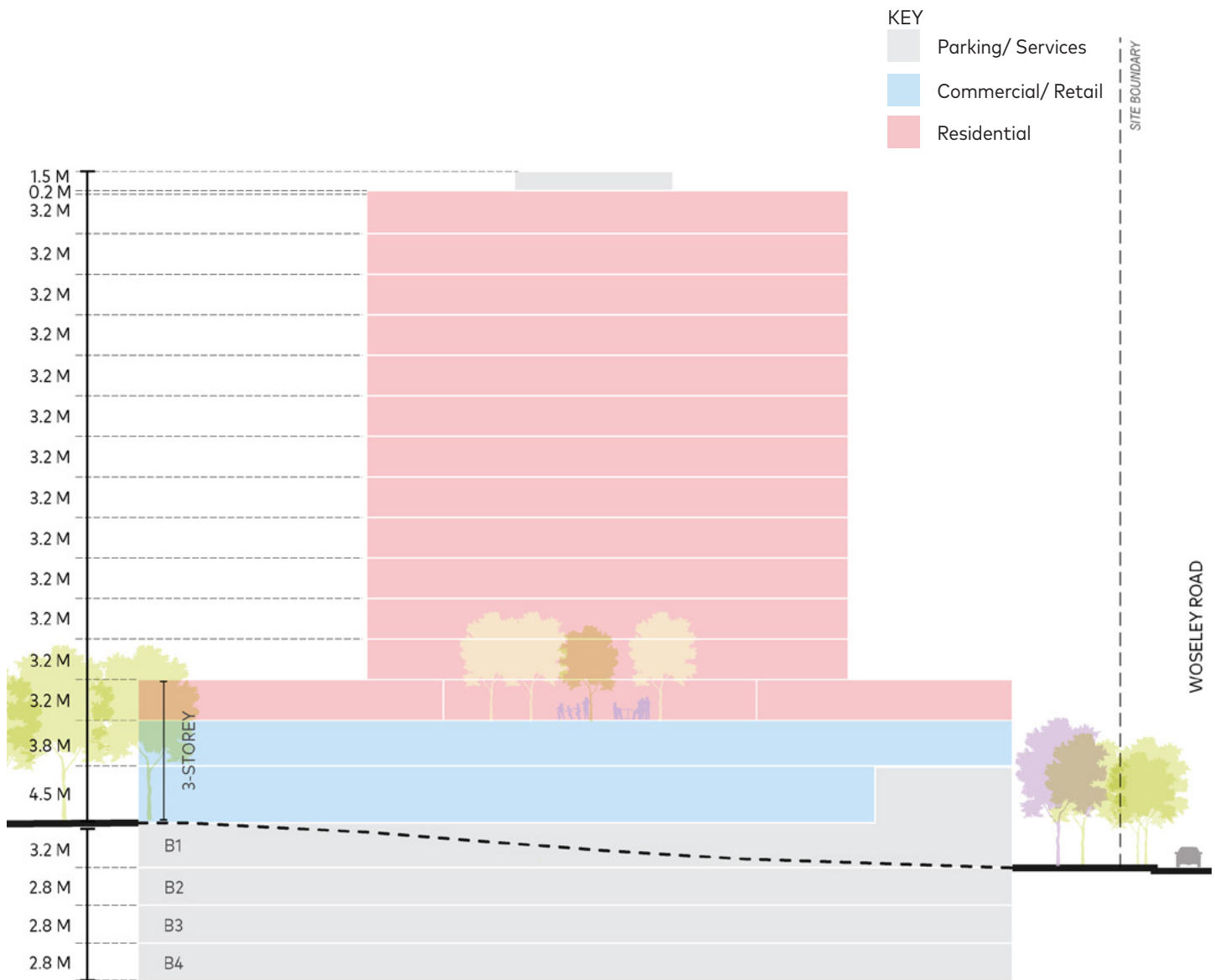
Proposed floor-to-floor heights are 4.5m for commercial/retail on the ground floor, 3.8m for one above ground commercial floor (Level 2), then 3.2m for all typical residential floors. An additional 0.2m is allowed for at the roof level, before a 1.5m lift overrun.



SECTION B LOCATION PLAN



### 4.3 Indicative Envelope Sections/Elevations



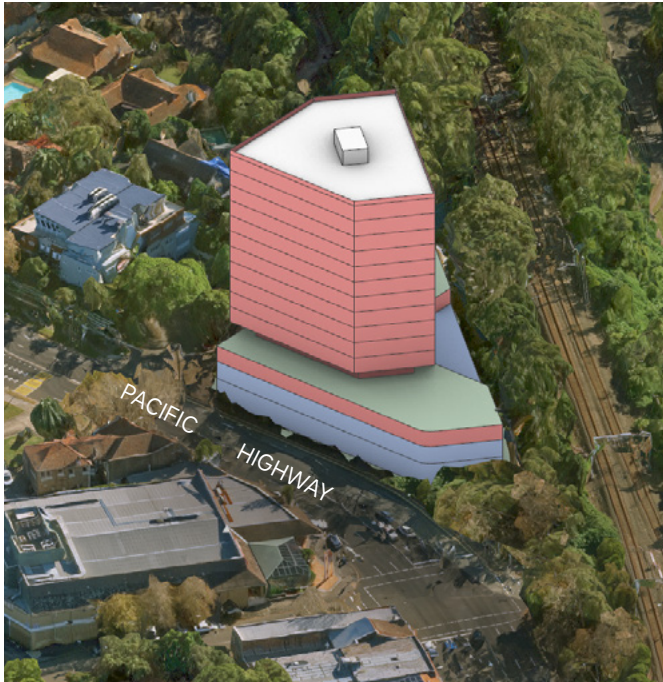
SECTION C 1:500 @A4

Basement levels are shown at 3.2m for the first level then typical at 2.8m. Given the site location, all parking is proposed to be located in basements. Although this limits any future adaptability to habitable uses if parking is not required in future, we note that in a mostly residential development any excess parking can be productively used as resident storage.



SECTION C LOCATION PLAN

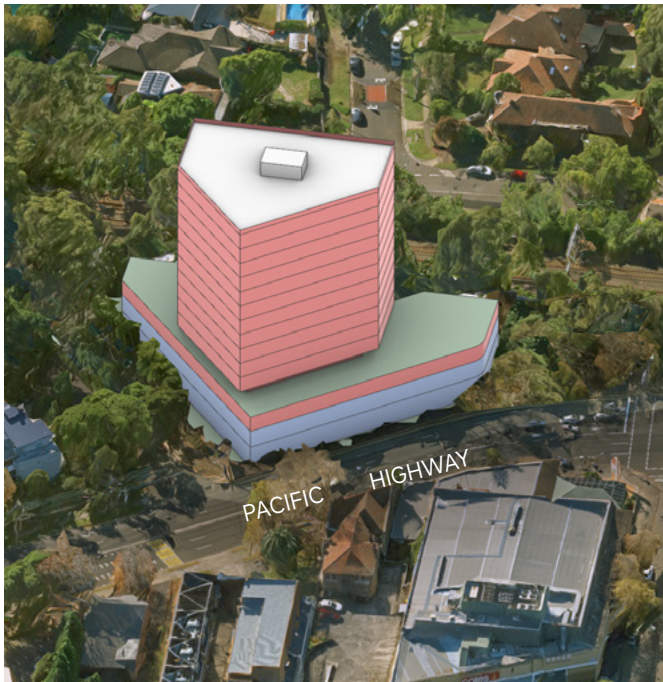
## 4.4 Indicative Envelope Massing



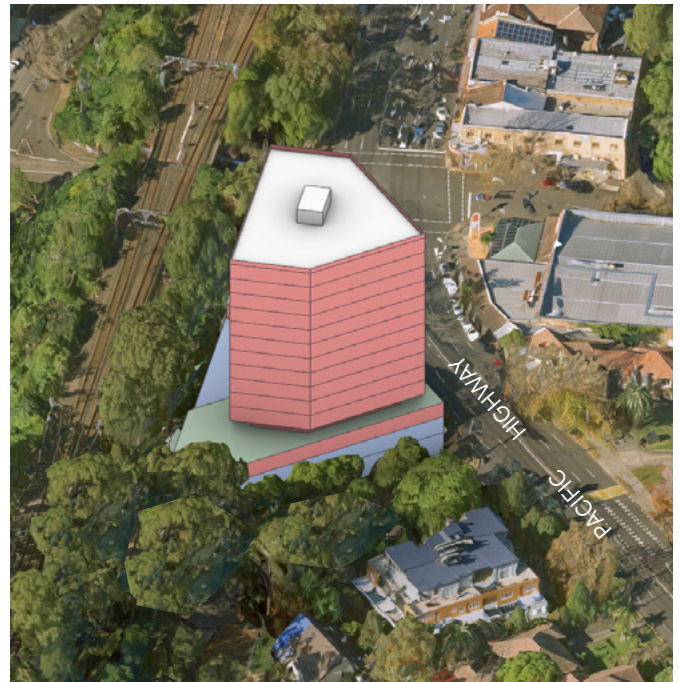
SOUTH-EAST



NORTH-EAST



SOUTH-WEST



NORTH-WEST



## 4.5 Envelope Yield Estimation

An efficiency-based yield calculation has been prepared based on the Indicative Envelope Massing shown. This establishes building yield by applying typical efficiency factors to the measured Gross Envelope Area (GEA) of the proposal.

Applying factors to the GEA comes to an estimated Gross Floor Area (GFA) to inform the proposed FSR control.

LEVEL	Use	GEA	Eff.	GFA	Height (m)
-3	Parking	1950	0%	0	2.8
-2	Parking	1950	0%	0	2.8
-1	Parking	1950	0%	0	2.8
0	Parking	1950	0%	0	3.2
1 (G)	Commercial	1530	80%	1224	4.5
	Resi Lobby	143	50%	72	
2	Commercial	1755	80%	1404	3.8
3	Residential	1425	75%	1069	3.2
4	Residential	905	75%	679	3.2
5	Residential	905	75%	679	3.2
6	Residential	905	75%	679	3.2
7	Residential	905	75%	679	3.2
8	Residential	905	75%	679	3.2
9	Residential	905	75%	679	3.2
10	Residential	905	75%	679	3.2
11	Residential	905	75%	679	3.2
12	Residential	905	75%	679	3.2
13	Residential	905	75%	679	3.2
14	Residential	905	75%	679	3.2
15	Residential	905	75%	679	3.2
Extra roof tolerance					0.2
Overrun					1.5
<b>Total</b>		<b>23,513</b>		<b>11,913</b>	<b>54.8</b>
Resi total				9,285	
Comm Total				2,628	
Site Area		2,665			
<b>Residential FSR</b>		<b>3.5 :1</b>			
<b>Commercial FSR</b>		<b>1.0 :1</b>			
<b>Total FSR</b>		<b>4.5 :1</b>			

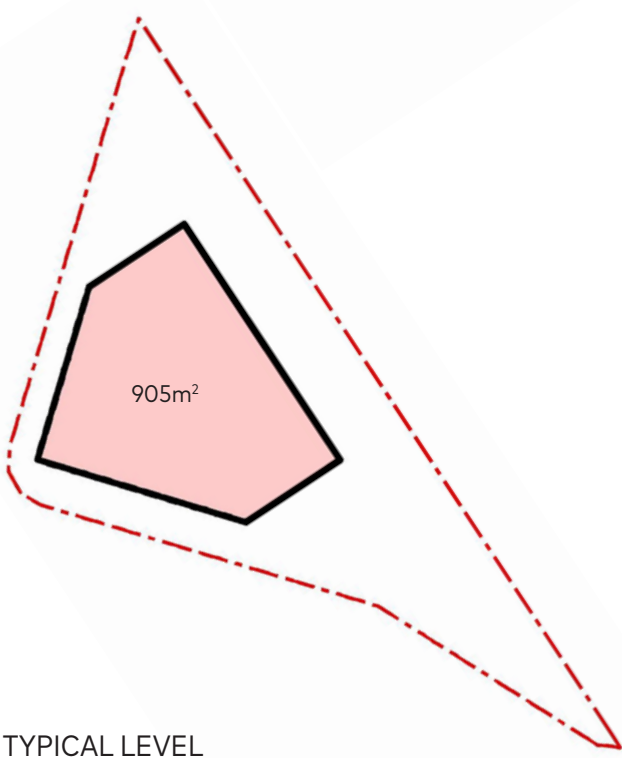
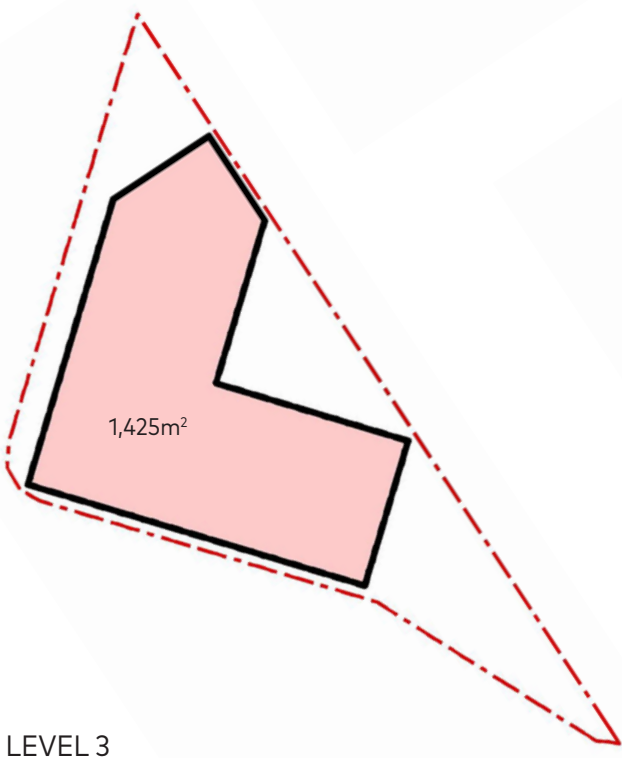
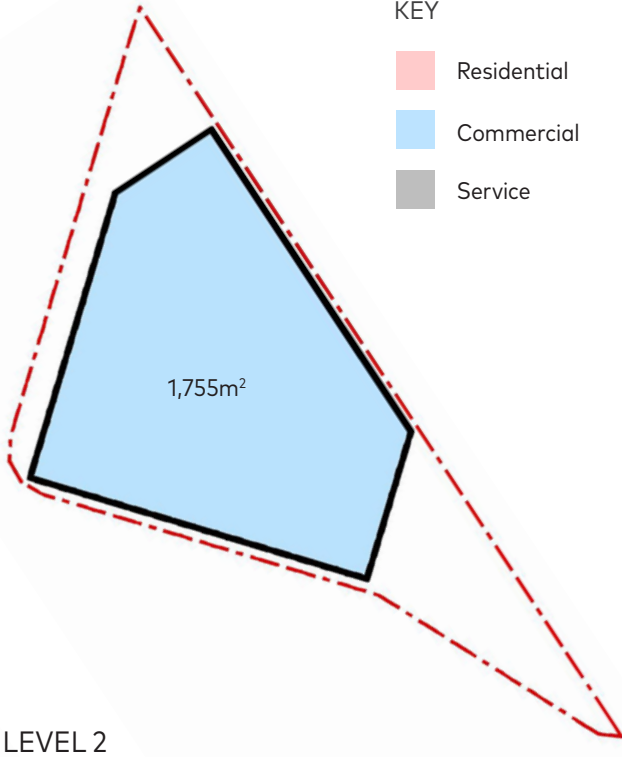
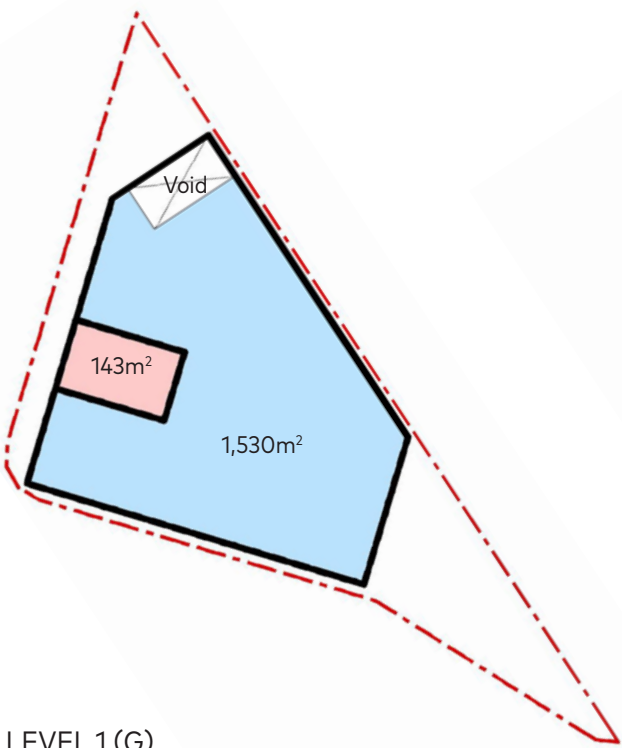
# 4.6 Gross Envelope Area Plans



