



Urban Design & Architectural Report

38 Pacific Highway

TZG acknowledge the traditional owners and custodians of the land on which we work and pay our respects to Elders past and present. We are committed to a just, equitable and reconciled Australia and support the Uluru Statement from the Heart.

Always was, always will be.





Tonkin Zulaikha Greer Architects

Address 117 Reservoir Street Surry Hills Nsw 2010
 Phone +61 2 9215 4900
 Email info@tzg.com.au
 ABN 4600 2722 349
 Web www.tzg.com.au

Nominated Architects

Peter Tonkin: NSW Reg No 4147, Tim Greer: NSW Reg No 5603

This document remains the property of Tonkin Zulaikha Greer Pty Ltd and may only be used for the purposes for which it was produced. Unauthorised use of the document in any form whatsoever is prohibited.

Date	Purpose	Issued By
July 2025	Urban Design Report	WR, IR, TG

Table of Contents

1.1 Urban Design and Architecture Report	5
1.2 Executive Summary	6
1.5 Council Feedback Matrixes	7
1.5.1 Pre-DA Lodgement Notes Summary	7
1.5.2 NSROC Design Review Panel Meeting Comments Summary	8
1.3 Historic Context	9
1.5.3 Lane Cove Road	11
1.5.4 First Nations sites	11
1.4 Site Context and Strategic Planning Framework	14
1.4.1 Site context	14
1.6 Street interfaces	15
1.6.1 Pacific Highway Interface	15
1.6.2 Marshall Lane Interface	15
1.7 Lift core and plant integration	16
1.7.1 Solar and form analysis	17
1.8 Height	18
1.9 GFA and FSR	19
1.10 Sustainability	20

1.1 Urban Design and Architecture Report

This document responds to the Document "Pre-DA Lodgement Notes – June 2025" issued by Lane Cove Council. This Urban Design and Architecture report addresses items in this document, including clarifications relating to FSR, GFA, building height, heritage, building class and DCP requirements.

A civic-scaled, timber-framed mixed use Hotel building that elevates both sustainability and street life in the heart of the St Leonards precinct.

1.2 Executive Summary

The proposed development at 38 Pacific Highway, St Leonards, is a mixed-use hotel and commercial project located within the Crows Nest Transport Oriented Development (TOD) Precinct. This Urban Design Report has been prepared in response to comments from the NSROC Design Review Panel and provides a comprehensive summary of the project's urban design rationale, contextual response, and contributions to the public domain.

The site occupies a prominent position between Pacific Highway and Marshall Lane, adjacent to key public transport infrastructure and within walking distance of the future Crows Nest Metro. The proposal aligns with the strategic objectives of the TOD Precinct, delivering a high-quality, transit-accessible development with improved public domain outcomes, active frontages, and a strong architectural presence.

The project includes a civic-scaled colonnade fronting Pacific Highway and a ground floor retail interface to Marshall Lane, both designed to activate the street and support pedestrian movement. Above this, the building transitions to a sustainably designed hotel typology, constructed from cross-laminated timber (CLT) for its environmental performance, construction efficiency, and material expressiveness.

The development sits comfortably within the anticipated building envelope for the precinct, respecting solar access to neighbouring properties and contributing positively to both Pacific Highway and the finer-grain laneway context. The design integrates a range of sustainability initiatives, including mixed-mode ventilation, passive shading, rooftop planting, and water reuse systems, while offering high levels of amenity for future occupants and contributing to the visual and functional enhancement of the surrounding streetscape.

This report is structured around the nine Design Quality Principles of SEPP 65 and addresses how the proposal responds to each, including contextual integration, built form articulation, environmental performance, safety, public interaction, and aesthetic expression. Where applicable, the report also includes supplementary diagrams and design responses to specific feedback received from the Design Review Panel.

1.5 Council Feedback Matrixes

1.5.1 Pre-DA Lodgement Notes Summary

Comment	Response/ Action
Co-living use is prohibited in the zone and must not be referenced in any reports or plans	Confirmed: All references to co-living will be removed from architectural and consultant documentation prior to DA lodgement.
Clause 4.6 variation required for height due to basement now being interpreted as 'ground level (existing)'	Clause 4.6 variation for height will be submitted. Height calculations have been updated accordingly from basement slab.
Clause 4.6 variation advised for FSR due to inclusion of areas above interpreted ground level	Clause 4.6 variation for FSR will be submitted. FSR calculations have been revised to include lower ground floor spaces as requested.
Waste storage room includes references to co-living; update terminology and confirm compliance with space requirements.	Confirming there is no reference to co-living. Waste room dimensions confirmed at 30m ² in compliance with LCDCP Part Q. Waste room location updated to provide direct access to Marshall Lane from waste room.
Gore Hill Memorial Cemetery is a State Heritage Item—Statement of Heritage Impact (SoHI) required	SoHI to be provided by TZG Heritage.
Confirm gross floor area (GFA) inclusions and exclusions according to LEP definitions	GFA schedule and plans have been updated. Basement areas included in FSR where not exempt under LEP definition.
Public domain upgrades (e.g. planting, pavement) along Pacific Highway recommended but outside DA boundary	Noted. Acknowledged as desirable but outside site boundary and scope of works. Support in principle for future Council-led improvements.
Shared zone treatment for laneway encouraged to enhance precinct connectivity	Laneway shared zone is outside DA boundary. Not included in works, but supported as future public domain opportunity.
Clarify rooftop lift core and plant design to avoid bulk/dominance	Explanation of core and plant layout provided. Investigation conducted into centralised core location. Location preserves solar access to neighbours and satisfies mechanical requirements.

