

DKO

UPDATED VIA
24-28 MIDDLE HARBOUR ROAD
LINDFIELD

SSD APPLICATION 24-28 MIDDLE HARBOUR ROAD - LINDFIELD | MHR LINDFIELD
INVESTMENTS PTY LTD ATF MHR LINDFIELD TRUST C/O DELOITTE
JANUARY 2026



NAARM/MELBOURNE

WARRANG/SYDNEY

MEANJIN/BRISBANE

BOORLOO/PERTH

TĀMAKI MAKĀURAU/AUCKLAND

HO CHI MINH CITY

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REVISION	COMMENT	DATE	WRITTEN BY / REVIEWED BY
A	ISSUE FOR SSDA SUBMISSION	08.05.2025	DN / DN
B	RFI RESPONSE	26.09.2025	DN / DN

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We acknowledge the traditional Custodians of the land on which we design and construct our Projects, the Darramuragal and Terremerragal People of Lindfield. We pay our respects to their Elders, past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples here today.

The Darramuragal and Terramerragal people have cared for this land for tens of thousands of years, nurturing its rivers, plants, animals, and knowledge systems. As we design and construct on this Country, we recognise their enduring connection to this land, sea, and sky, and the rich cultural heritage they bring to our shared community.

May we walk together with mutual respect, learning from the strength and wisdom of the Darramuragal and Terramerragal People and honouring their ongoing contributions to this land. To best represent the Darramuragal and Terramerragal People in the Connecting to Country and embedding their cultural views into our Project.



Amendments to the proposal affecting changes to the external appearance & changing its visual impact:

- Basement Walls set back 6m from boundary. (RFI)
- South West Corner set back 6m from boundary. (RFI)
- Cores moved due to Basement wall setback (Parking + Aisle)
- All Apartment layouts changed due to Core Moves
- Addition of Privacy Screens to Façade elements facing courtyard (RFI)
- Façade changes due to apartment layout changes
- Ramp/Basement changes due to Flood Levels (SES Meeting)
- Lobby moves due to Ramp changes
- Fire egress updates
- Updated roof design
- Addition of privacy screens located from podium level and up
- Addition of Wind screens on balconies where impact is needed to be reduced

An aerial photograph of a suburban residential neighborhood. The image shows several large houses with red-tiled roofs, green lawns, and mature trees. A tennis court is visible on the left side, and a swimming pool is located in the center. The houses are arranged in a grid-like pattern with streets and driveways. The overall scene is a typical suburban setting.

SSDA SUBMISSION

1. EXISTING CONTEXT

MIDDLE HARBOUR ROAD - EXISTING STREETScape



Fig 01 - Middle Harbour Road - Streetscape Looking North



Fig 02 - Middle Harbour Road - Streetscape Looking South

MIDDLE HARBOUR ROAD - EXISTING STREETScape



2. PROPOSED DEVELOPMENT & SURROUNDS

PROPOSED DEVELOPMENT - VIEW 01



Updated Views

PROPOSAL, EXISTING DEVELOPED & EXPECTED FUTURE CONTEXT



Updated Views

PROPOSED DEVELOPMENT - VIEW 02



Updated Views

PROPOSED DEVELOPMENT - VIEW 01

Surrounding developments are of submitted DA submissions



SSDA SUBMISSION



UPDATED

PROPOSED DEVELOPMENT - VIEW 02



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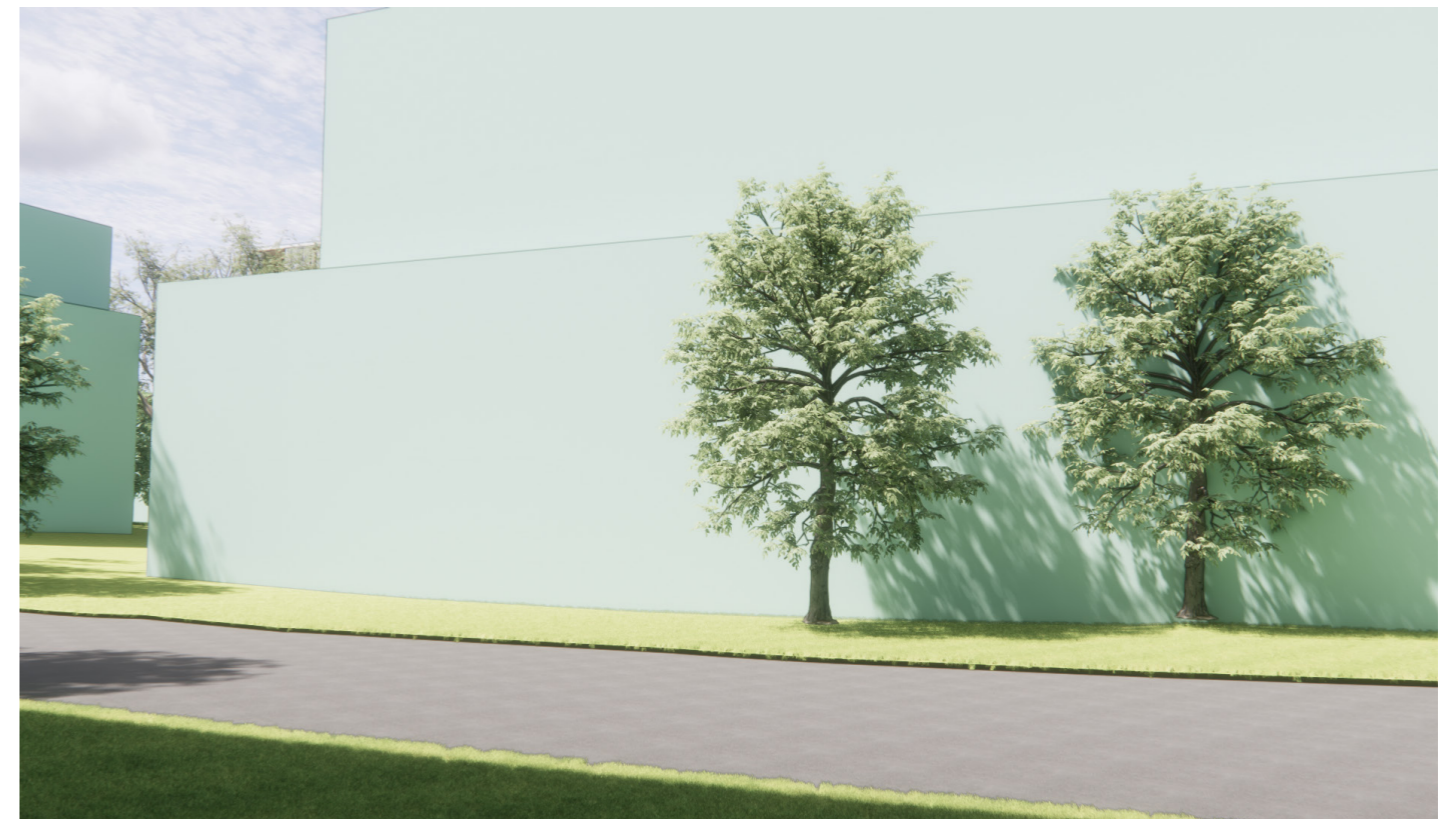