1:1,000 @ A4

KEY

- Residential
- Commercial
- Service





## 4.7 Skyline Analysis

Indicative skyline analysis shows that the impact of the proposed 15-storey tower on local views is apparent but appropriate for a site with a "Landmark Building" designation, as the visibility of tower-heights above and around mass-transit is considered an appropriate skyline accent.

Concept 1 shows the proposal in its existing context, including confirmed future developments. It stands out in the skyline, as befitting a 'Landmark Site', without being significantly out of scale with the taller buildings such as the future Lindfield Village Hub.

### SKYLINE ANALYSIS CONCEPT 1

#### EAST ELEVATION



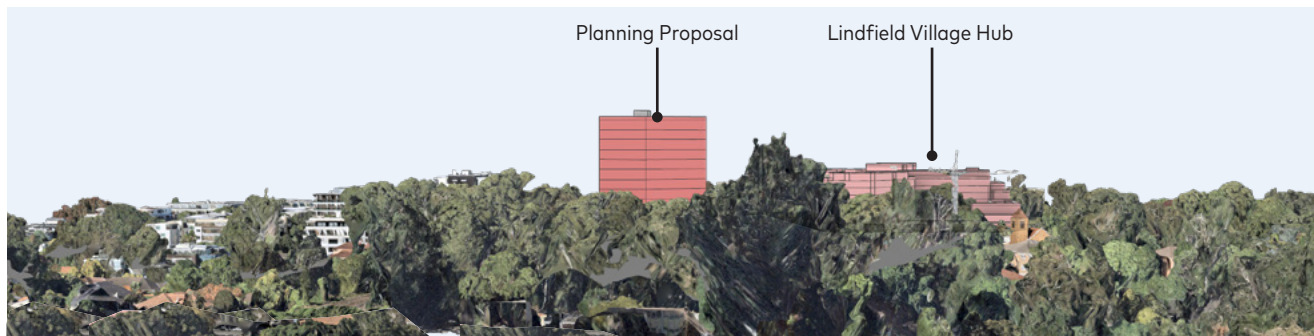
#### SOUTH ELEVATION



#### WEST ELEVATION



#### NORTH ELEVATION



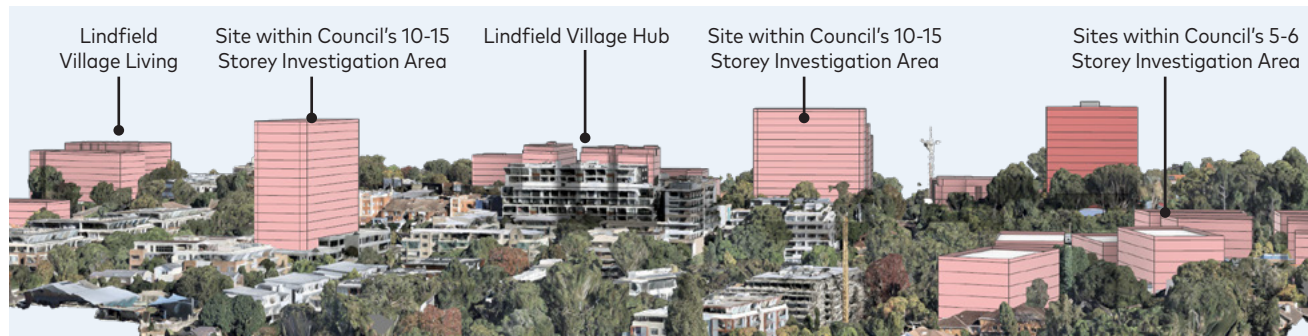
## 4.8 Skyline Analysis - Concept 2

Concept 2 shows further building height increases across the Centre, if all sites as identified by Council in their 2020 Draft Local Housing Strategy (since superseded) were built to the upper range of their proposed heights.

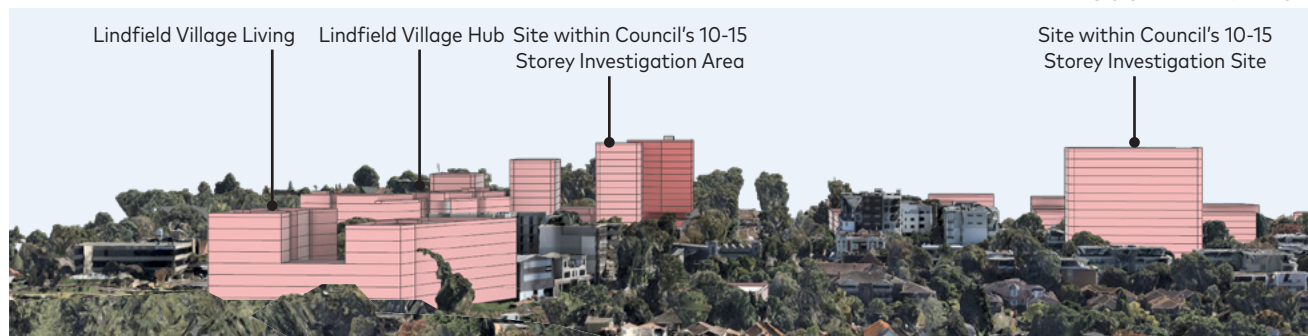
Council's 2020 study only identified a handful of sites for potential uplift, which are shown here. The EIE for Low-and-Medium Density Housing proposes blanket upzoning of many more sites within 400m of the station, which are not depicted.

SKYLINE ANALYSIS CONCEPT 2

EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



NORTH ELEVATION





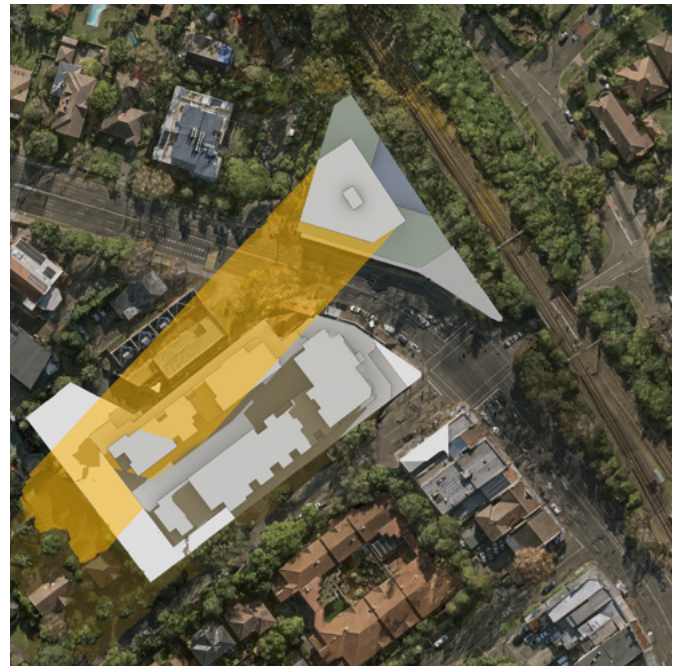
## 4.9 Overshadowing Analysis

Shadow analysis from 9am-3pm on June 21 illustrates that the proposed 15-storey tower will have an acceptable solar impact on its surrounding context, with the tower form allowing the shadow to move quickly from west to east.

The main impacted property will be the neighbouring 'Balfour' development at 376-390 Pacific Highway (DA0197/18), which includes 59 apartments under construction. Based on the solar impact analysis and an elevational shadow analysis undertaken on the following page, it has been calculated that very few units affected by the current proposal will drop below the ADG's recommended 2 hours of solar access per mid-winter day.

### KEY

- Shadow created by the proposed 15-storey building
- Shadow created by the neighbouring development (approved DA0197/18)



9:00AM



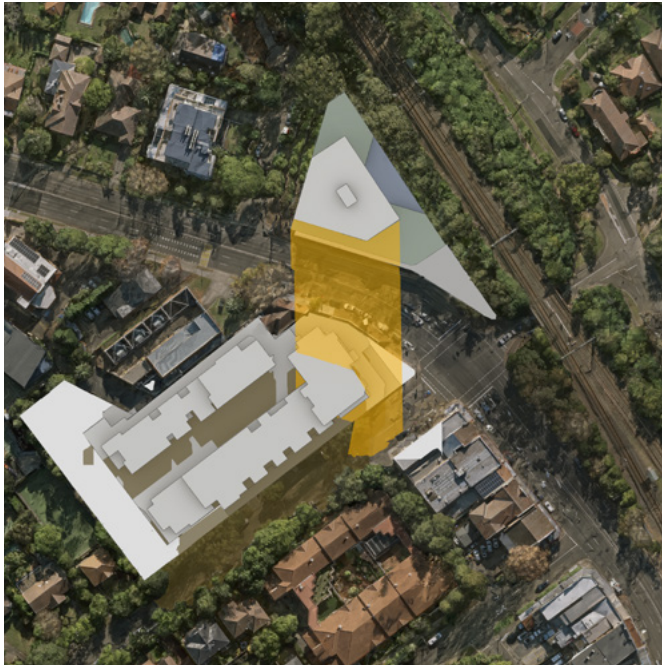
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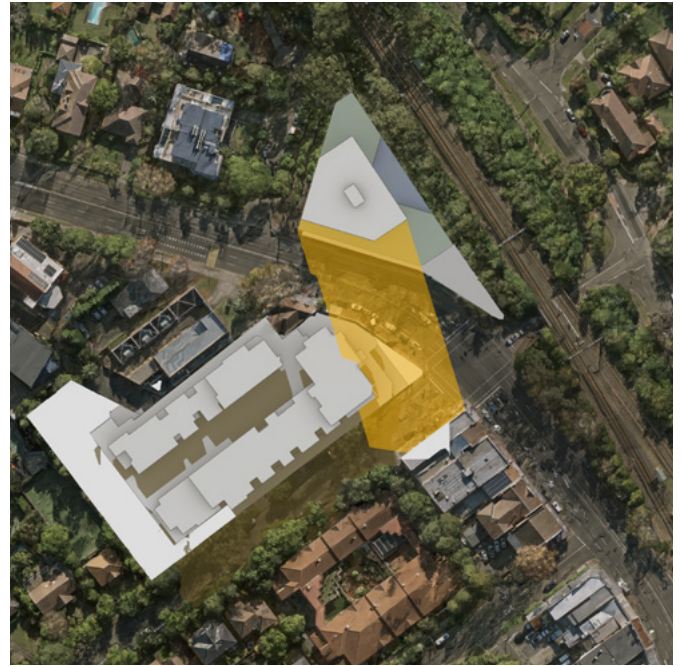
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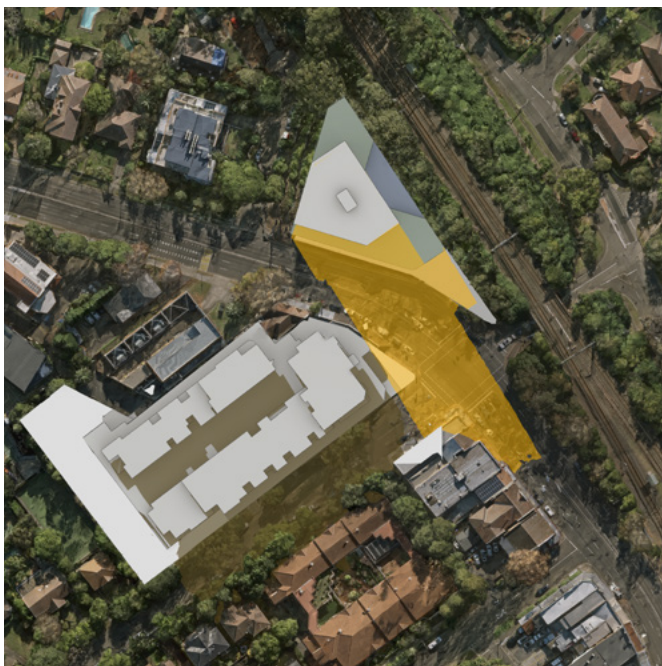
## 4.9 Overshadowing Analysis