1.5.2 NSROC Design Review Panel Meeting Comments Summary

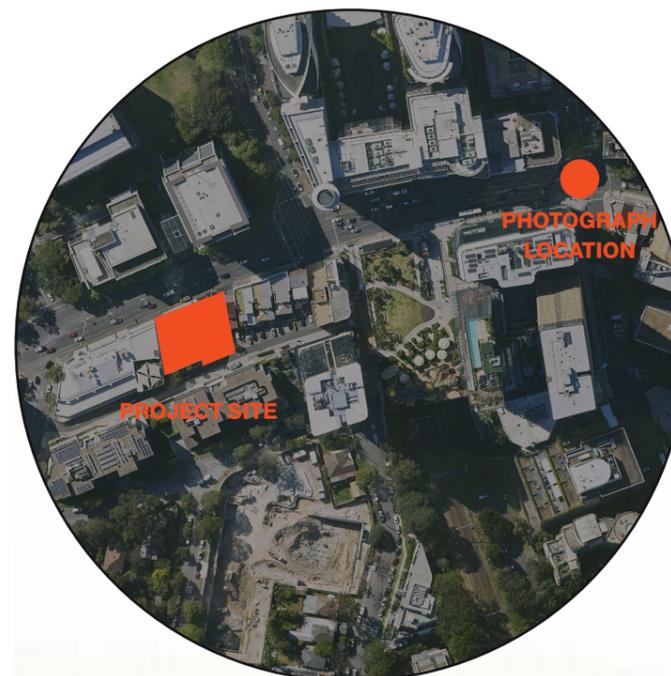
Design Principle	Panel Comment	Response/ Action
1. Context and Neighbourhood Character	First Nations context of the Pacific Highway ridgeline is not acknowledged.	The Urban Design Report includes a brief acknowledgment of the site's location along a cultural ridgeline of significance to First Nations peoples, recognising the area as a traditional pathway and place of connection.
	Development lacks integration beyond immediate site boundaries.	The report outlines the development's contribution to broader precinct connectivity, including activation of Marshall Lane and provision of a through-site link.
	Consider shared-zone treatment for Marshall Lane.	Not part of DA scope.
	Enhance Pacific Highway interface.	While the areas outside of the boundary are not part of the DA scope, a collonade with paving and planting is provided to improve amenity and frontage experience.
2. Built Form and Scale	Lift core and rooftop services appear as standalone elements.	Diagrams are provided to explain core placement and potential impacts.
3. Density	No objection raised to FSR 5.1:1.	Density retained and figures updated as per Council request. Clause 4.6 for FSR to be submitted separately.
4. Sustainability	Lack of clarity around sustainability strategy.	Urban Design Report expanded to address: 100% electrification; rainwater reuse for rooftop landscaping; passive cross-ventilation approach; CLT and low-carbon material use; integrated waste and user circulation strategies.
	Bicycle parking should be moved to improve access.	Bike parking is provided at Pacific Highway, as well as within end of trip facilities on basement level.
	User circulation strategy unclear.	Refer general arrangement plans for location of waste and entries.
5. Landscape	Planter boxes need consolidation for soil volume and NCC compliance.	Refer Landscape Architect documentation.
	Collaborate with Council on street tree and footpath upgrades.	Preliminary strategies for Pacific Highway frontage within boundary are included.
	Marshall Lane strategy should reflect broader community benefit.	Public domain plan reflects paving and planting upgrades consistent with long-term laneway activation goals.
6. Amenity	Through-site link should be co-located with core and fully accessible.	Access is provided via a stair from Marshall Lane to Pacific Highway.
	Core location should be rationalised.	Alternative core layouts were tested and rejected due to impacts to neighbouring properties. Current location supports daylight to lobbies and optimal fire stair positioning. Justification diagrams included.
	Reference to ADG and co-living principles (in error).	The development is now clearly defined as hotel use. ADG does not apply. SEE and reports updated to remove co-living references.
7. Safety	CPTED principles	Safety considerations to be addressed in subsequent, detailed design.
8. Housing Diversity & Social Interaction	Co-living core layout does not enable communal interaction.	The proposal is a hotel development. Communal interaction is provided via shared lobby areas and rooftop amenities. Noted that internal circulation is designed for transient use, not residential occupancy.
9. Aesthetics	Explore materiality that reflects connection to Country.	Timber, natural tones, and CLT used to reflect organic materiality. Subtle references to Country incorporated into façade textures and public realm interface.
	Aesthetic strategy is generally supported.	The report affirms this and elaborates on the material and tectonic rationale for the chosen design language.

1.3 Historic Context

The site at 38 Pacific Highway lies on the traditional lands of the Cammeraygal people of the Eora Nation. The ridgeline of The Pacific Highway has long served as a corridor of connection, movement, and exchange for First Nations communities. It occupies a prominent position between the Sydney Harbour and Lane Cove River catchments, and is part of a broader network of cultural pathways that trace the topography of the region.

The project team acknowledges the cultural significance of this place and its layered histories. While the development itself does not directly engage with Aboriginal heritage items, the design seeks to honour the spirit of connection through public domain improvements, sustainable material selection and construction strategies, permeability, and landscape strategies that support gathering, visibility and movement. The inclusion of an occupiable rooftop space celebrates the historic and continuing views from the Pacific Highway across the landscape.

Opportunities for deeper engagement through materials, planting and public art have been noted for future exploration, particularly as part of Council-led public domain upgrades to the Pacific Highway and Marshall Lane.



View from Pacific Highway at the St Leonards Hotel, at the corner of Christie Street and Pacific Highway, 1907

Wallumetta

- 1 Lands of the The Cameraygal people, project site
- 2 *Burrattagal* - Parramatta River
- 3 Camp
- 4 Fishing location
- 5 Burial site
- 6 Medicine
- 7 Possum hunting site
- 8 *Turrumburra* - Lane Cove River
- 9 Pacific Highway ridgeline

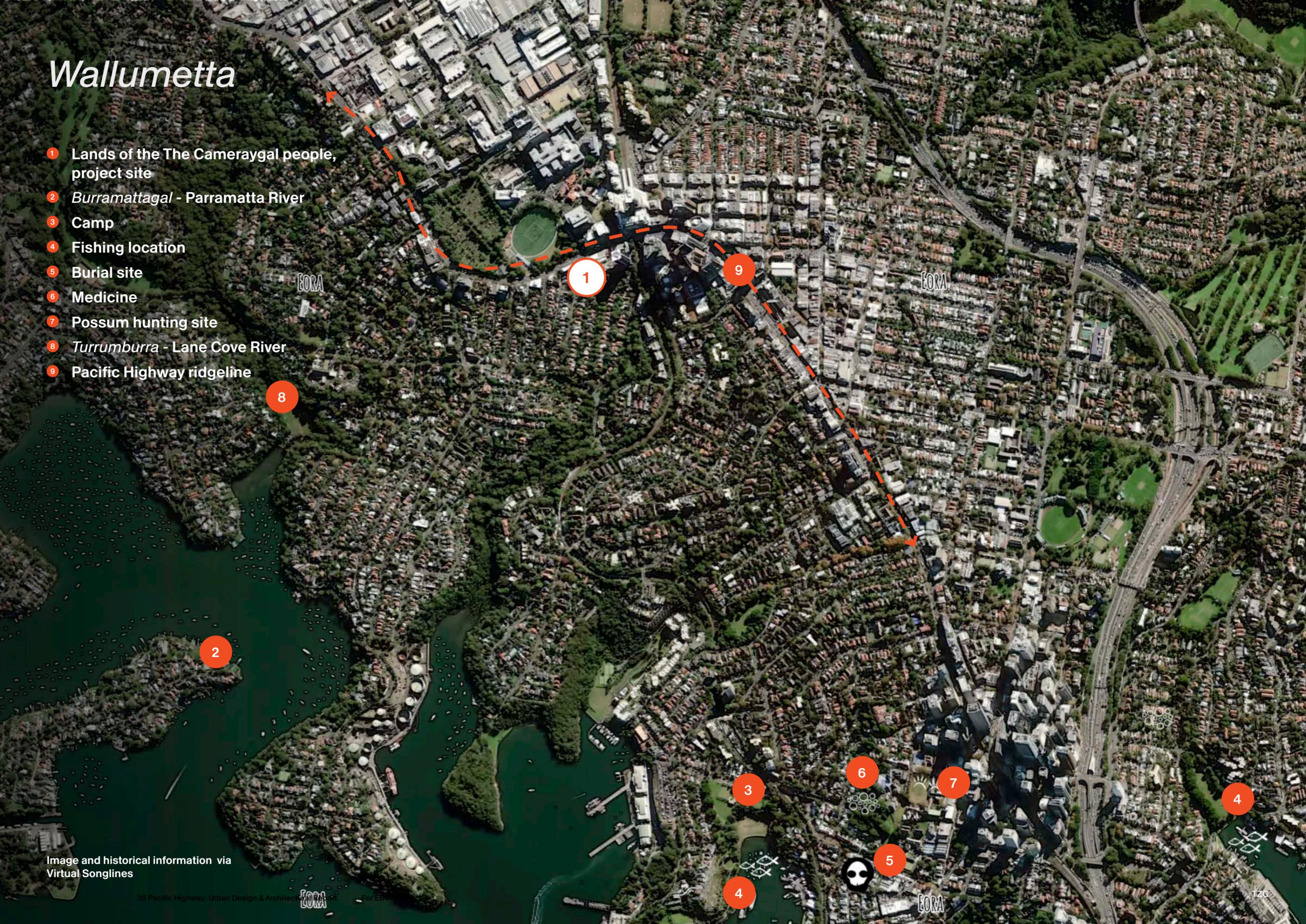


Image and historical information via Virtual Songlines

1.5.3 Lane Cove Road

As indicated on the map, Pacific Highway was previously known as Gordon Road. It was renamed in 1932 as part of a broader effort to establish a continuous highway route connecting Sydney and Brisbane. Before being renamed Gordon Road in 1891, it was called Lane Cove Road. At that time, it was used by horses and bullocks. Like many now formalised roads, it followed the highest ridgeline in the area and offered views over the landscape, with the land falling steeply away on either side.

