

COUNCIL'S LAND

259-271
Pacific Highway,
Lindfield

At its Ordinary Meeting of Council on 28th July 2015, Council resolved to adopt a preferred design concept, namely Option 3. This preferred option defines the approaches to built form, movement corridors, open space (private and public) and land uses, including the analysis of potential building heights and massing.

In order to maximise opportunities on the site, this preferred option results in an increase to height and FSR. The planning controls currently allow for an FSR of 1.3:1 and a height of 17.5 metres. A Planning Proposal has been submitted to the Department of Planning seeking an FSR of 2:1 and a height of 23.5 metres (which equates to 7 storeys). As part of this process, detailed consideration has been given to the potential impacts and opportunities that this increase would result in. Due to the site's sloping topography, the proposed setbacks, and location of additional height towards the railway line, it is considered that the increase in height and density will not negatively impact existing buildings or their amenity.

Consideration has also been given to the site's redevelopment and adjoining sites. For example, the over-shadowing impacts on the existing residential apartments to the south influenced building setbacks and heights along the southern boundary. Whilst the proposed through-site link provides separation between the site's proposed built form and the property immediately to the north, allowing the future redevelopment of this site to address its eastern (Pacific Highway), western (Tryon Place) and southern boundaries (the site).

The site's sloping topography presents opportunities for the built form to be stepped, reducing the heights to the Pacific Highway and increasing heights along the railway line where the impacts from over-shadowing can be minimised.



MASSING



View from the South



View from the East



View from the North West



View from the South West

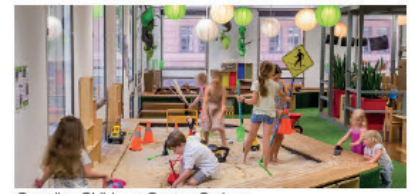
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SECTION