UPDATED

PROPOSED DEVELOPMENT - VIEW 03



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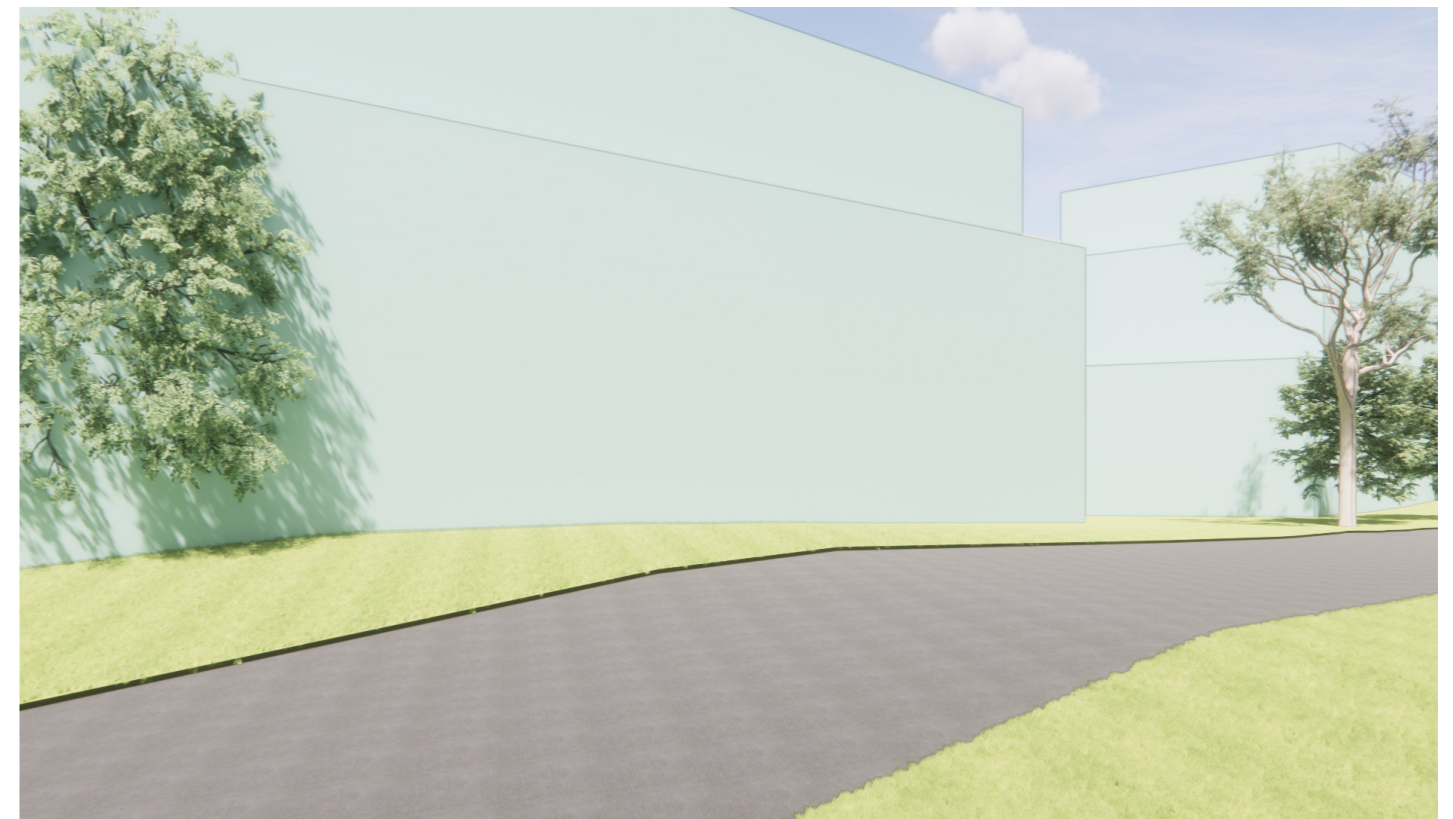