1.5.4 First Nations sites

As part of background research into the cultural context of the site, a review of the AHIMS database identified two previously recorded Aboriginal sites within one kilometre of the study area.

These sites provide evidence of the historic cultural use of the landscape and area.

- 1 The first (1) (AHIMS 45-6-2938) is an open campsite located on high ground, containing stone artefacts made from red silcrete, quartz, and indurated mudstone.
- 2 The second (2) (AHIMS 45-6-3880) recorded a sandstone shelter featuring a shell midden, charcoal deposits, and a small hand stencil.
- 3 Carving of a whale - a large figure around 20 feet long.



Historical map of Sydney Harbour, Department of Lands, 1919

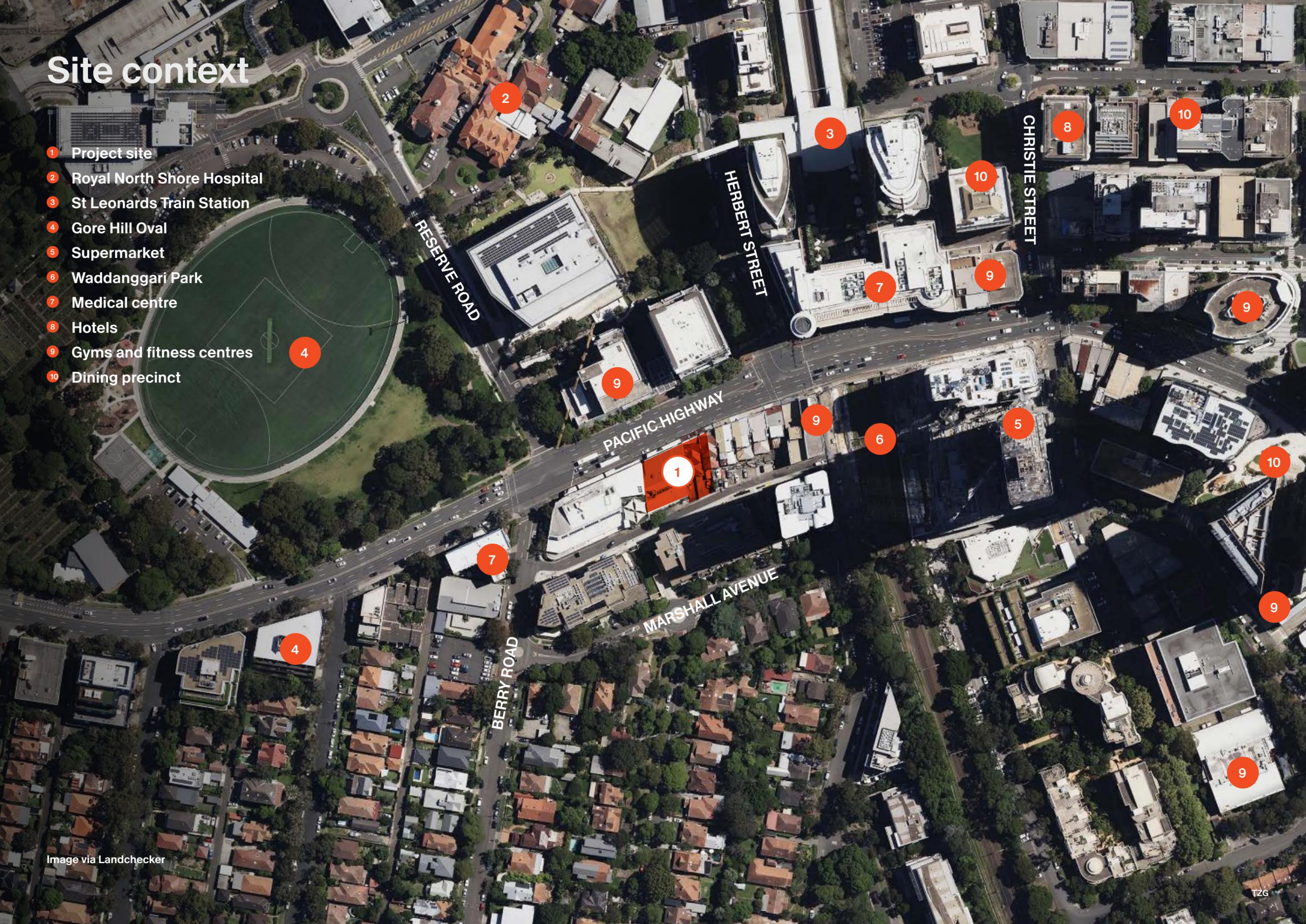
**"It can be simply about caring for Country
which is, in essence, sustainability."**

© Greenaway, Architect and coauthor of the International Indigenous Design Charter



Site context

- 1 Project site
- 2 Royal North Shore Hospital
- 3 St Leonards Train Station
- 4 Gore Hill Oval
- 5 Supermarket
- 6 Waddangari Park
- 7 Medical centre
- 8 Hotels
- 9 Gyms and fitness centres
- 10 Dining precinct



1.4 Site Context and Strategic Planning Framework

The proposal is located within the Crows Nest Transport Oriented Development (TOD) Precinct, as defined by the Department of Planning and Environment's St Leonards/Crows Nest 2036 Plan. This strategic framework encourages increased density, walkability, and public domain improvement within close proximity to major transport infrastructure.

The site is zoned E2 – Commercial Centre under the Lane Cove LEP 2009 and is subject to revised planning controls introduced as part of the TOD precinct rezoning. These controls permit greater height and floor space ratio in exchange for design quality, sustainability performance, and public benefit.

The proposed development aligns with these objectives by delivering:

- 1 A mixed-use hotel development that supports employment and visitor accommodation.
- 2 A building form that steps from a robust, colonnaded civic frontage on Pacific Highway to a finer, terraced form facing Marshall Lane.
- 3 Public domain improvements along both frontages, including activation of Marshall Lane and a six-metre-high colonnade to Pacific Highway.
- 4 Integrated design and material strategies that reflect TOD precinct sustainability goals, including use of mass timber and passive environmental design.

- 5 The development's location, built form and programme are consistent with the vision for St Leonards as a vibrant, walkable, transit-oriented centre.

1.4.1 Site context

The site is located at 28–42 Pacific Highway, St Leonards, on the southern side of the highway between Oxley Street and Albany Lane. It comprises four lots with a total area of approximately 1,236m², and benefits from dual frontages to both Pacific Highway (north) and Marshall Lane (south). The site has a fall of around 5 metres from north to south, enabling natural level transitions between the highway and laneway interfaces.