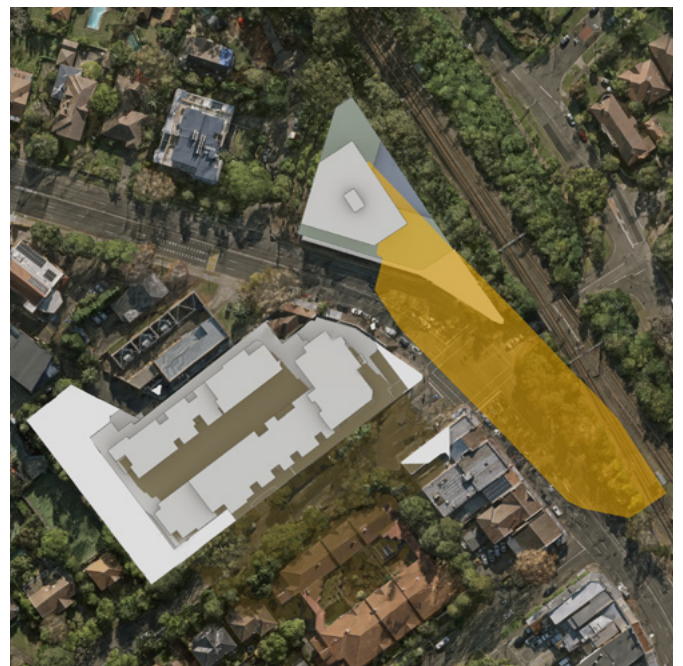
12:00PM



1:00PM



2:00PM



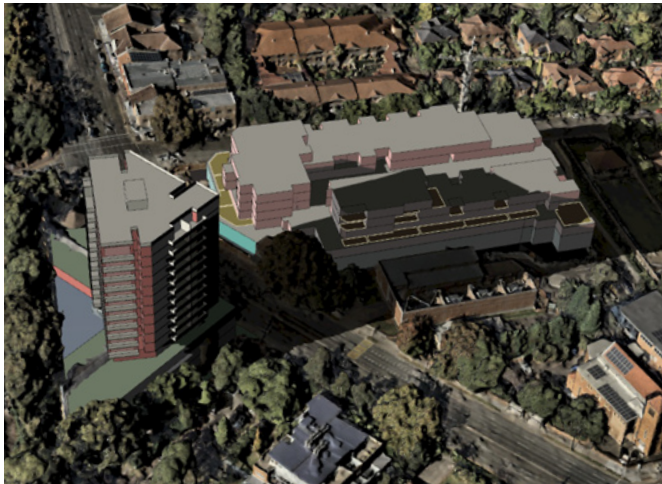
3:00PM



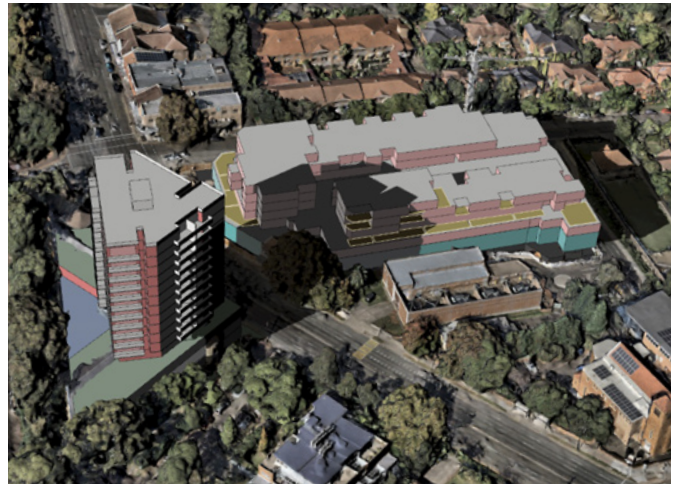
## 4.10 Elevational Shadow Analysis

This Elevational Shadow Analysis shows that the entire northern facade of 376-390 Pacific Highway development (under construction) will continue to receive more than 2 hours solar access.

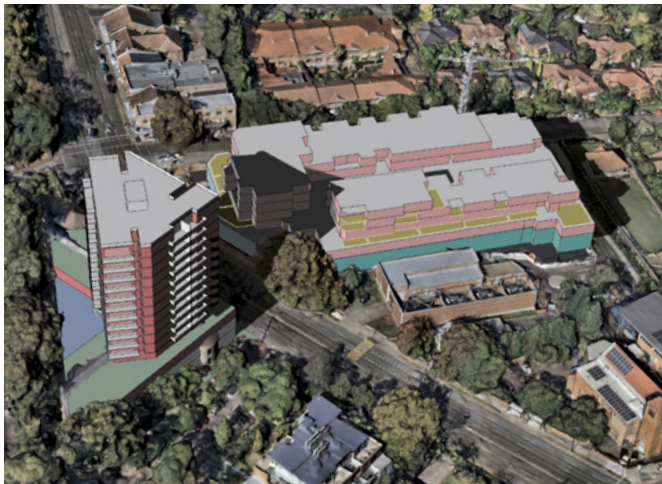
\* Balconies shown in yellow



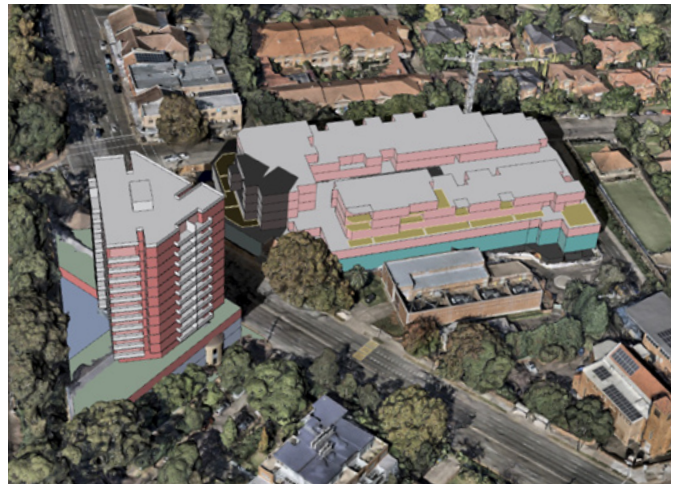
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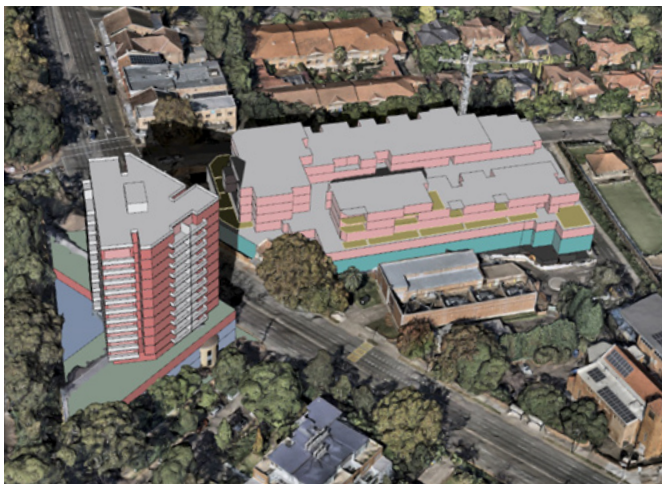
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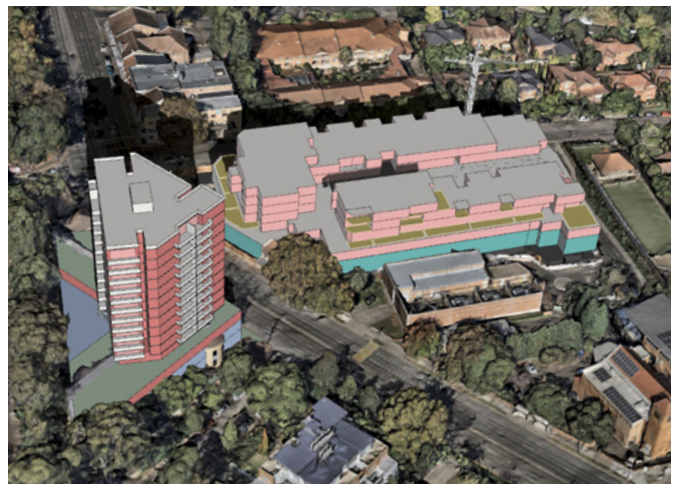
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12:00PM



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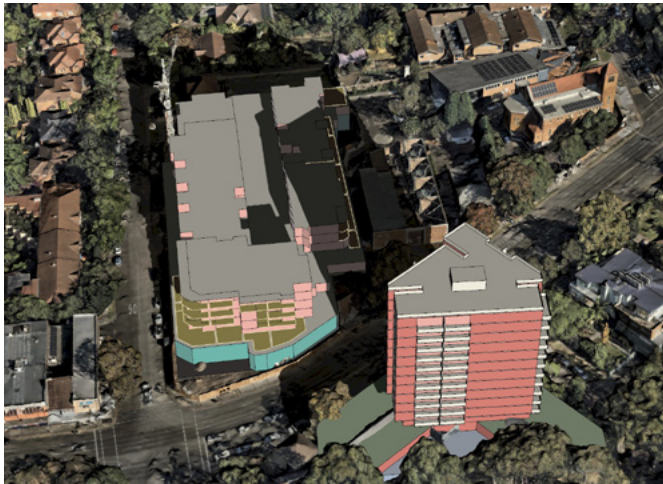


2:00PM

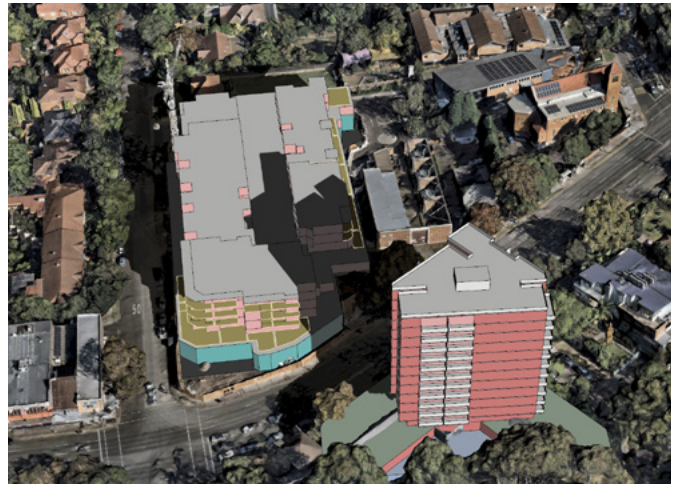


## 4.10 Elevational Shadow Analysis

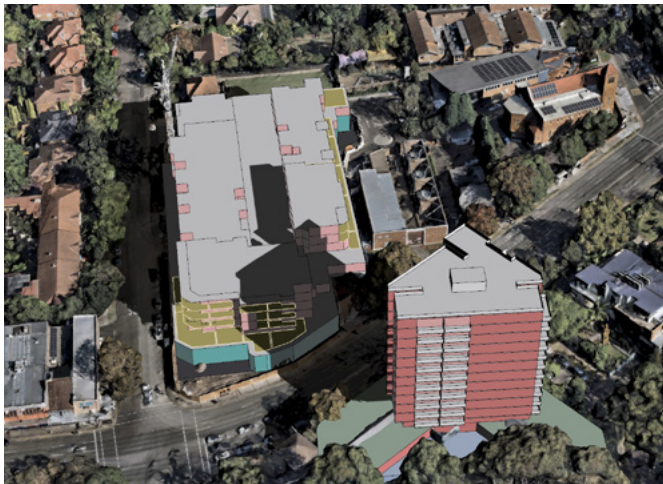
The row of four units on each level of the northeastern facade will be more impacted, but will still receive between 1.5 and 2 hours solar access in the morning and approximately 30 minutes in the afternoon.



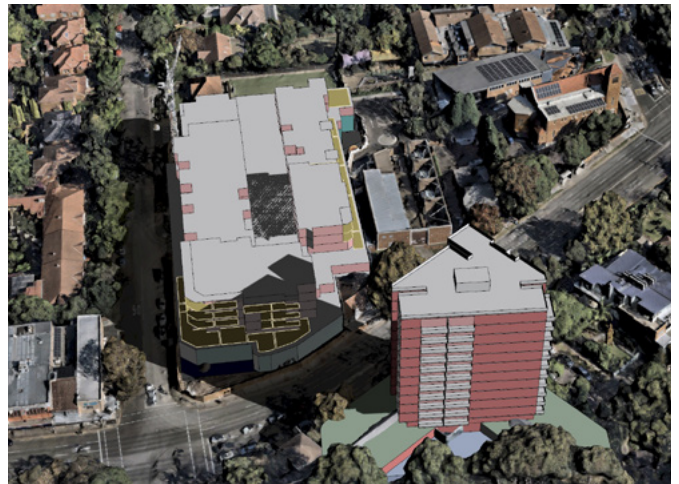
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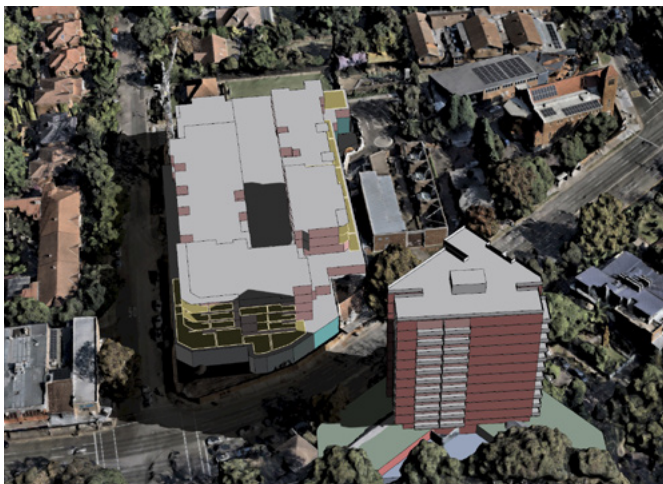
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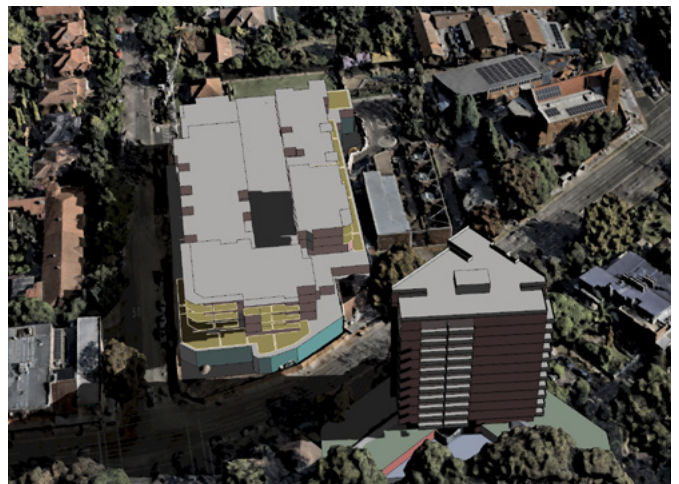
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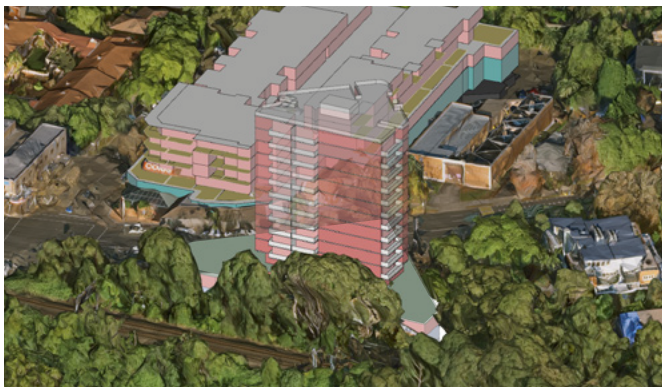
## 4.11 Sun Eye Diagrams