UPDATED

PROPOSED DEVELOPMENT - VIEW 04



SSDA SUBMISSION



UPDATED

PROPOSAL, EXISTING DEVELOPED & EXPECTED FUTURE CONTEXT



SSDA SUBMISSION



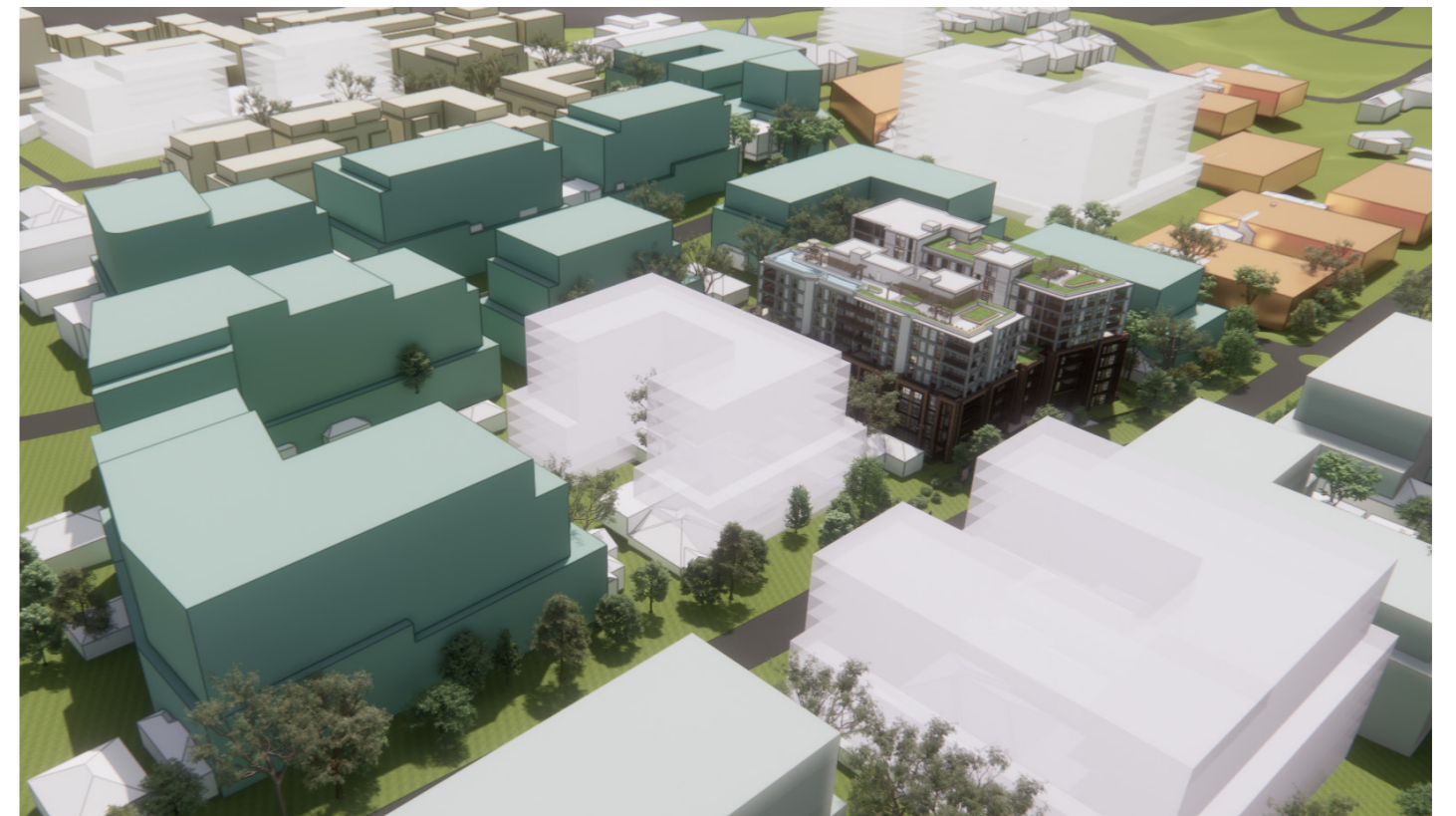
UPDATED

ADDITIONAL VIEW - REQUESTED BY DPHI



CORNER OF MHR AND TRAFALGAR

ADDITIONAL VIEW - REQUESTED BY DPHI



3. IMPACTS TO 19 RUSSELL AVENUE

2F Building separation

Building separation is the distance measured between building envelopes or buildings. Separation between buildings contributes to the urban form of an area and the amenity within apartments and open space areas.

Amenity is improved through establishing minimum distances between apartments within the site, between apartments and non-residential uses and with boundaries to neighbours. Building separation ensures communal and private open spaces can have useable space with landscaping, deep soil and adequate sunlight and privacy. Within apartments, building separation assists with visual and acoustic privacy, outlook, natural ventilation and daylight access.

Building separation controls should be set in conjunction with height controls and controls for private/communal open space and visual and acoustic privacy.

Aims

- ensure that new development is scaled to support the desired future character with appropriate massing and spaces between buildings
- assist in providing residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook
- provide suitable areas for communal open spaces, deep soil zones and landscaping.

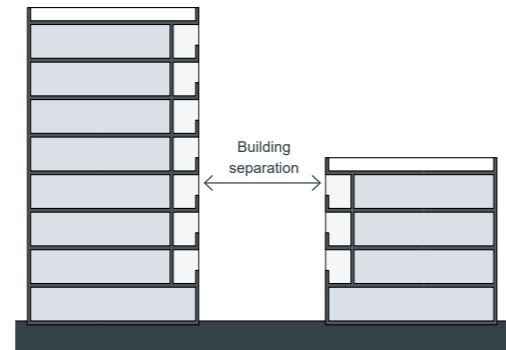


Figure 2F.1 Building separation is measured from the outer face of building envelopes which includes balconies

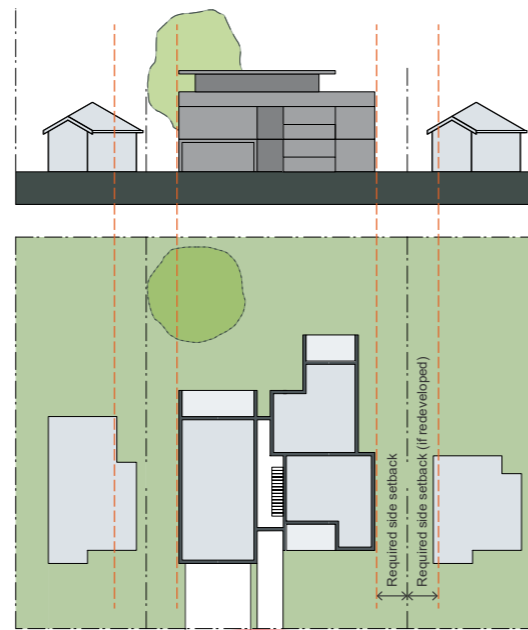


Figure 2F.2 In areas undergoing transition from low density to higher densities, minimum building separation distances may not be achieved until the area completes its transition

APARTMENT DESIGN GUIDE

Findings: additional setbacks to 19 Russell would only be required if two different zones were applied