The Northern frontage addresses the highly trafficked Pacific Highway, a significant arterial corridor with a civic scale and emerging mid-rise built form. To the south, Marshall Lane presents a finer grain, pedestrian-oriented context that has seen recent revitalisation and new residential development. The site is currently occupied by low-rise commercial buildings of limited architectural merit.

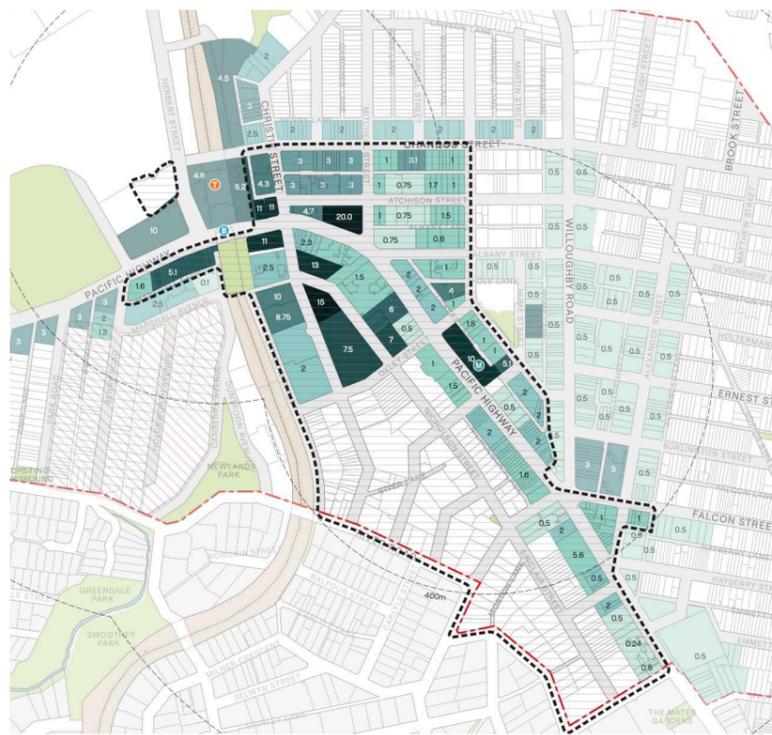
The site sits within walking distance of St Leonards train station, the future Crows Nest Metro station, Warringah Freeway, and regional open spaces including Gore Hill Oval and Wadjangari Park. It lies at the transition point between the commercial core of St Leonards and the finer grain residential areas to the South-West.

1.4.2 Recession plane & solar access

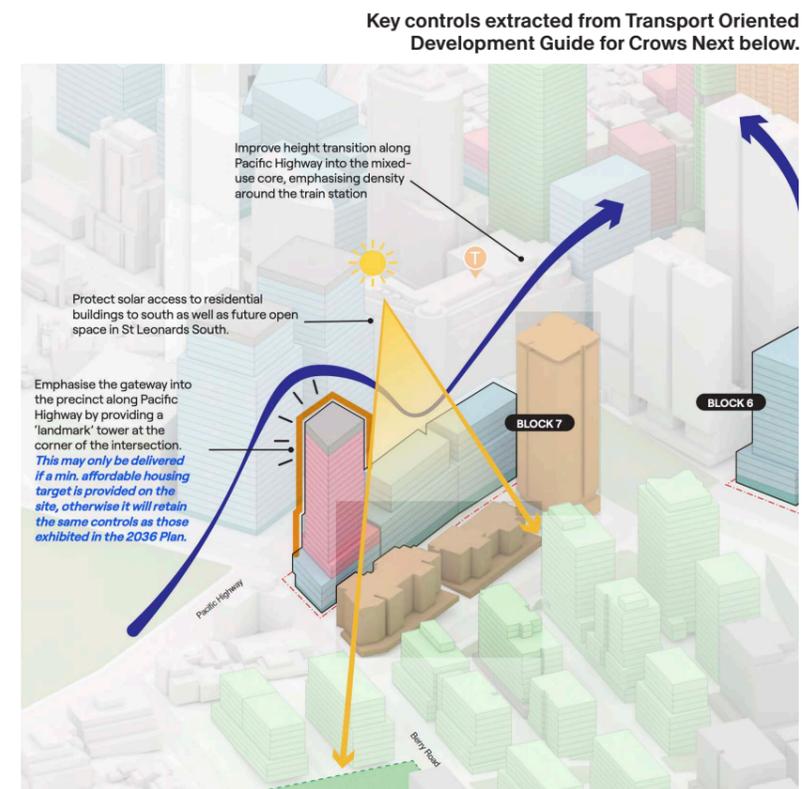
The TOD does not specify a 32° sloping height plane control. Instead, it includes objectives for solar access that override the Lane Cove DCP's Figure 14: Section AA of Block A. The proposal at 38 Pacific Highway has elected to maintain a stepped form down to the Marshall Lane side of the building to preserve solar access to Southern neighbours. While the lift overrun sits above the notional 32° plane, the overall building adopts a stepped form to the south, specifically to preserve amenity for neighbouring properties. Solar analysis confirms compliance with relevant solar access benchmarks.



38m Height Limit



FSR of 5.1



TOD does not specify a recession plane. Current building form meets and exceeds solar amenity requirements for Southern neighbours.

1.6 Street interfaces

1.6.1 Pacific Highway Interface

The development presents a strong civic gesture to Pacific Highway, establishing a six-metre-high, four-metre-deep colonnade that reflects Council's vision for the corridor. This frontage responds to the arterial nature of the street while enhancing pedestrian amenity and public shelter. Planters are incorporated within the landscaping design to mediate between the Pacific Highway footpath and the colonnade space. While the site at the Pacific Highway side cannot support the deep soil required for a tree due to the basement required on the level below for car parking and services, the landscape plan incorporates climbing species and shrubs within planters to soften the Pacific Highway edge.

While public domain upgrades to tree planting and pavement located beyond the boundary are outside of the scope of the DA, the proposal has been designed to anticipate and support these future improvements in collaboration with Council.

1.6.2 Marshall Lane Interface

To the South, the building presents a more intimate scale to Marshall Lane. Retail frontages and recessed service entries activate the laneway, while a stair and terrace connect the lane to the higher ground plane of Pacific Highway. Upper levels are set back and stepped to mediate scale, protect solar access to neighbours, and align with the grain of recent residential development to the south.

While a shared-zone treatment for Marshall Lane is outside the scope of this development application, the proposal has been designed to support future public domain upgrades and aligns with Council's long-term laneway vision.