Sun Eye View Analysis on the winter solstice shows the again the elevational overshadowing impact of the proposed envelope - with the significant majority of the adjoining residential development unaffected by the proposed built form. Only a small number of units on the northeast corner of Balfour Place facing Pacific Highway are affected.

Note that the Planning Proposal envelopes are shown here as partially transparent in order to allow the affected properties to be seen.



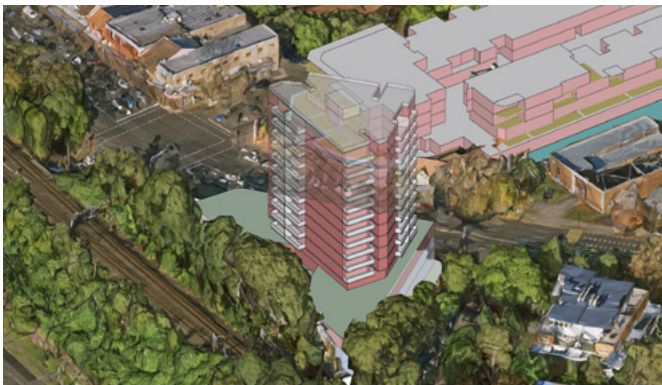
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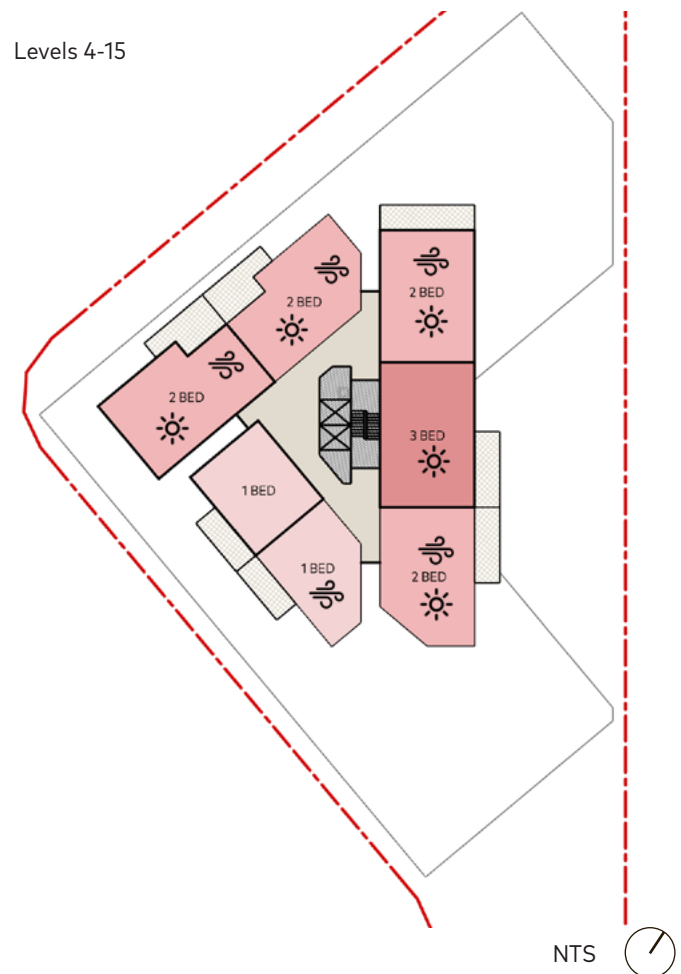
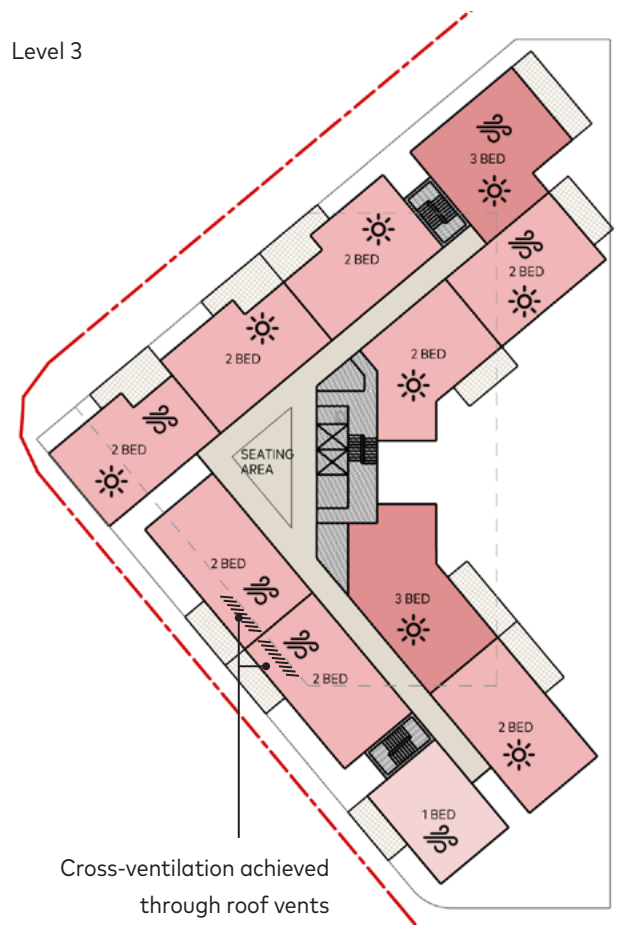


2:00PM










3:00PM

## 4.12 High Level ADG Compliance Check



	Units			Cross Vent		Sun	
Level 1(G)				no resi units			
Level 2				no resi units			
Level 3	11	6	55%	8	73%		
Level 4	7	5	71%	5	71%		
Level 5	7	5	71%	5	71%		
Level 6	7	5	71%	5	71%		
<b>TOTAL</b>	<b>32</b>	<b>21</b>	<b>66%</b>				
Level 7	7			5	71%		
Level 8	7			5	71%		
Level 9	7			5	71%		
Level 10	7			5	71%		
Level 11	7			5	71%		
Level 12	7			5	71%		
Level 13	7			5	71%		
Level 14	7			5	71%		
Level 15	7			5	71%		
<b>TOTAL</b>	<b>95</b>			<b>68</b>	<b>72%</b>		

### KEY

-  Balcony
-  1 Bedroom
-  2 Bedroom
-  3 bedroom
-  2 hours solar access
-  Naturally cross-ventilated
-  Roof ventilation

To confirm compliance with key ADG solar and cross-ventilation guidance, an indicative test fit was prepared of all levels. This is provided in the next chapter. Indicative layouts for the two typical residential levels are repeated here to show that the envelope design can support >60% of units in the lower 6-storeys being naturally cross ventilated and >70% of total units receiving a minimum of 2 hours sunlight during mid-winter.



## 4.13 Indicative Landscape Design (Loci Design Collective)

Landscape architects Loci Design Collective were engaged to develop a considered landscape design for the site, that shows how the proposal can align with the public domain and tree and vegetation preservation goals of Ku-ring-gai Council.

The Ground Plan shows how mature trees along the road reserve can be retained, and on-site trees relocated while allowing sufficient area for deep soil within the site. In line with AJC's proposed site specific Structure Plan, the southern corner of the site is shown as a new 320 sqm pocket park, an initiative to provide publicly accessible open space within the site boundary. Future improvements marked for Havilah Road in the Ku-ring-gai DCP and LSPS are also indicatively incorporated in the overall public domain strategy.

The podium landscape plan shows considered communal areas that are privately owned public space, above Level 2 (third floor) podium. These areas are accessible and offer shared amenities between the residents living in the apartments within the development.

Key considerations of the landscaping on the podium include strategies to integrate with the adjacent green corridor (Ku-ring-gai LEP) along the T1 railway line, as well as to contribute to the overall greenery as viewed from Pacific Highway. Additionally, native and endemic flora are proposed to encourage and contribute to the biodiversity of the Lindfield area and wider Ku-ring-gai.

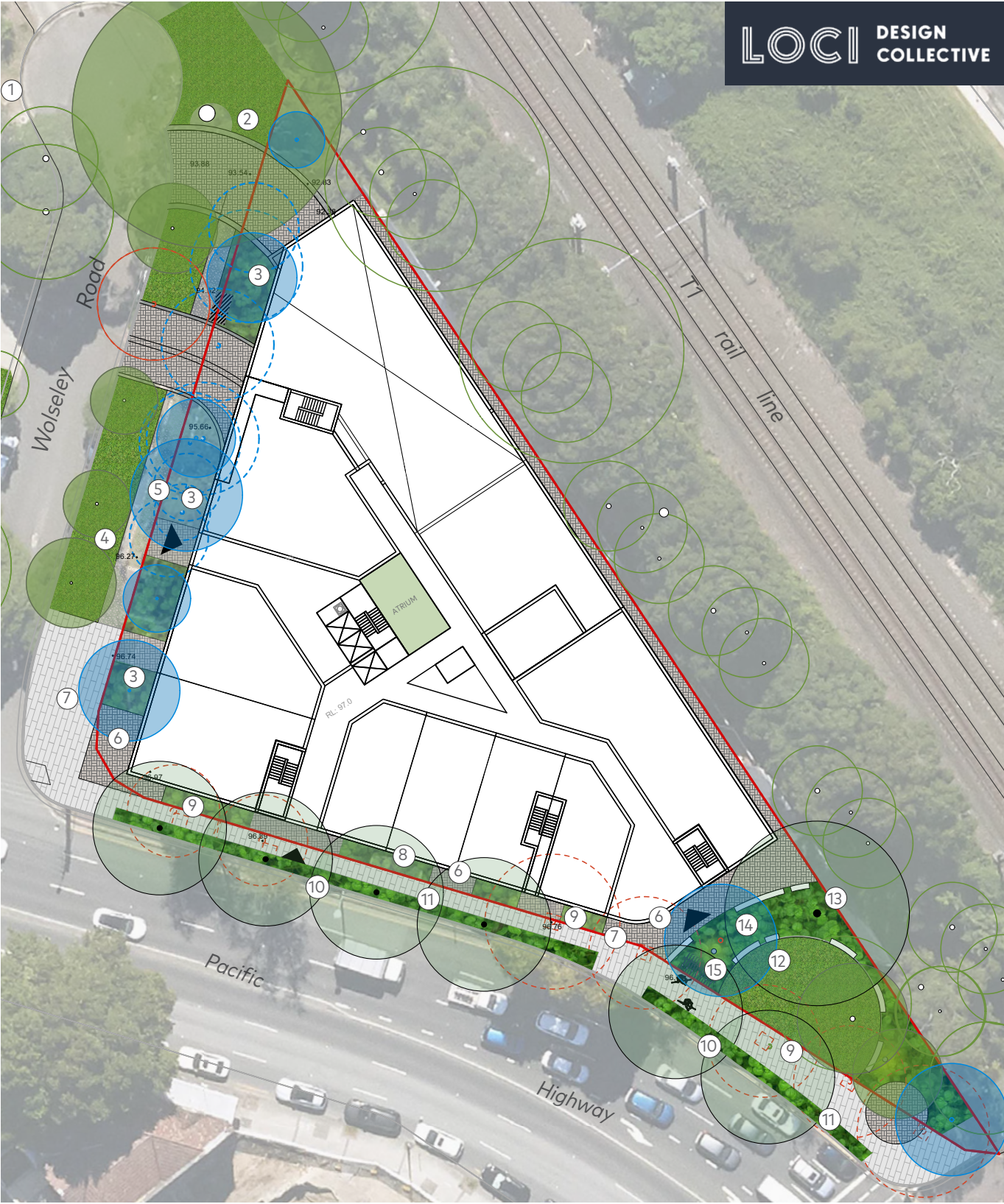
### KEY LEGEND, GROUND PLAN (FOLLOWS)

1. Wolseley Road road closure to become an extension to Ibbotson Park and shared zone with pedestrian priority, increased tree canopy and increased soft landscape areas (by Council)
2. Existing Eucalyptus Saligna retained and protected insitu. Current driveway alignment remains. Possibility of replacing the driveway in porous paving to be determined by arborist.
3. Existing Jacaranda in planters to be salvaged and transplanted back in deep soil landscape setback when levels reconfigured. Process managed by arborist and tree transplanter.
4. Existing street trees under power lines retained.
5. Path reconfigured against property boundary to enlarge and rationalise path and landscape verge.
6. Paving thresholds at building entrances and building corner.
7. Local Centre Core Paving to KMC standards for public domain, precast concrete units as per the Public Domain Technical Manual.
8. 1.5m wide planted landscape strip across Pacific Highway interface with openings for commercial businesses.
9. Existing Plane trees in poor health removed and create a better path of travel for pedestrians. Health of Plane trees to be confirmed by arborist.
10. New street tree planting. Trees in pits tree growing vault with trench beneath. Species selected per public domain plan.
11. Continuous landscape strip.
12. Publicly accessible pocket park with retained trees.
13. New Eucalyptus saligna feature tree.
14. Curved edges, walls and furniture.
15. Bike parking.