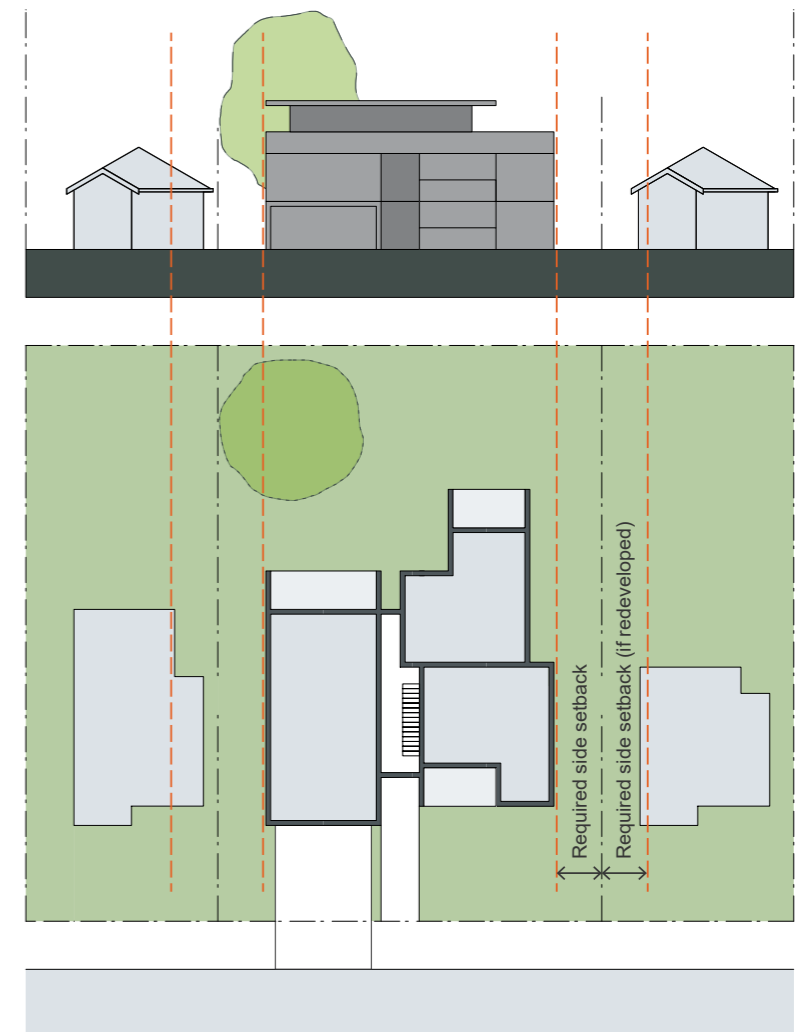


Figure 2F.2 In areas undergoing transition from low density to higher densities, minimum building separation distances may not be achieved until the area completes its transition

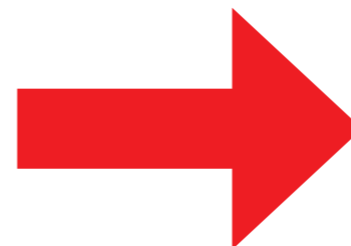




Figure 2F.3 Building separation supports residential amenity and helps to provide suitable communal open space areas

Table 1 Minimum building separation increases proportionally to the building height

Building height	Separation distance
9 storeys and above	12-24m
Up to 8 storeys	9-18m
Up to 4 storeys	6-12m

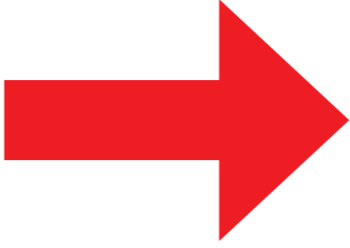
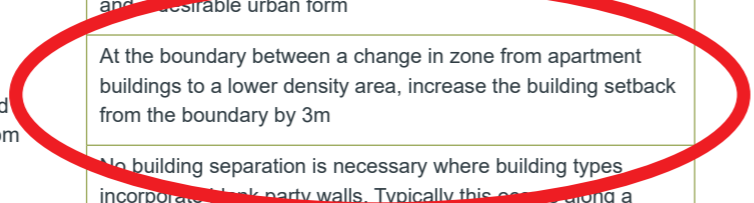
How to measure building separation

Gallery access circulation areas should be treated as habitable space, with separation measured from the exterior edge of the circulation space.

When measuring the building separation between commercial and residential uses, consider office windows and balconies as habitable space and service and plant areas as non-habitable.

Where applying separation to buildings on adjoining sites, apply half the minimum separation distance measured to the boundary. This distributes the building separation equally between sites (consider relationship with section 3F Visual privacy).

Considerations in setting building separation controls
Design and test building separation controls in plan and section
Test building separation controls for sunlight and daylight access to buildings and open spaces
Minimum separation distances for buildings are: <i>Up to four storeys (approximately 12m):</i> <ul style="list-style-type: none"> • 12m between habitable rooms/balconies • 9m between habitable and non-habitable rooms • 6m between non-habitable rooms <i>Five to eight storeys (approximately 25m):</i> <ul style="list-style-type: none"> • 18m between habitable rooms/balconies • 12m between habitable and non-habitable rooms • 9m between non-habitable rooms <i>Nine storeys and above (over 25m):</i> <ul style="list-style-type: none"> • 24m between habitable rooms/balconies • 18m between habitable and non-habitable rooms • 12m between non-habitable rooms
Building separation may need to be increased to achieve adequate sunlight access and enough open space on the site, for example on slopes
Increase building separation proportionally to the building height to achieve amenity and privacy for building occupants and a desirable urban form
At the boundary between a change in zone from apartment buildings to a lower density area, increase the building setback from the boundary by 3m
No building separation is necessary where building types incorporate party walls. Typically this occurs along a main street or at podium levels within centres
Required setbacks may be greater than required building separations to achieve better amenity outcomes



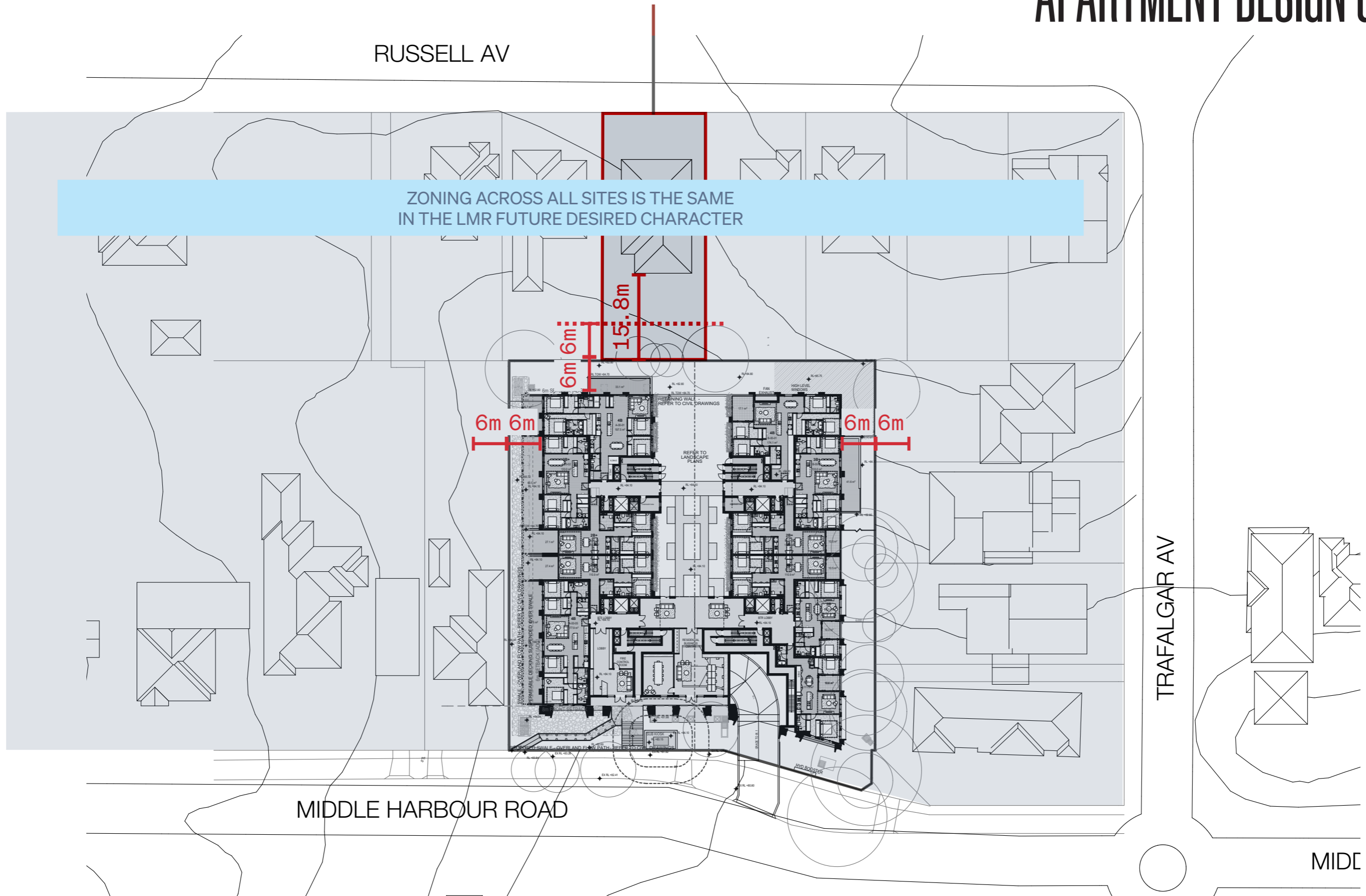
At the boundary between a change in zone from apartment buildings to a lower density area, increase the building setback from the boundary by 3m