- 1 Building "crown", shading to communal rooftop space
- 2 Facade design and frontage mitigating arterial nature of the Pacific Highway
- 3 Six metre high colonnade
- 4 Planters mediate between the Pacific Highway footpath and the colonnade, with climbing species and native planting
- 5 Public art opportunity

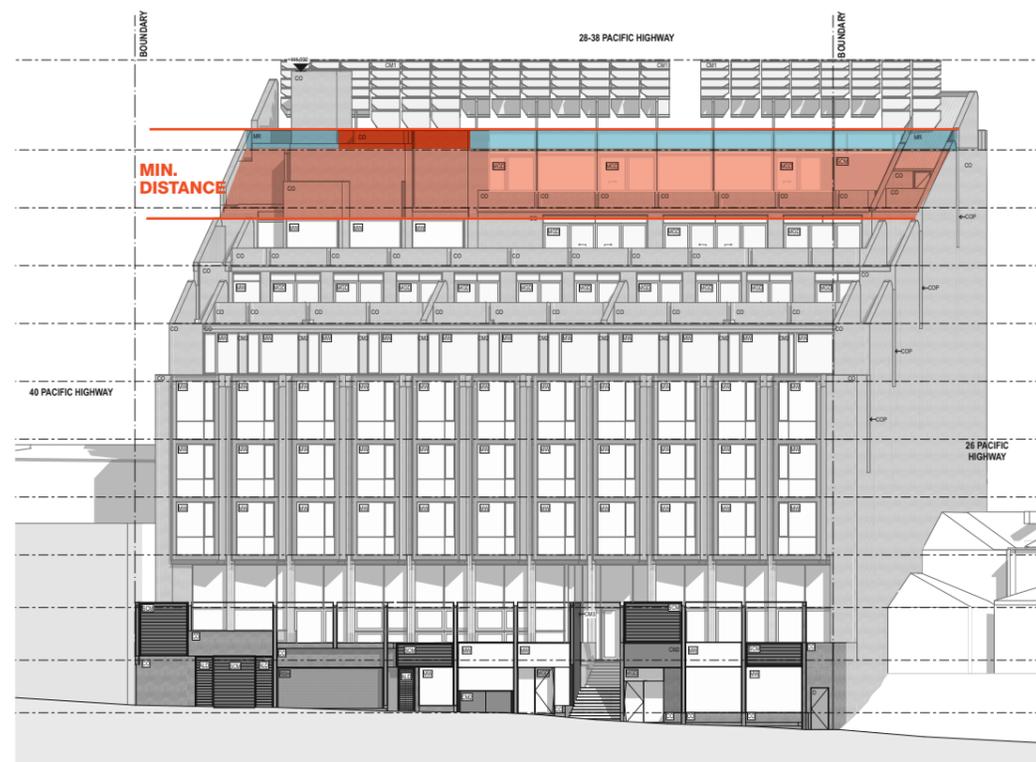
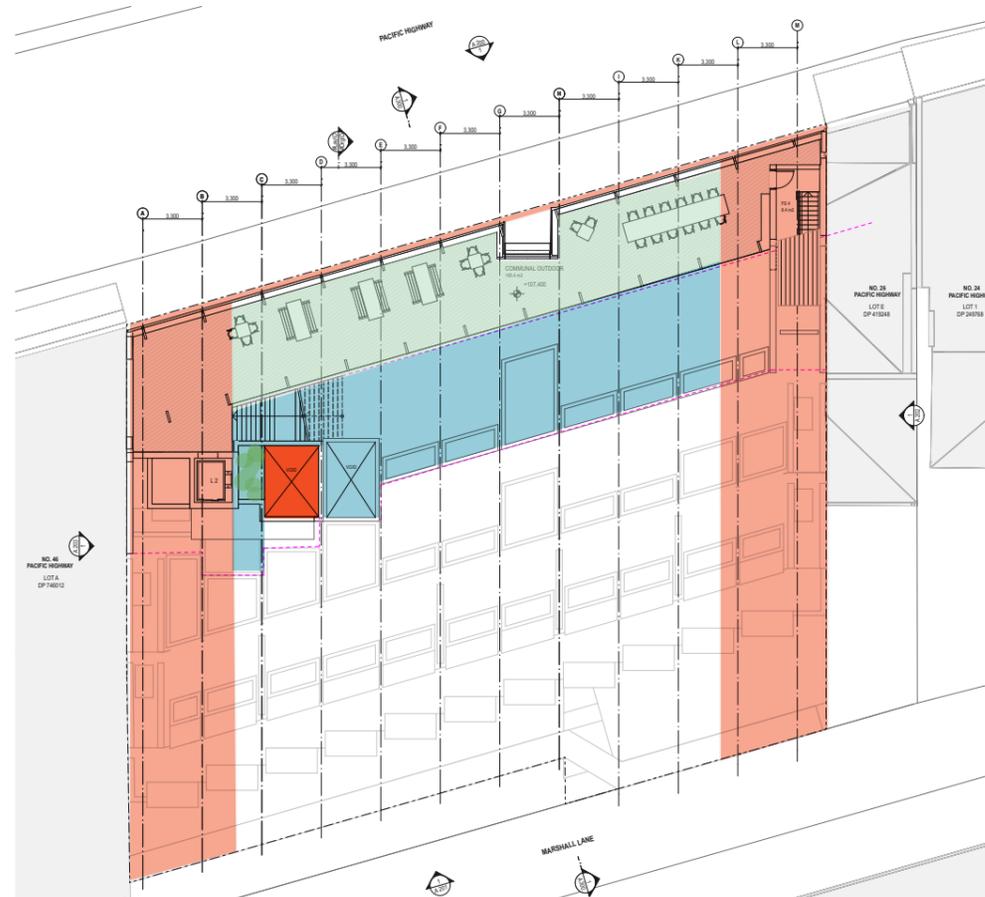
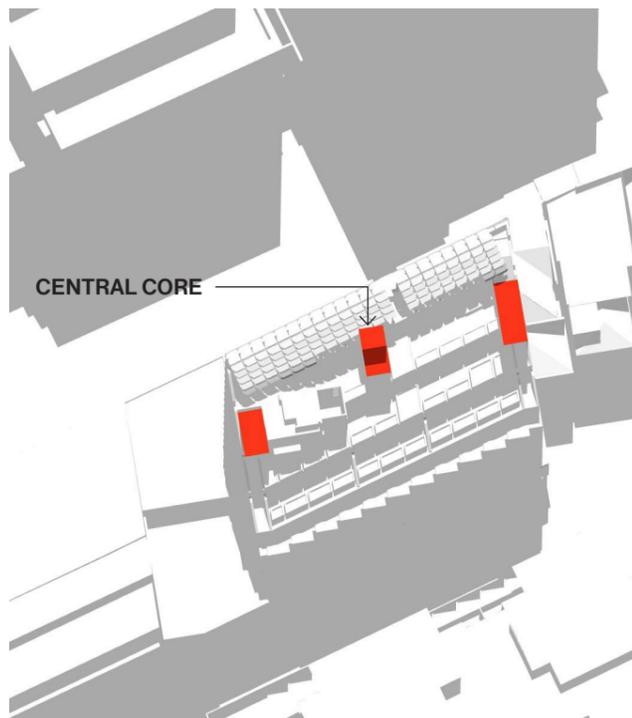
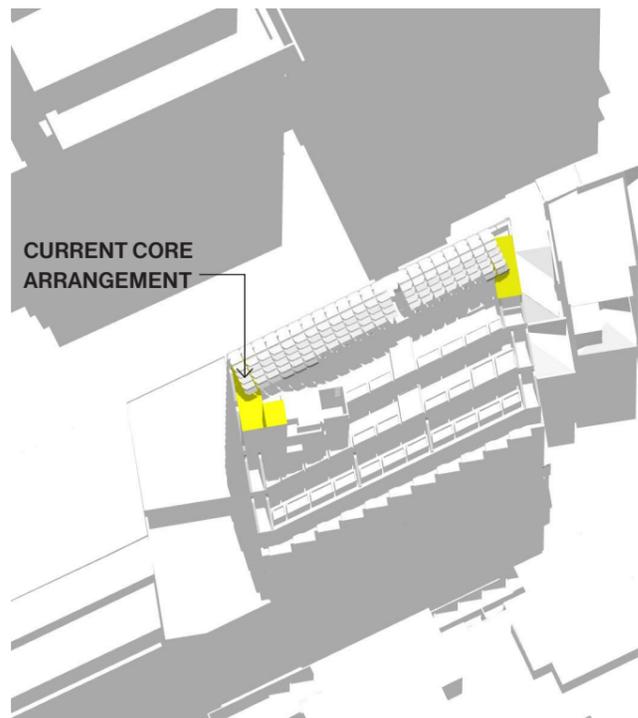