### KEY LEGEND, PODIUM PLAN (FOLLOWS)

1. Tree planters 1m deep and with sufficient volume for sustained growth. Trees are distributed across L3 Communal podium to create shade and generous greening.
2. Low maintenance small turf areas adjacent to communal gathering spaces.
3. Shade pavilions over communal gathering spaces.
4. Paved thresholds from building entrances.
5. Generous massed planting areas to control access and ensure privacy for terraces.
6. Perimeter planters at palisade for greening of the perimeter and to enhance the public domain greening to the streetscape/ railway corridor.
7. Inaccessible biodiversity roof terraces (shallow soil profile).

# 4.13 Indicative Landscape Design (Loci Design Collective)



PUBLIC DOMAIN/GROUND FLOOR  
LANDSCAPE PLAN



1:500 @ A4



# 4.13 Indicative Landscape Design (Loci Design Collective)



PODIUM LANDSCAPE PLAN



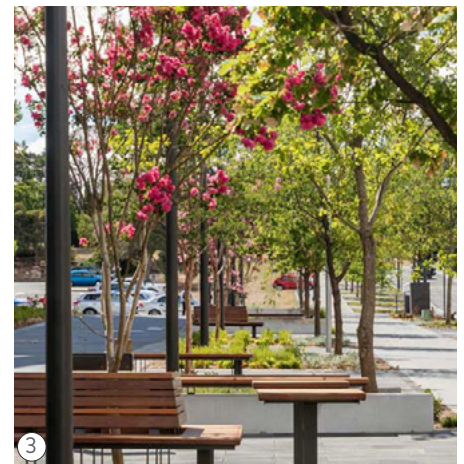
1:500 @ A4



## 4.13 Indicative Landscape Design (Loci Design Collective)

### Public Domain and Streetscape

1. Jacarandas in street setback, salvaged and replanted.
2. Paving to Lindfield Local Centre specifications (similar to Tryon Avenue).
3. High quality paving to reference the public domain paving character and enforce the cohesion of the public space.
4. Trees within streetside deep soil trench and mass planting.
5. A tree lined pocket park adjacent to Pacific Highway, with existing and new trees, grassed area, massed planting and seats.
6. New street trees on Pacific Highway, to replace dying Plane Trees.

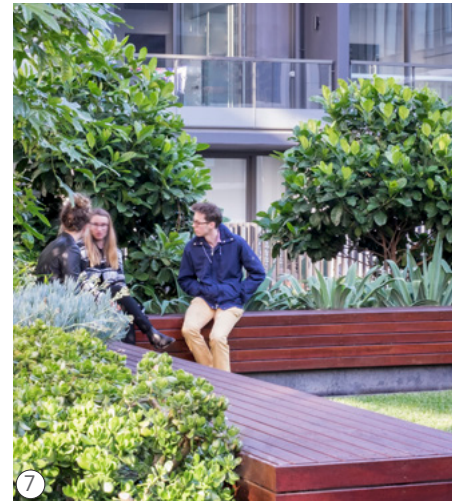
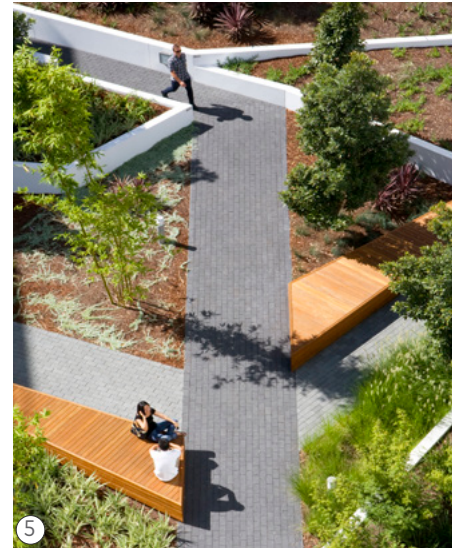
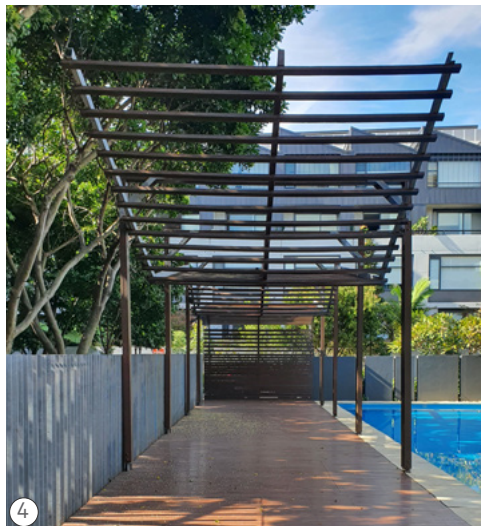




## 4.13 Indicative Landscape Design (Loci Design Collective)

### Level 1 Biodiversity Roof and Communal Roof Podium

1. Planters of various heights over slab on communal courtyard,
2. Planters incorporate level changes for benches, seats and tree planters.
3. Biodiversity roof garden on level 1. Inaccessible except for maintenance. Diverse local native plant species to supplement rail biodiversity corridor.
4. Shade structures with paved areas underneath, and to include BBQ s and outdoor fixed furniture.
5. Strong geometry to define paths and planting.
6. Massed planting is stepped depth planters to create interest in form.
7. Seating adjacent to small turfed areas.
8. Biodiversity roof planting on Level 1.



## 5. Artist Impressions





## 5.14 Artist Impressions





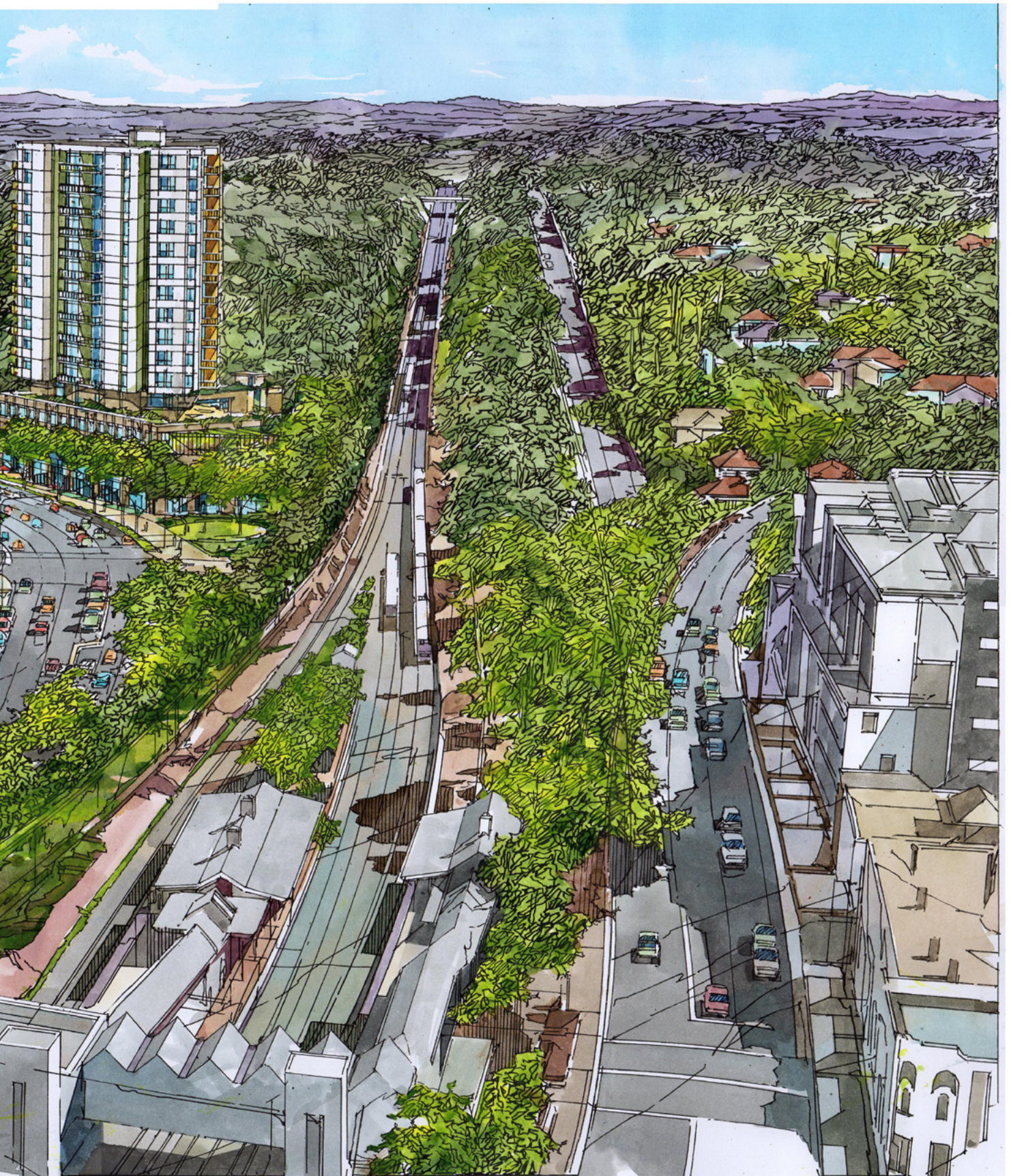




## 5.14 Artist Impressions









## 6. Proposed Changes to Planning Framework



## 6.1 Introduction

As identified in the previous chapter, the recommendation of this Urban Design Report and the corresponding Planning Proposal suggests the planning framework in Ku-ring-gai be modified to facilitate a 15-storey mixed-use tower at this landmark site. The following controls are therefore proposed:

### Land Use Zoning - No change.

In April this year (2023), State-wide changes to land use zones resulted in the site changing from B5 Business Development to E1 Local Centre. Where a previous B5 zoning limited development on site to business related establishments such as retail, office, warehousing, E1 zoning in Ku-ring-gai permits shop top housing. Consequently no land use zoning change is required to facilitate this proposal.

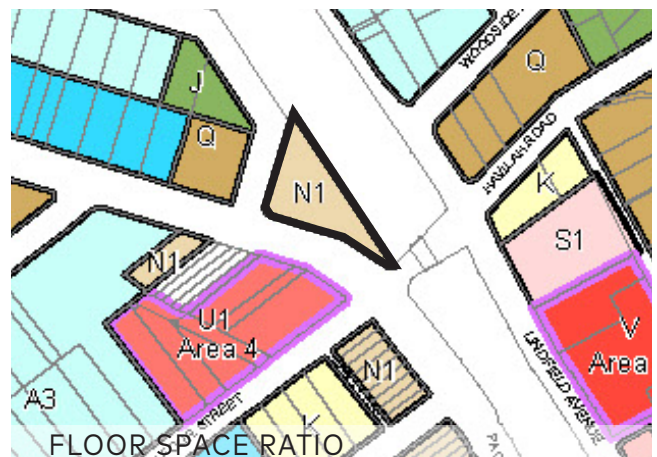
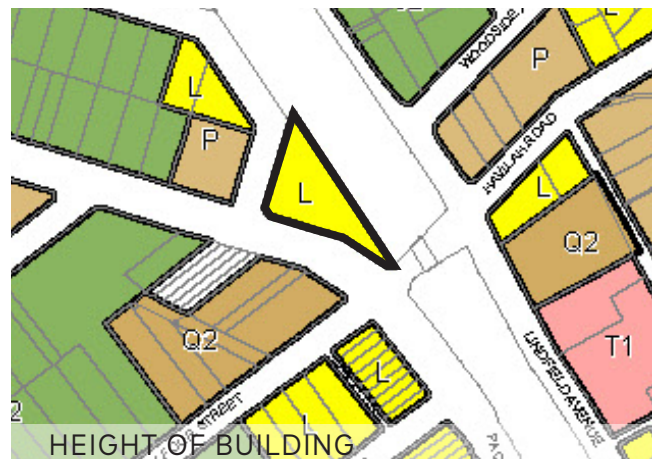
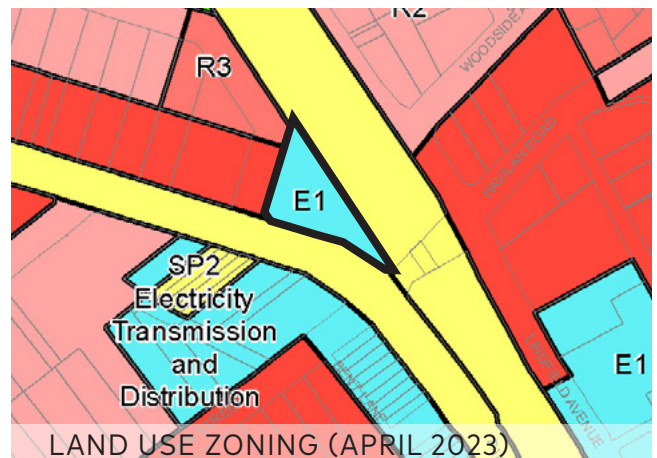
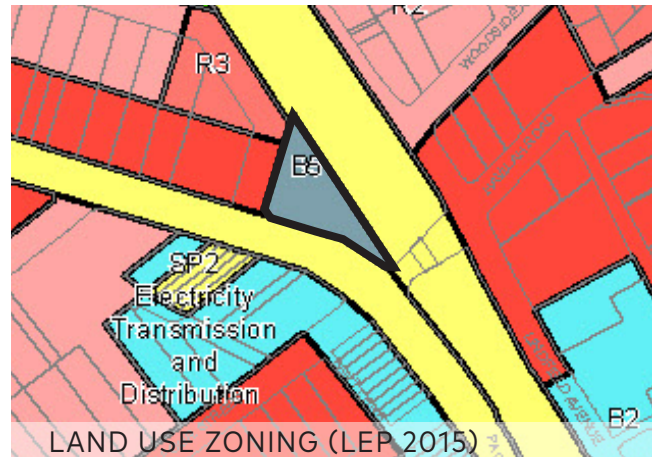
### Height of Building - 55.0m, increased from 11.5m

This change reflects the necessary modification to replace a 3-storey low-rise office building to a 15-storey mixed-use tower.