APARTMENT DESIGN GUIDE

Findings: additional setbacks to 19 Russell would only be required if two different zones were applied

Findings: Under the future desired character of the KuRingGai Preferred Scheme - there is no change in zone between 19 Russell and the subject site. Therefore no additional setback is required.

APARTMENT DESIGN GUIDE



RUSSELL AV

ZONING ACROSS ALL SITES IS THE SAME
IN THE LMR FUTURE DESIRED CHARACTER

6m 6m

6m 6m

15.8m

6m 6m

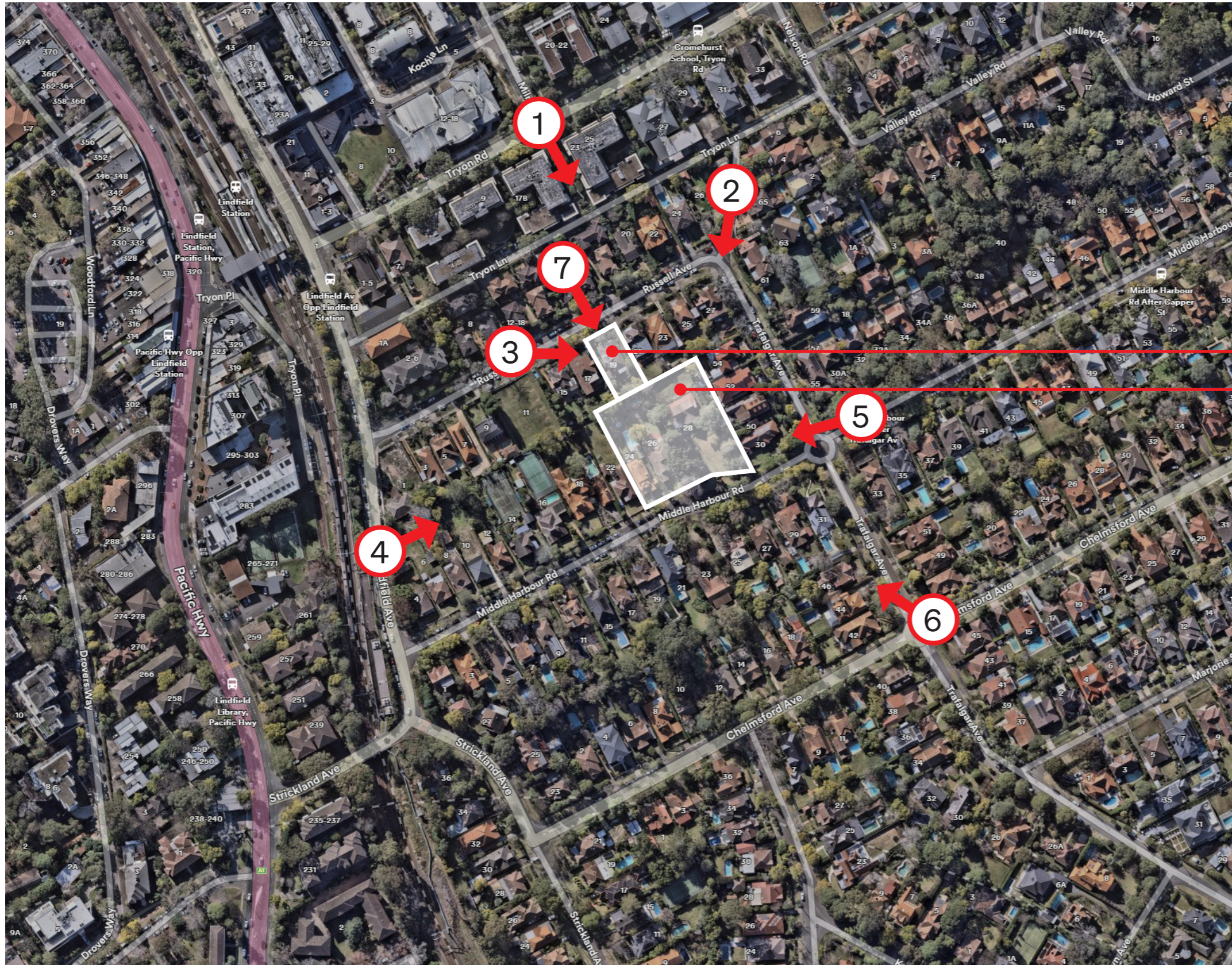
MIDDLE HARBOUR ROAD

TRAFALGAR AV

MIDE

4. VISUAL IMPACT - CONTEXTUAL ASSESMENT

CHOSEN VIEWS



19 Russell Ave
Subject Site

1. Cnr Tryon Lane & Milray St Towards Site
2. Russell Lane Toward Site
3. Russell Avenue, Toward 19 Russell Avenue Subject Site Beyond
4. Lindfield Ave Looking Towards Site
5. Crn MHR and Trafalgar Ave Toward Site
6. Crn Chelmsford Ave and Trafalgar Toward Site
7. Looking Directly over 19 Russell