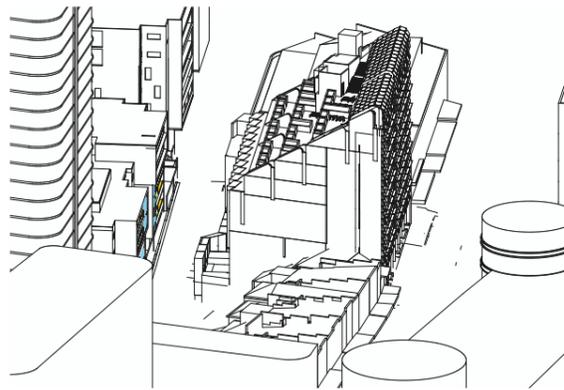
1.7 Lift core and plant integration

At rooftop level, a cluster of volumes accommodates the building's mechanical exhaust systems and lift overrun. Their location is the result of multiple, overlapping constraints: mechanical exhaust outlets must be sited at least 6 metres from any side boundary and from any building openings, as indicated by the orange zones on the plan and elevation diagrams, while lift overruns must be positioned to provide direct access to the uppermost floor.

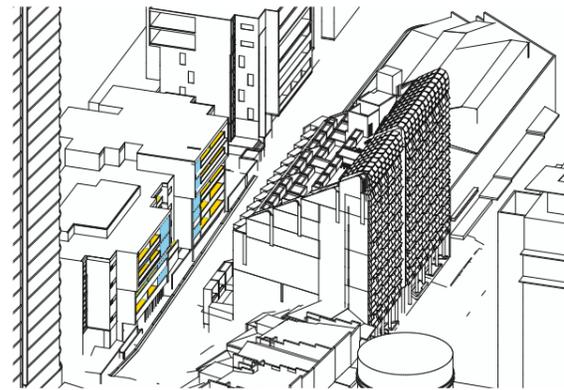
Relocating the service and vertical circulation cluster further East, within the permissible area noted in blue on the diagram, would result in additional overshadowing to the neighbouring residential buildings at the South (refer to additional solar diagrams overleaf). The current configuration prioritises solar access to the neighbouring apartments over the uninhabitable roof space of the commercial building to the West, seeking to achieving a balance between technical requirements and contextual sensitivity.