### Floor Space Ratio - 4.5:1, increased from 1.0:1

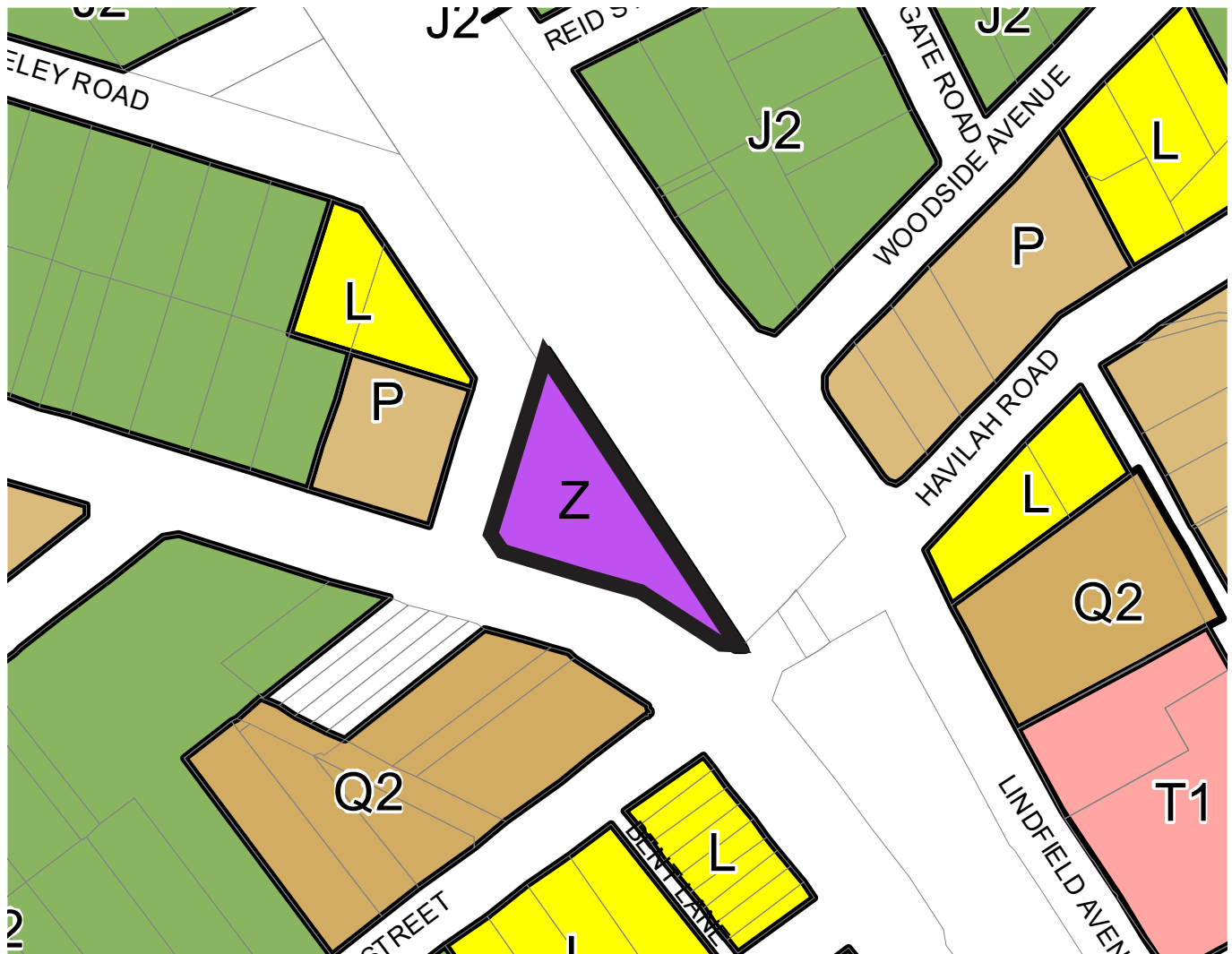
This change reflects the increased density proposed, reflecting the replacement of existing commercial with approximately 100 dwellings introduced above.

### EXISTING PLANNING FRAMEWORK





## 6.2 Proposed Height of Building Control

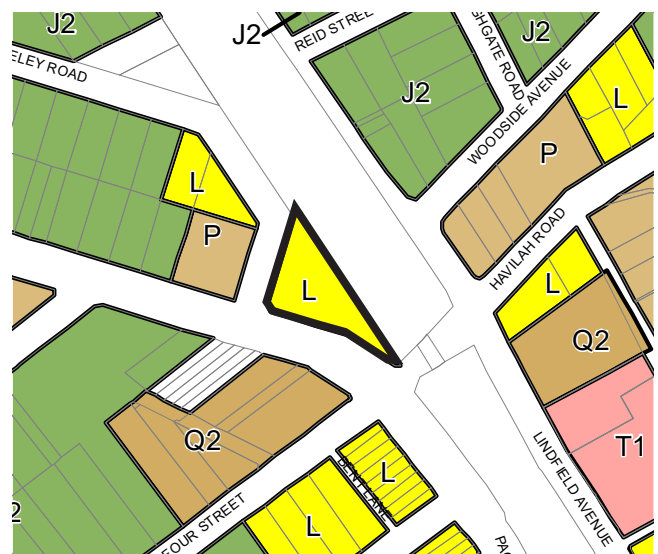


PROPOSED Z 55.0

It is proposed to modify the Height of Buildings (HOB) Map for the site from 11.5m to 55m, based on:

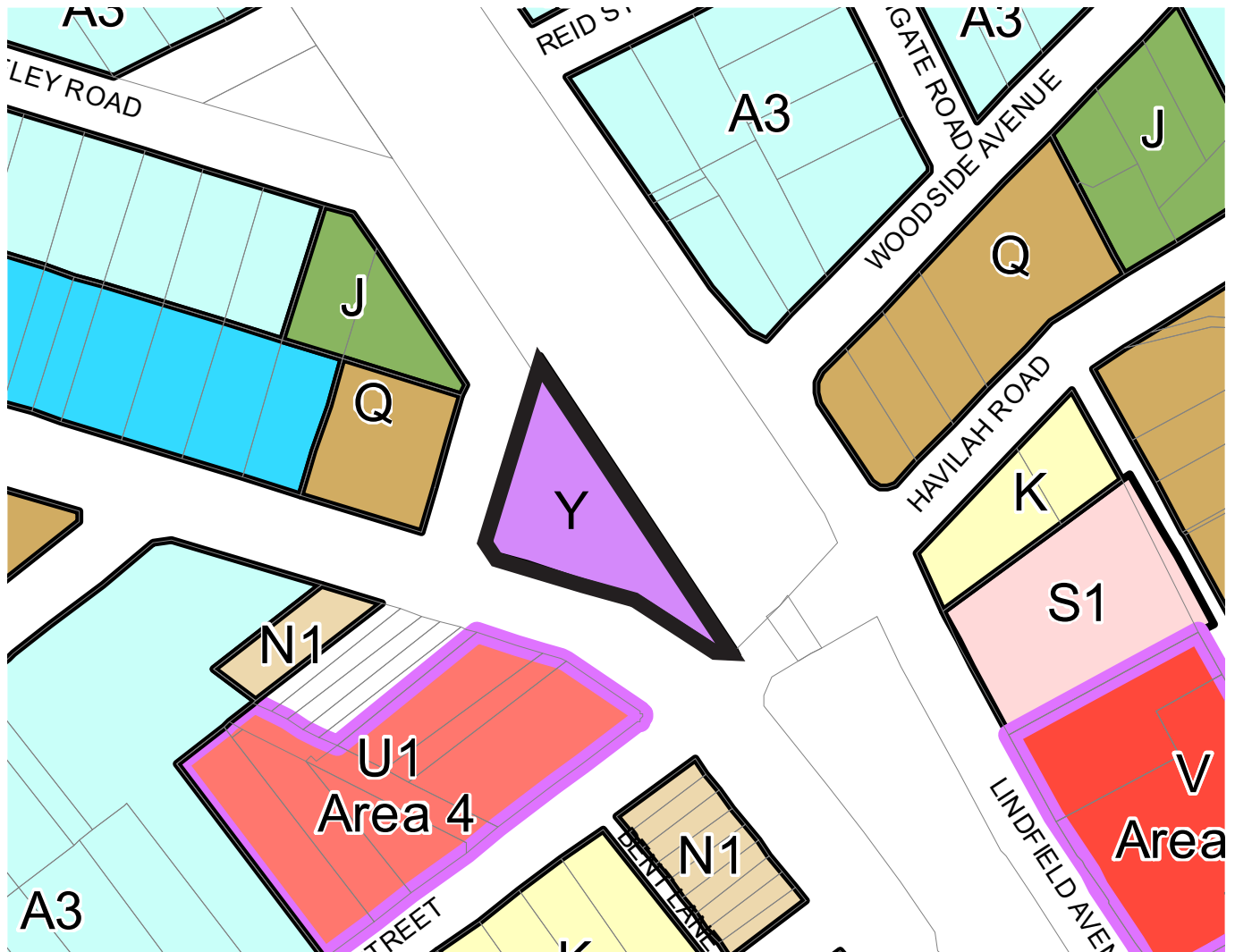
- A partially above ground Basement Entry Level, with a floor-to-floor height of 3.2m.
- Ground floor height of 4.5m to facilitate retail and/or commercial office uses.
- First floor height of 3.8m to facilitate commercial office uses.
- Typical residential floor height of 3.20m.
- 0.2m at roof level to allow for increased construction thicknesses.
- Lift overrun height of 1.5m.

This produces the formula:  $3.2m + 4.5m + 3.8m + (3.2m \times 13) + 0.2m + 1.5m = 54.8m$ . This has then been rounded to the proposed HOB control of 55.0m.



EXISTING L 11.5

## 6.3 Proposed Floor Space Control



**PROPOSED** Y 4.5:1

The Floor Space Control (FSR) for the site is proposed to be increased from 1.0:1 to 4.5:1. This is based on the Envelope Study Yield previously supplied, which shows approximately 1.0:1 non-residential uses and 3.5:1 of residential floor space.