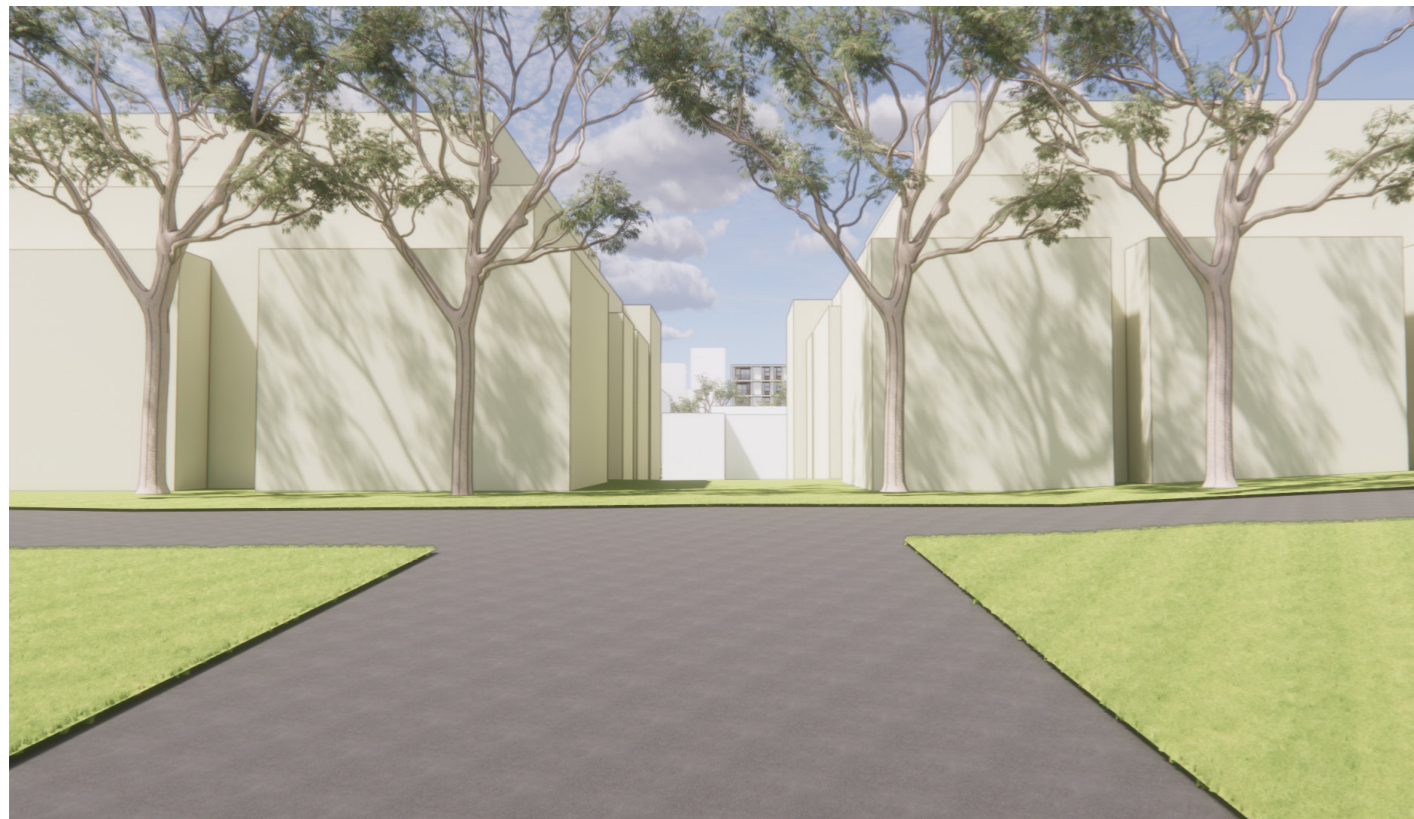
VIEW 01

Tryon Lane Looking Towards Subject Site

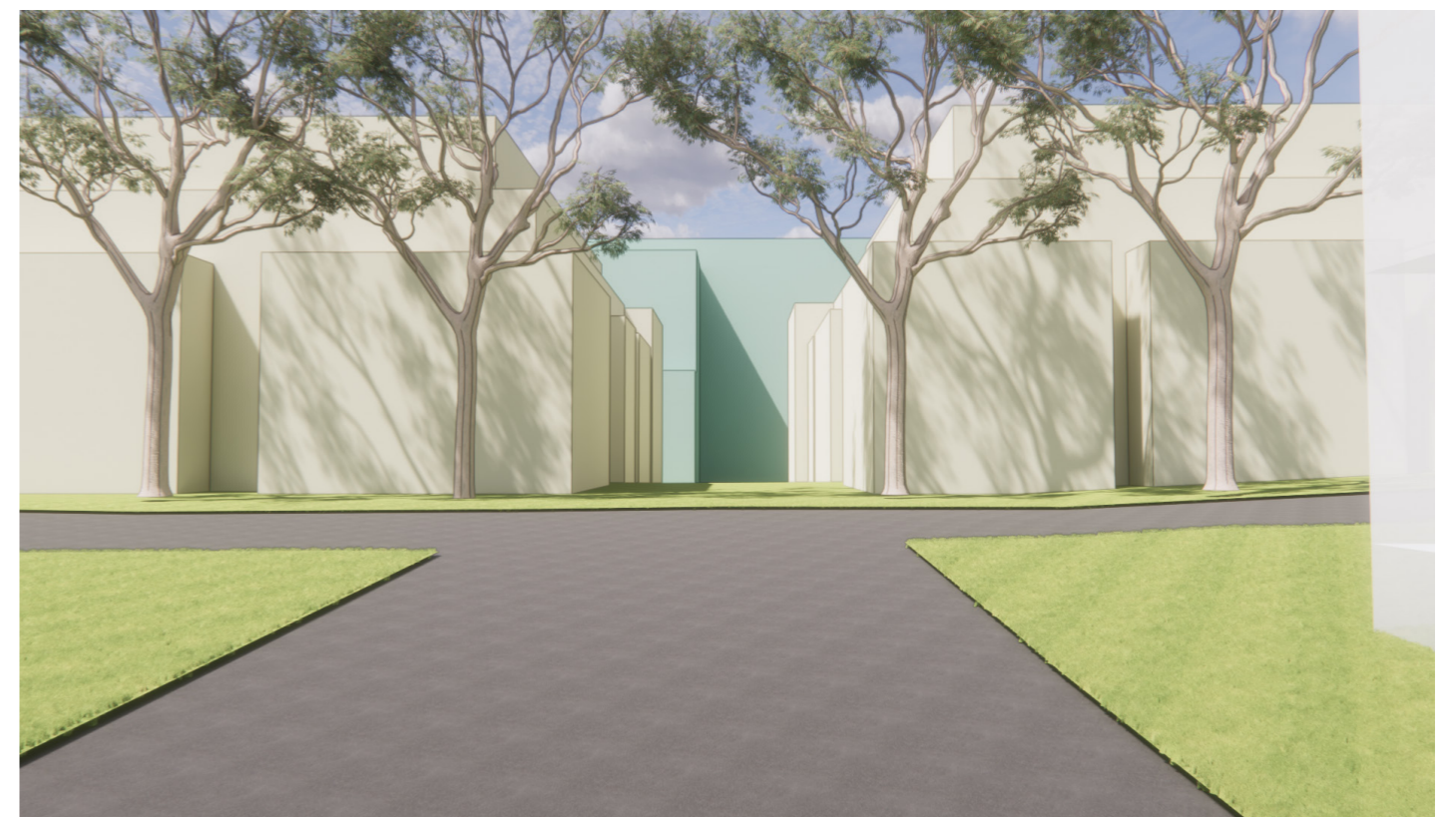
Findings: There is no impact from this location