- COMMUNAL SPACE
- NO EXHAUST TO BE LOCATED WITHIN THIS ZONE
- CURRENT EXHAUST LOCATION
- PERMITTED EXHAUST LOCATION

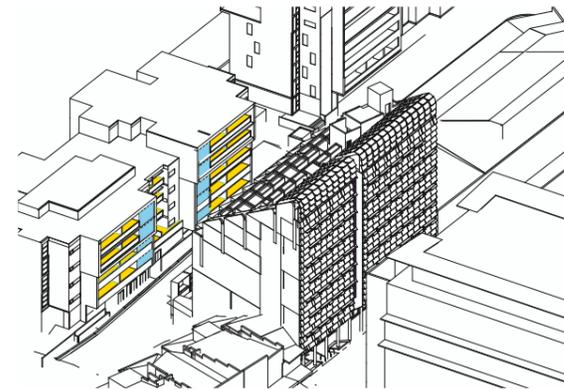




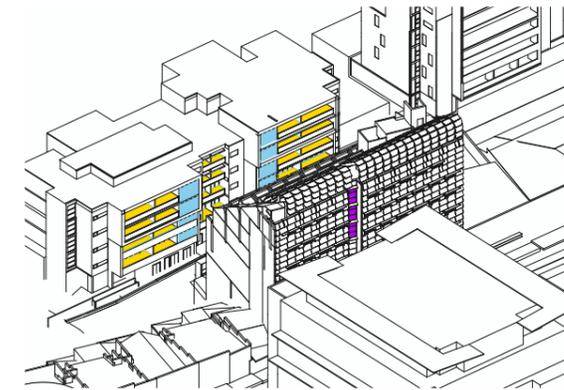
9 EOTS - PROPOSED 9am



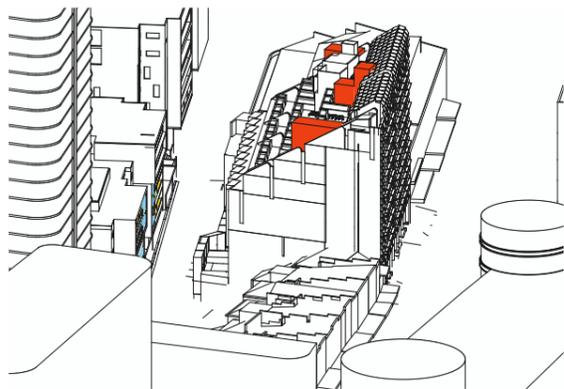
10 EOTS - PROPOSED 10am



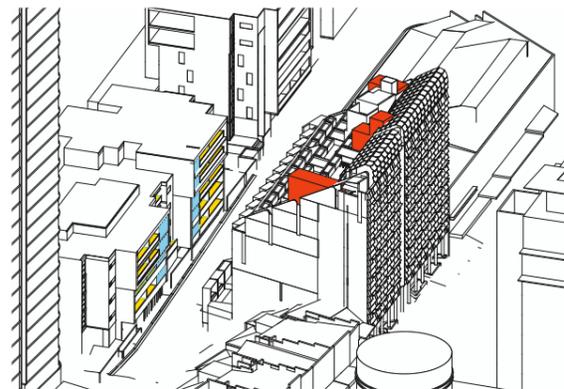
11 EOTS - PROPOSED 11am



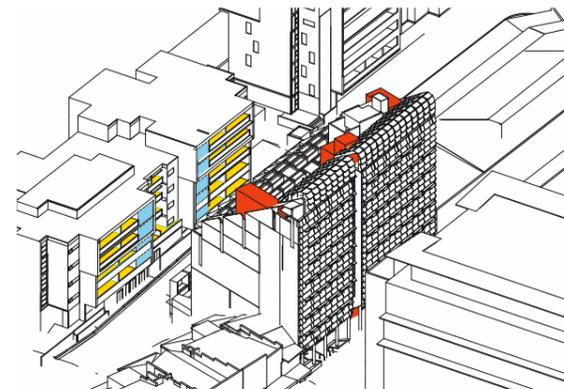
4 EOTS - PROPOSED 12pm



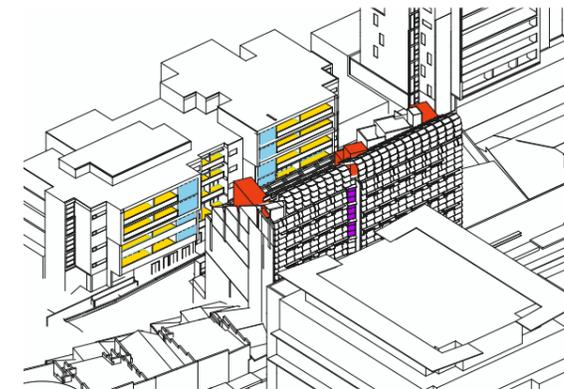
9 EOTS - PROPOSED 9am



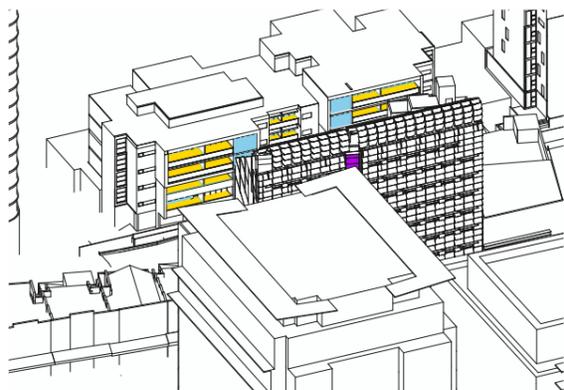
10 EOTS - PROPOSED 10am



11 EOTS - PROPOSED 11am



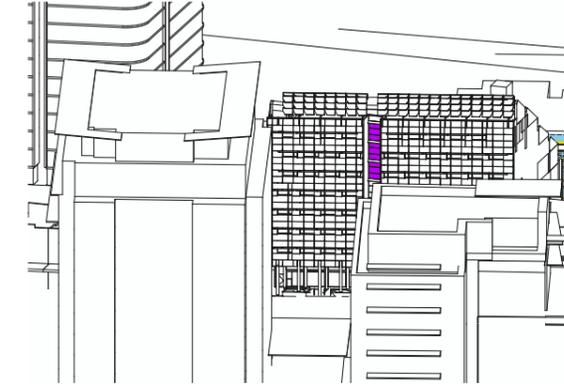
4 EOTS - PROPOSED 12pm



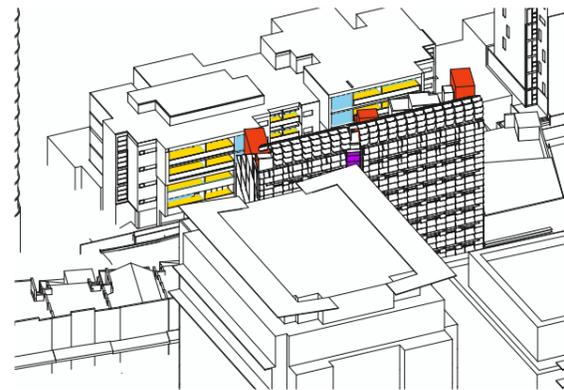
1 EOTS - PROPOSED 1pm



2 EOTS - PROPOSED 2pm



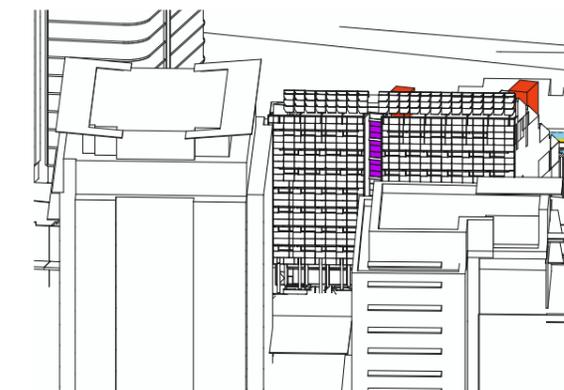
3 EOTS - PROPOSED 3pm



1 EOTS - PROPOSED 1pm



2 EOTS - PROPOSED 2pm



3 EOTS - PROPOSED 3pm

1.7.1 Solar and form analysis

As part of the concept design, various core locations were investigated for their impact to the neighbouring residential properties, building efficiency and compliance. A central core was ruled out for its additional impact to overshadowing, further protrusion through the recession plane, and the requirement for an additional building form at the rooftop level, due to the requirement for two stairs, the exhaust stack, and the lift core itself.

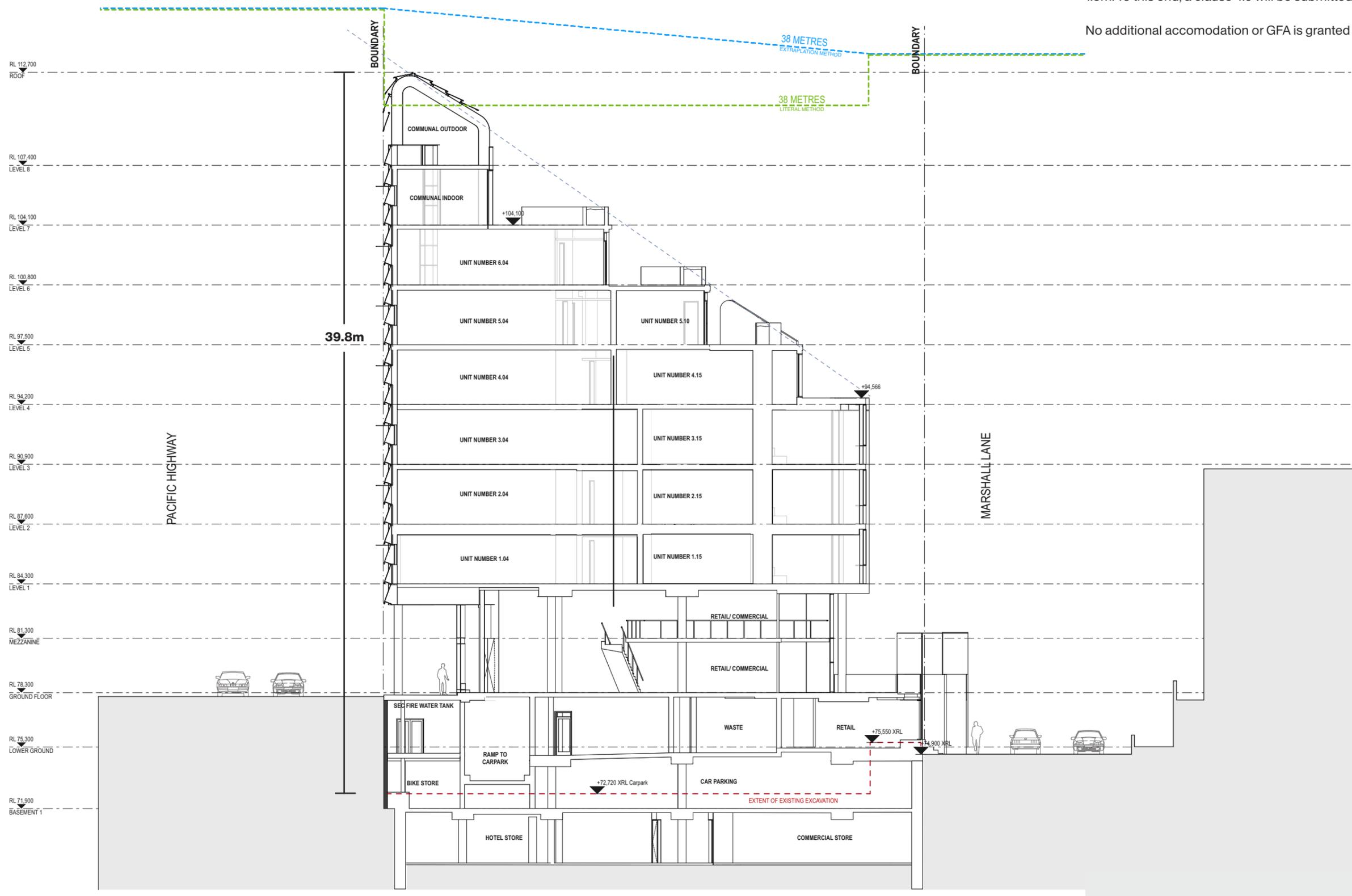
The suggestion by the design review panel to move the fire stairs South to within the circulation space would result in greater impact, as the form of the fire stair is moved away from the northern, taller side of the building, and therefore protrudes further from the sloped building form.