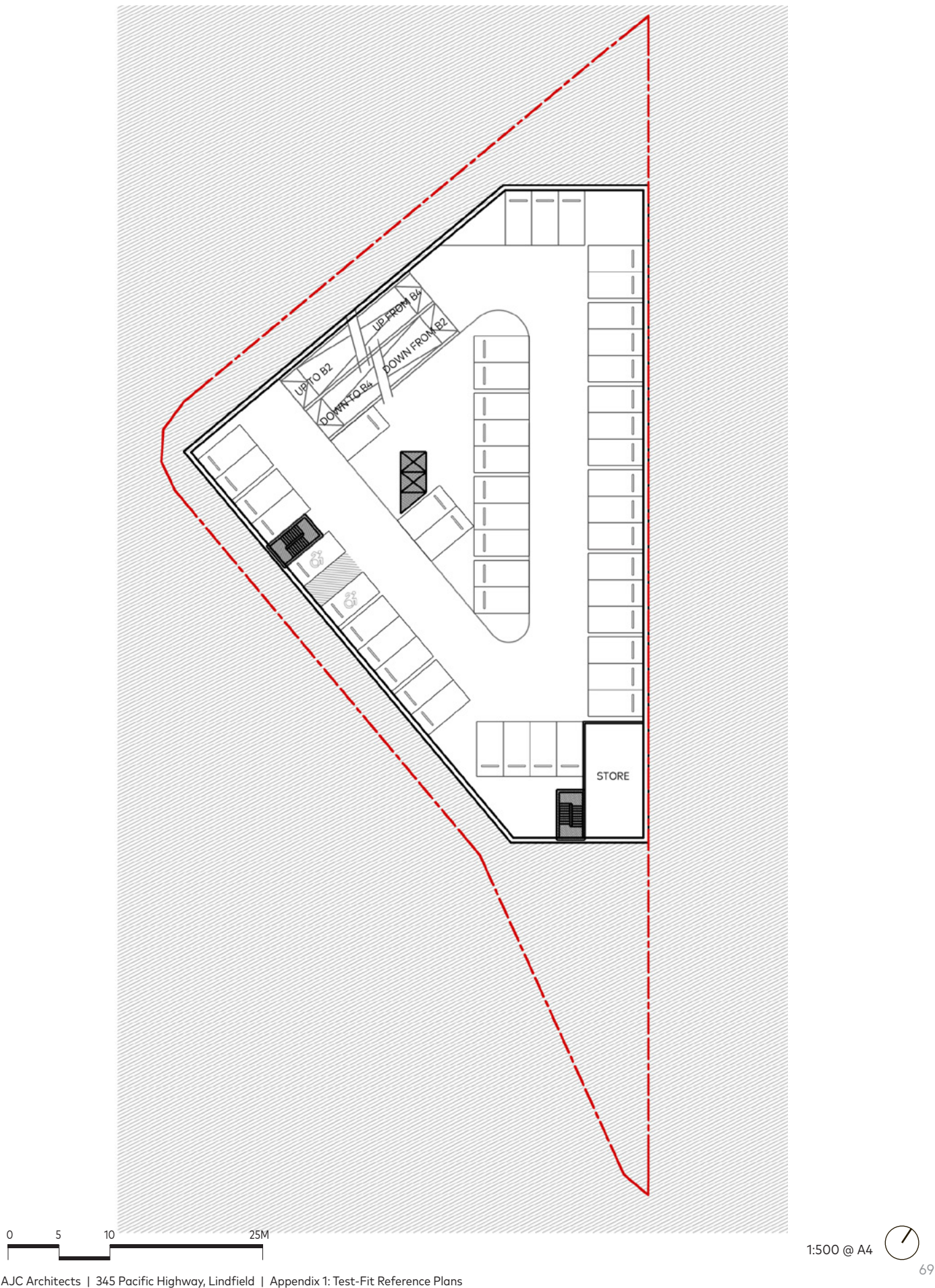
**EXISTING** N1 1.0:1



## **7. Appendix 1: Test-Fit Reference Plans**

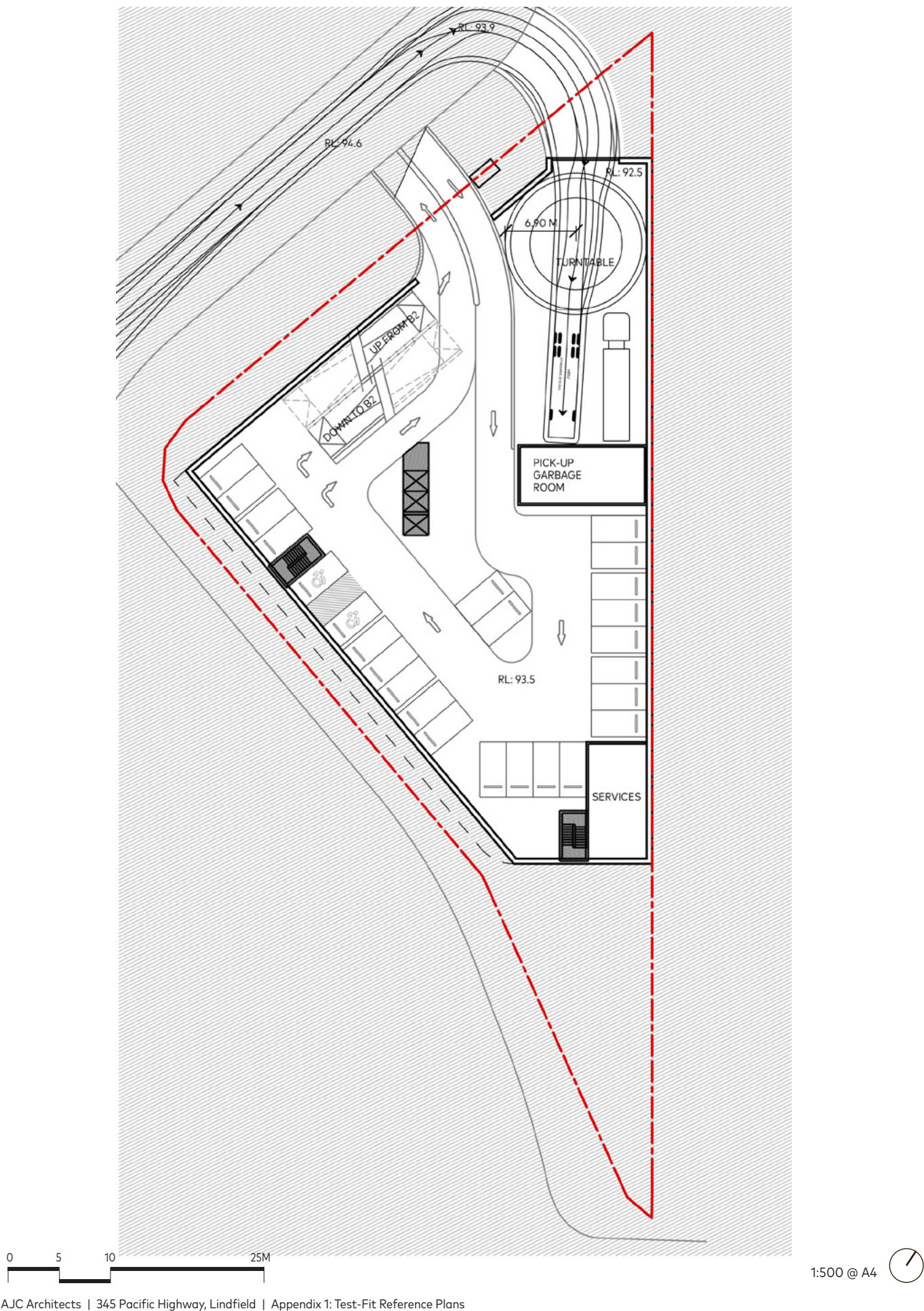


# 7.1 Typical Basement Level (Indicative Only)

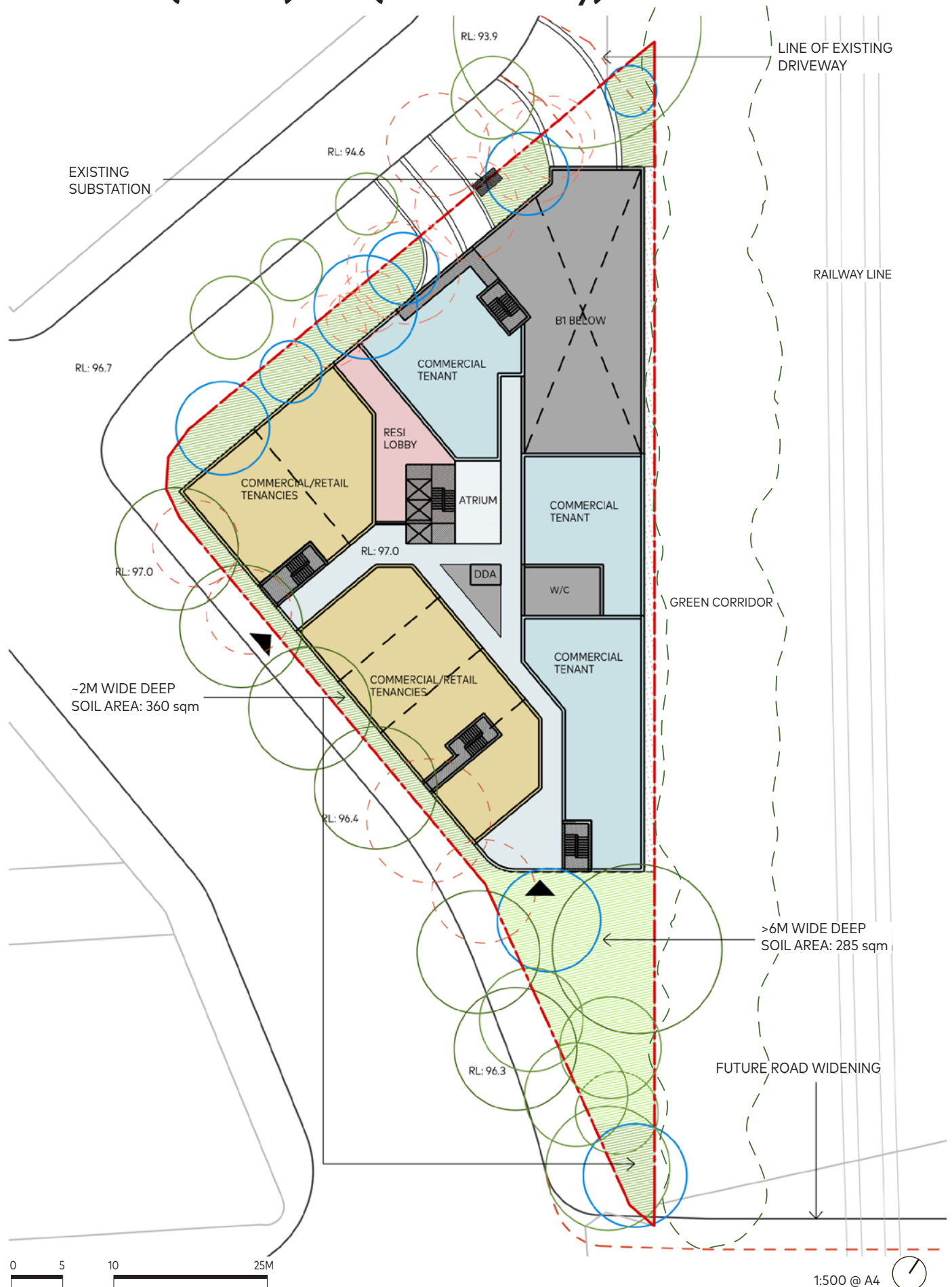




# 7.2 Basement Entry Level (Indicative Only)

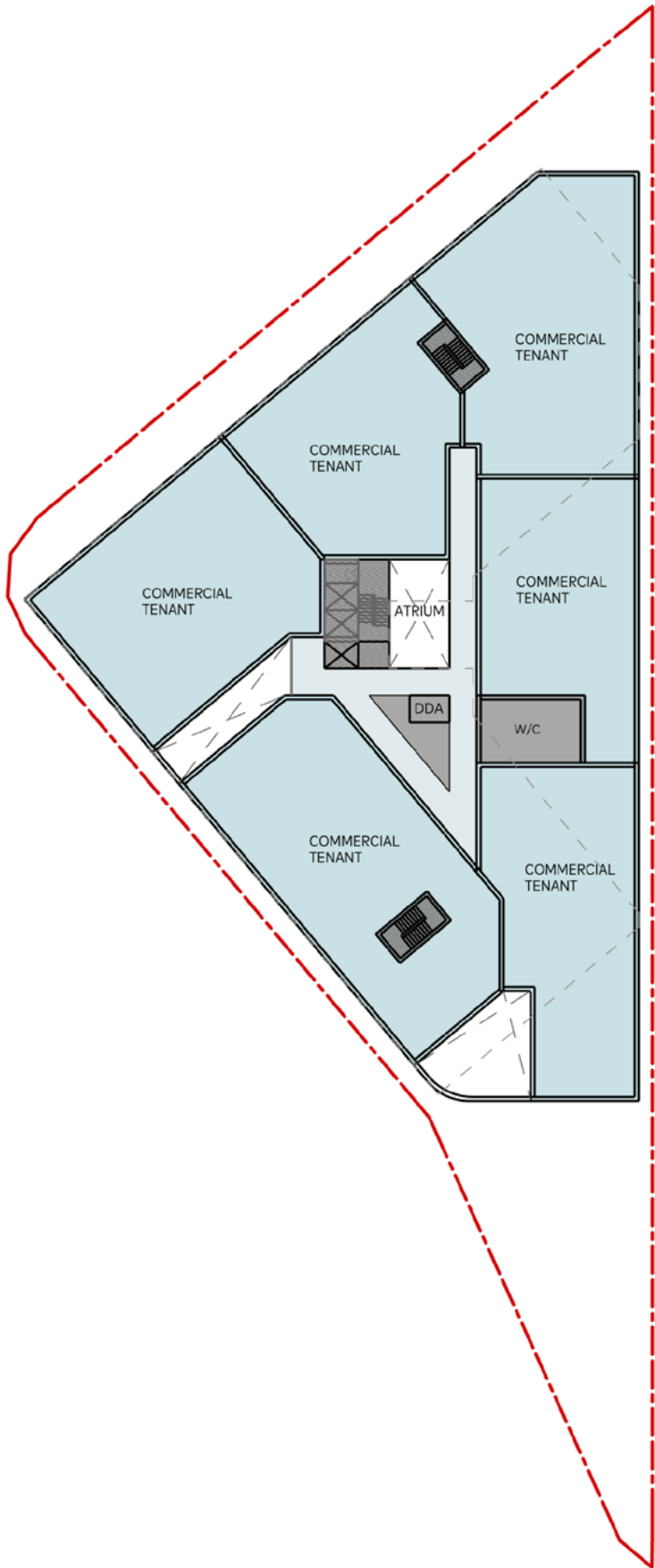


## 7.3 Level 1 (Ground) Plan (Indicative Only)

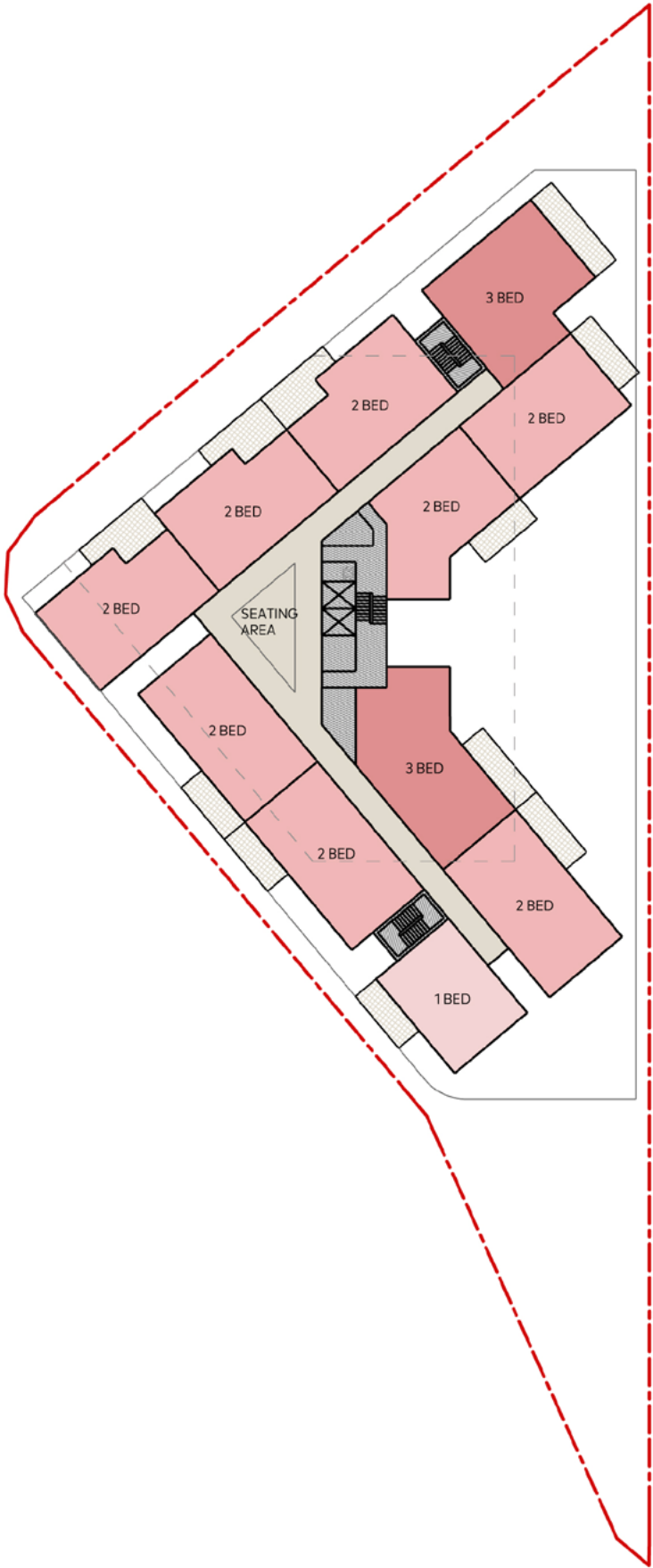




# 7.4 Level 2 Plan (Indicative Only)

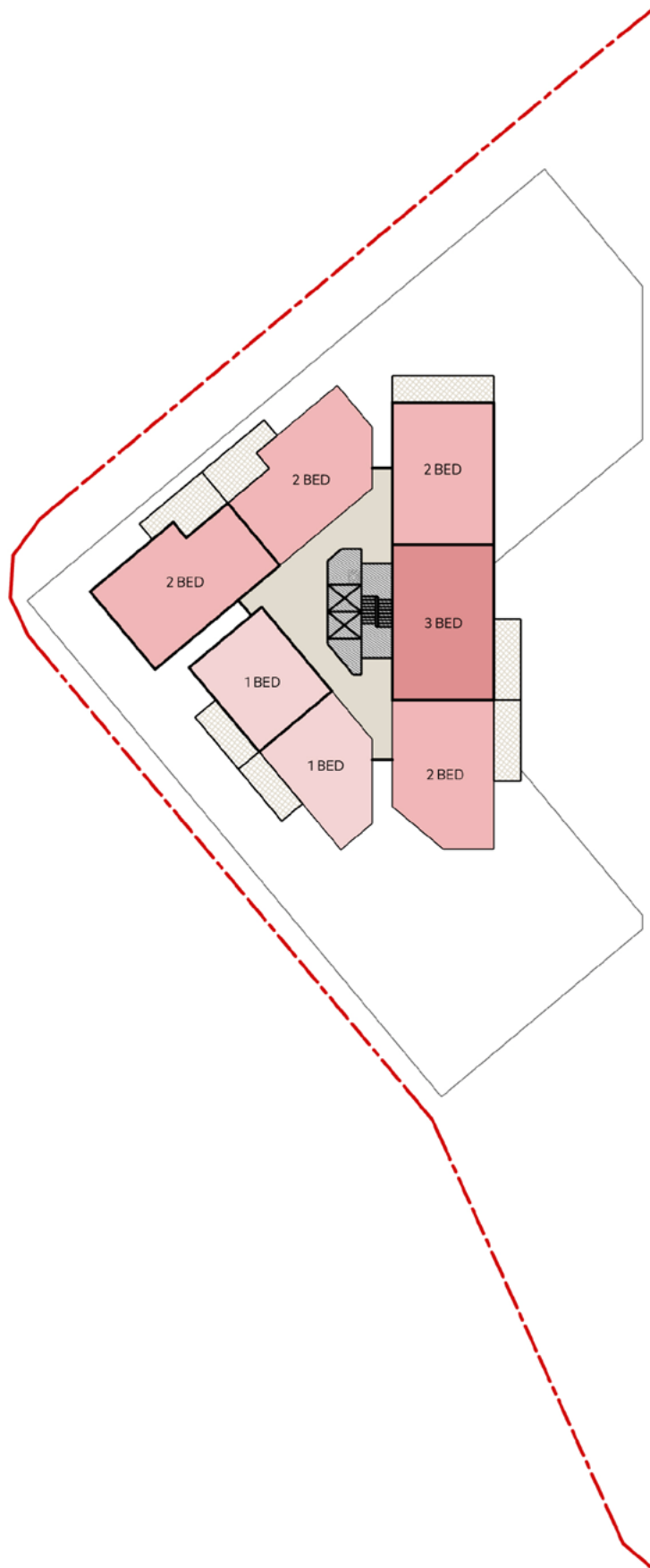


7.5 Level 3 Plan (Indicative Only)





## 7.6 Typical Tower Level Plan (Indicative Only)



## **8. Appendix 2: Council Road Widening Advice**





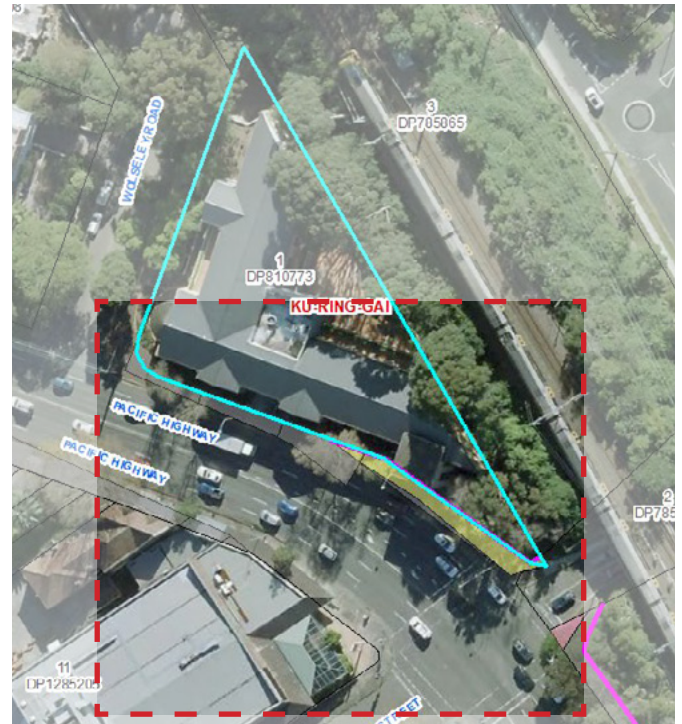
## 8.1 Council Road Widening Advice (Received Following Submission of Planning Proposal)

Following submission of the Planning Proposal in October 2023, Ku-ring-gai Council returned the application through the planning portal with the request that the reference design be modified to reflect a draft concept for the widening of Pacific Highway supplied by Council. The Council-supplied draft widening design (dated 12/2022) was prepared by an external consultant on behalf of Council. It had not previously been provided to the applicant through the Scoping Proposal period, and so was not reflected in the reference design. After requesting information about the status of this design, Council also supplied a form from TfNSW (dated 05/2023) indicating that "Modifications to Traffic Signals Intersection" are approved, however without referencing Council's design and noting commencement of detailed design has not commenced.

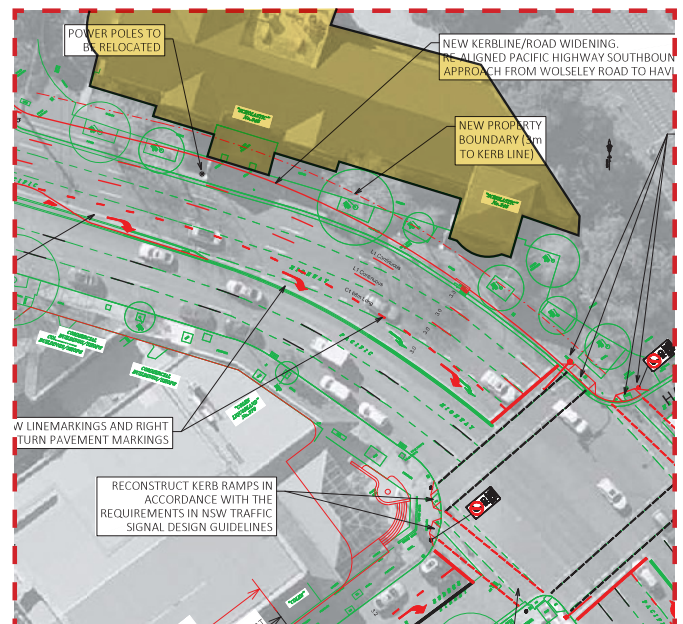
However, later-dated letter advice (dated 09/2023) from TfNSW provided directly to the applicant identified that TfNSW's understanding of the impact of the Pacific Highway works on the subject site differs from Council's: The "impact on the property is shown in yellow in the image included" [referring to figure to the right]. This occurs entirely in the road reserve, indicating that the road widening of the Pacific Highway is not intended to affect the site boundaries. This treatment differs to a separate lot to the southeast, where works are nominated inside the site boundary.

Given that the design of Pacific Highway is the responsibility of the State Government, and that TfNSW's advice was dated nine months after Council's draft design, the TfNSW area of impact is still considered the priority document. The reference design has consequently not been modified.