Street View



Location View - Current Day



Location View - Potential Future Character

VIEW 02

Russell Lane Toward Site

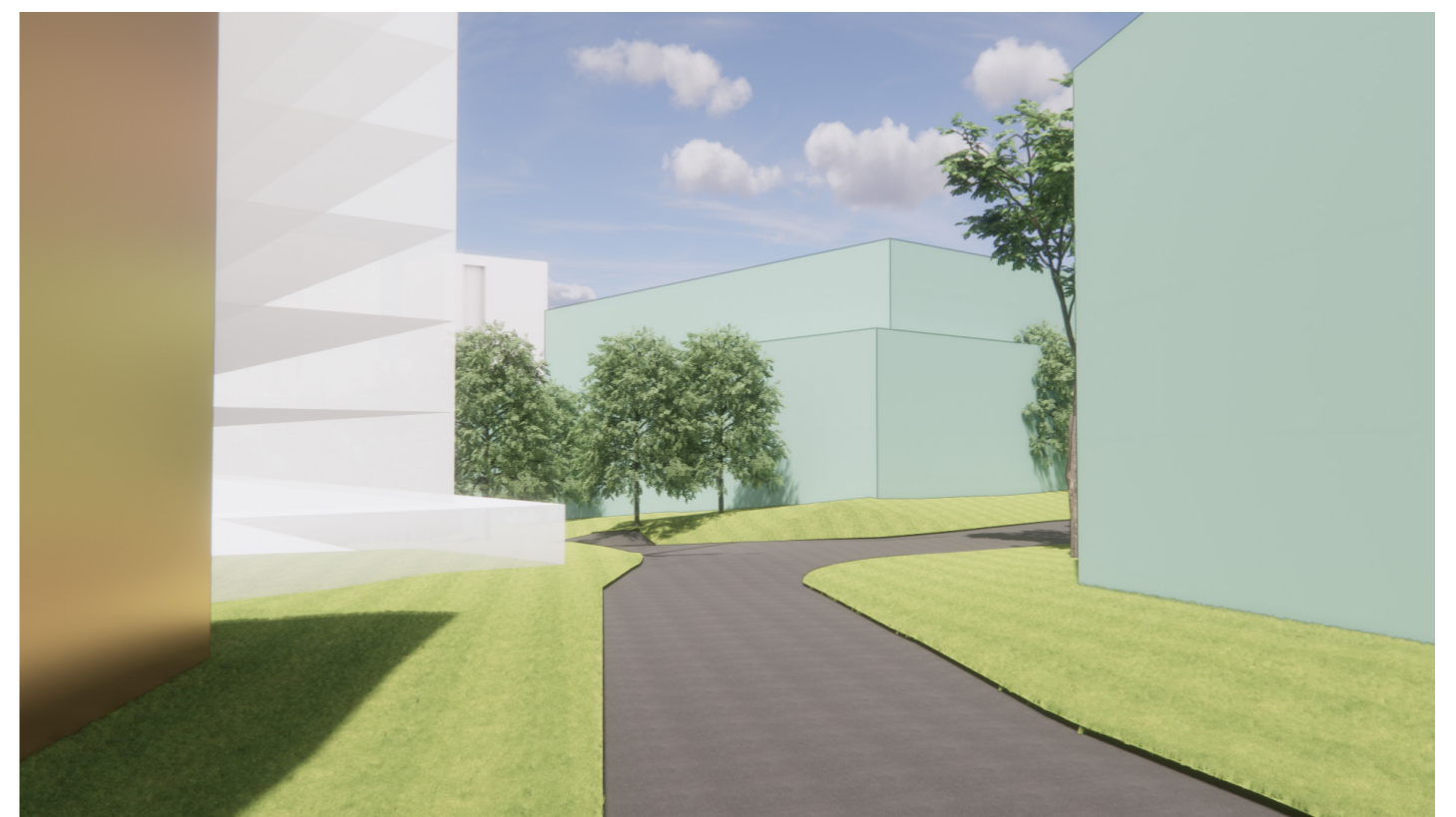
Findings: There is no impact from this location