As visible in the eye of the sun diagrams pictured, there is no additional overshadowing at 9, 10, or 11am, it does cause additional overshadowing from midday until 2pm.

1.8 Height

When measured from the existing basement level rather than from ground level, the total building height is 39.8m, exceeding the height plane by 1.8m. To this end, a clause 4.6 will be submitted to vary the height control.

No additional accomodation or GFA is granted by the additional height.



1.9 GFA and FSR

The proposed development achieves an FSR of approximately 5.24:1. This figure has been amended to include lower ground level spaces such as bicycle parking, plant rooms, end-of-trip facilities and storage that are technically above ground level (existing) due to the site's previous excavation.

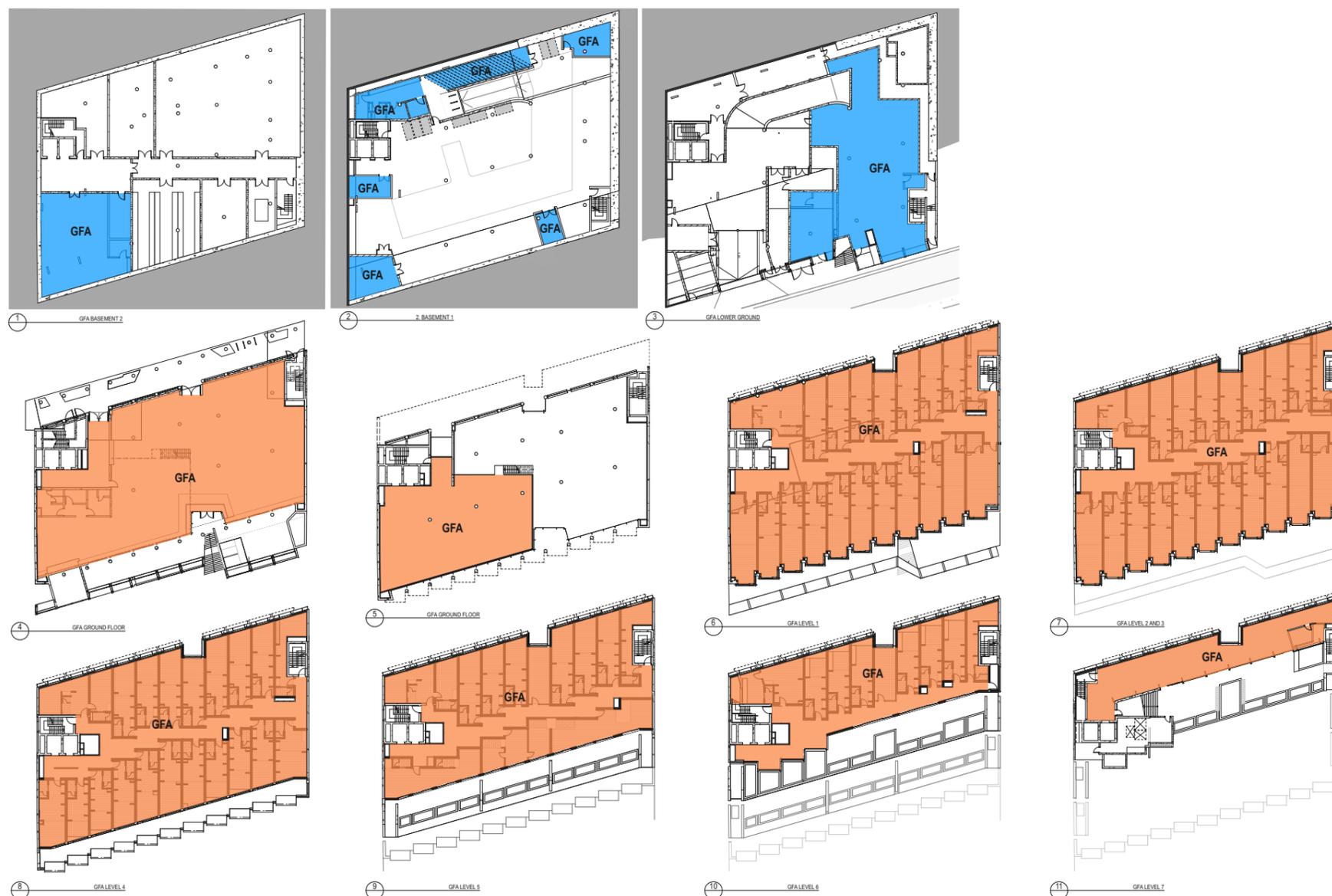
In response to Council's interpretation of existing ground level, the FSR calculations have been revised to include these areas in accordance with the LEP definition of gross floor area. A Clause 4.6 variation will be submitted to address the resulting technical exceedance.

CALCULATIONS	
SITE AREA:	1,236.4m ²
PERMISSIBLE GFA:	6,305.6m ²
PROPOSED GFA:	6,486.3m ²
PERMISSIBLE FSR:	5.1:1
PROPOSED FSR:	5.24:1

LEGEND	
	Gross Floor Area measurement, above basement level
	Gross Floor Area measurement, below basement level*

*As per markup of areas to be included within GFA calculation, issued within " Pre-DA Lodgement Notes ", June 2025

GROSS FLOOR AREA	
BASEMENT 2	166.7
BASEMENT 1	180.7
LOWER GROUND	355.3
TOTAL	702.7 m²
GROUND FLOOR	712.8
MEZZANINE	319.5
LEVEL 1	918.1
LEVEL 2	921.3
LEVEL 3	918.1
LEVEL 4	803.3
LEVEL 5	605.4
LEVEL 6	400.1
LEVEL 7	185.0
TOTAL	5,964.3 m²
GRAND TOTAL	6,486.3 m²



1.10 Sustainability

- 1** Energy and Operational Efficiency

The building will operate as an all-electric development, with no reliance on gas.

Mechanical systems are high-efficiency and powered by a central electric hot water plant, supported by rooftop solar readiness.
- 2** Low-Carbon Construction

The hotel levels are constructed using cross-laminated timber (CLT) to reduce embodied carbon and support off-site manufacturing.

Post-tensioned concrete slabs are used in lower levels to balance structural performance with material efficiency.
- 3** Water and Landscape Integration

A 10kL rainwater tank is proposed for irrigation and toilet flushing.

Planting zones have been designed with self-watering planters to manage stormwater and minimise potable water use.
- 4** Waste and Transport

End-of-trip facilities and bicycle parking are provided in accordance with Council controls and are now located at lower ground level for direct street access.

The development includes provision for EV-ready infrastructure and two car share spaces.

Waste management follows Council's Waste Management and Minimisation guidelines, with dedicated space for source separation and future adaptability.
- 5** Resilience and Amenity

Mixed-mode ventilation is supported where feasible, with operable glazing to hotel rooms facing south.