In lieu of a report-wide update to reflect the Council's draft design, this appendix has instead been provided. It outlines the impact of Council's road widening design on the existing commercial building on site, and provides an outline of how the indicative design proposal included in this document could be modified if TfNSW confirms site acquisition is intended. Since submission of this Planning Proposal in September 2023, no updated advice has been provided from TfNSW.

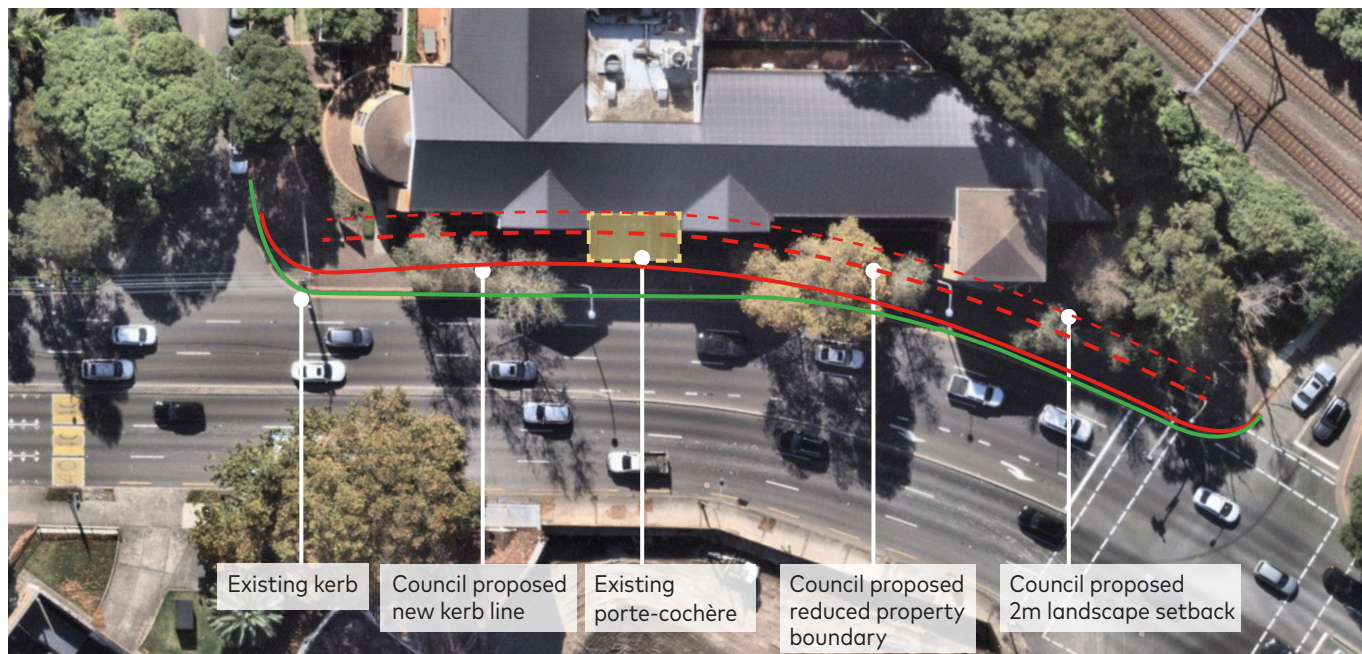


Source: TfNSW Preliminary Transport Assessment, dated 09/2023. Yellow highlight shows extent of potential impact on subject site identified by TfNSW.



Source: Ku-ring-Gai Council draft concept for road widening, dated 12/2022. Red line shows the proposed impact on subject site identified by Council, requiring demolition of existing port-cochère and several street trees.



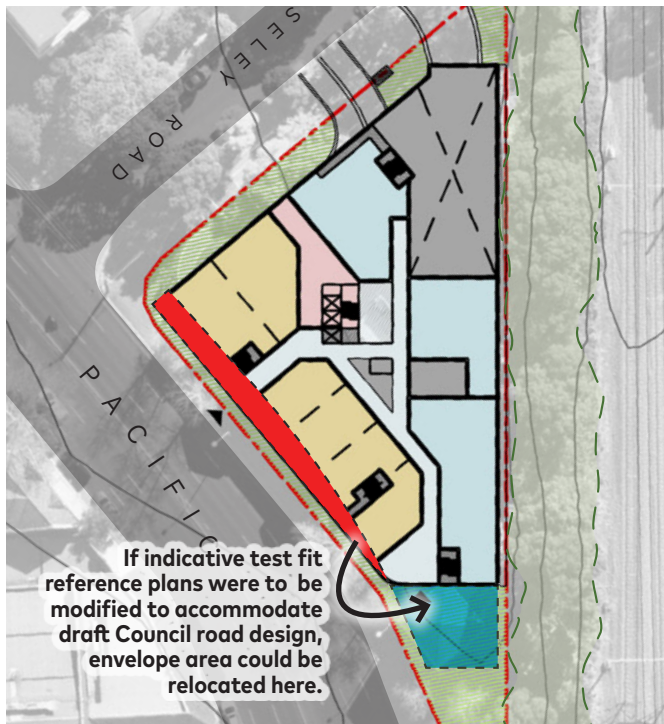


Impact of draft Council road design on existing commercial office building

## POTENTIAL IMPACT OF COUNCIL DRAFT WIDENING DESIGN ON EXISTING BUILDING

As shown here, Council's draft road widening design would require significant acquisition of the subject property, including the demolition of its porte cochère and entry landscaping. It would also require the removal of at least 4 mature street trees. These outcomes are not supported by the landowner of the existing building and, as noted, Transport for NSW has advised that land acquisition has not been considered.





Ground Floor Test Fit Plan showing relocation of envelope area affected by Council's draft concept road widening.



Envelope Diagram, showing relocation of envelope area affected by Council's draft concept road widening.

## POTENTIAL IMPACT OF COUNCIL DRAFT WIDENING DESIGN ON PLANNING PROPOSAL

As indicated in the figures above, the indicative envelope design of the proposal could be fairly simply modified to relocate the podium envelope area affected by Council's draft road widening design. The tower above could be relocated if necessary to maintain upper level setbacks - it does not fill the site area.

However, for the purposes of documentation these changes would result in significant re-work of all basement and podium (and potentially upper) levels in the test fit plans. This re-documentation would then result in an identical Floor Space Ratio and Height of Building proposal as currently shown.

Given the issues with Council's road design, and the fact that the existing report documentation aligns with the extent of property impact subsequently identified by TfNSW, being the owner of the road, the re-documentation of this proposal has not yet been commissioned.

### KEY

- Area of proposed indicative envelope affected by a 2m setback from Council's draft design for road widening
- Example of where envelope area could be relocated



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