Street View



Location View - Current Day



Location View - Potential Future Character

VIEW 03

Russell Ave - Toward 19 Russell Avenue

Subject Site Beyond

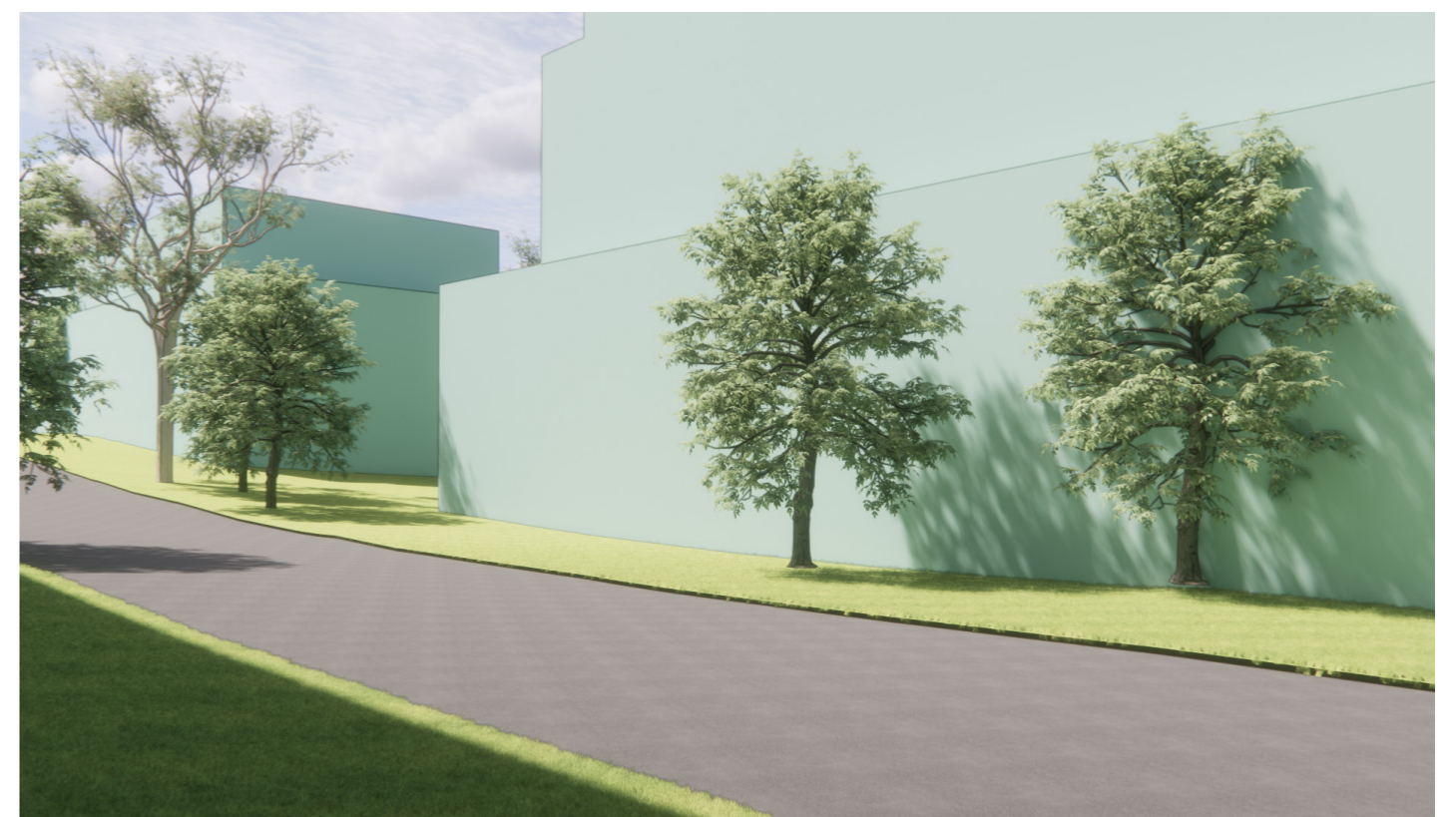
Findings: There is no impact from this location



Street View



Location View - Current Day



Location View - Potential Future Character

VIEW 04

Lindfield Ave Looking Towards Site

Findings: There is no impact from this location



Street View



Location View - Current Day



Location View - Potential Future Character

VIEW 05

Crn Middle Harbour Road and Trafalgar Ave Toward Site
Findings: There is no impact from this location



Street View



Location View - Current Day



Location View - Potential Future Character

VIEW 06

Crn Chelmsford Ave and Trafalgar Toward Site
Findings: There is no impact from this location



Street View



Location View - Current Day



Location View - Potential Future Character

VIEW 07

Looking Directly over 19 Russell

Findings: There is no impact from this location



Street View



Location View - Current Day



Location View - Potential Future Character

5. FINDINGS AND OUTCOMES

FINDINGS AND OUTCOMES

A comprehensive visual impact analysis has established that the proposed development at Middle Harbour Road both fulfills TOD and heritage objectives and delivers tangible public benefits. Key findings include: the massing and scale are appropriately calibrated to the 28.6 m height plane, with only minor, justifiable encroachments related to the affordable housing uplift

Heritage assessments confirm the new building sits comfortably within the visual catchment of nearby listed items and the Conservation Area without compromising their significance; view analyses demonstrate that key vistas to heritage façades and Lane Cove National Park remain intact; shadow studies reveal negligible adverse effects on neighbouring properties; and landscape modelling indicates a net increase in canopy cover to 39 %, enhancing screening and amenity.

Outcomes delivered by the scheme include increased housing density and liveability in walking distance to public transport, a sensitive architectural response that draws on local sandstone tones and traditional rhythms, and strengthened cultural engagement through Traditional Owner consultation, all of which combine to positively enrich the precinct's character.

TOD and Housing SEPP Compliance

The site's designation as a Transit-Oriented Development (TOD) allows increased density near public transport. The proposal meets the Housing SEPP objectives for TOD, delivering well-scaled massing, high amenity and liveability, and unlocking an affordable housing bonus through additional height and FSR.

Height Plane and Bonus Provisions

The building sits broadly within the 28.6 m height plane. Minor encroachments are limited and deliberate (see accompanying height plane plan), justified by the affordable housing uplift.

Heritage Visual Catchment

Situated within the visual catchment of multiple heritage items and the Middle Harbour Road Conservation Area, the design has been informed by both a Historical Heritage Assessment (Austral) and a Statement of Heritage Impact (Heritage 21), each confirming minimal visual intrusion and sympathetic massing.

Heritage and Cultural Input

Design principles of sympathetic integration and visual cohesion have been augmented by consultation with Traditional Owners, whose feedback on sustainability, visual outcomes and materiality has directly informed the scheme.

Contextual Massing and View Corridors

A single building is articulated into two forms, responding to street hierarchy, solar orientation and view corridors. A new east-facing corridor frames views towards Lane Cove National Park, with communal spaces oriented to capture these vistas.

Material Palette and Façade Articulation

Drawing on the stratified hues of local sandstone, the façade palette and textures create depth and cultural resonance. The podium's recessed vertical elements introduce rhythm, reduce perceived bulk and establish a human-scaled streetscape that dovetails with the tower above.

Environmental Response and Green Cover

Shadow modelling demonstrates negligible overshadowing of neighbouring properties. The masterplan retains significant trees and plants new vegetation to achieve 39 % canopy cover, enhancing screening and overall visual amenity.

In summary, the development gives rise to minor visual impacts, however these have been mitigated through a considered architectural and landscape response. Building articulation, height modulation and façade treatment reduce perceived bulk, while retention and augmentation of vegetation further softens the interface with surrounding neighbours. The visual impact is considered acceptable and indeed beneficial: the proposal enhances the neighbourhood's character, aligns with TOD objectives, and respects both the heritage fabric and natural landscape of the precinct.

An aerial photograph of a suburban residential neighborhood. The houses have red-tiled roofs and are surrounded by green lawns and trees. A tennis court is visible on the left side, and a swimming pool is in the center. The overall scene is a typical suburban street layout.

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