

12.2 MASTER PLAN (REV E)

16 MAY 2013



NSW GOVERNMENT
Planning

Issued under the Environmental Planning and Assessment Act 1979

Approved Section 75W Modification Application

No. **MOD 1** granted on the **05-07-13**

in respect to MP **08-0195**

Signed *[Signature]*

Greatest height and diversity adjoining the railway line at the farthest point from existing residential of **5**

10m set back to minimise impact to the greenways to provide vehicle access to basement and address points for apartments.

large central green space addressed by majority of units

shared zone creates a plaza space as a focal point for the precinct and addresses the proposed light rail station

New light rail station



Private open space to surrounding residential development

4 storeys to Old Canterbury Rd modulate the scale to the surrounding residential areas. Mixed use zone contain ground floor shop top housing and home office

Brown St retained as access and address points for Units

Dual use addresses main street Old Canterbury Road.

Retail/Dual use faces/feeds onto central green boulevard, activating the treeline park.

Central green boulevard creates a linkage from Henry St to the greenway and provides single intersection for parking and loading access

Hudson Street Retained as main site entry

SCALE 1:1000 @ A3
0 10 20 30 40 50

- study area boundary
- higher density mixed use development
- medium density mixed use development
- lower density mixed use development

- Public / private open space area to surrounding residential development.

tony owen ptrns







12.3 SUBJECT SITE MASTER PLAN (REV E)

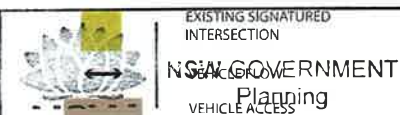
16 MAY 2013

TRAFFIC, ACCESS + PARKING STRATEGY

The following attributes one features of the Access Plan:

- 1.The central boulevard provides for a single signalized intersection on Old Canterbury Rd
- 2.The wide central boulevard is the main access into the site. It provides a focal green spaces, visitor parking, pedestrian amenity and capacity for vehicle and loading access for the site
- 3.The central boulevard links into McGill St to provide access and address points for new residential
- 4.The existing Brown and William St to be retained providing address and access for the residential.
- 5.New shared zone urban plaza terminates boulevard. It addresses the light rail station and is a gateway to the greenways.
- 6.Minimum 6m internal roads
- 7.Linkages to the existing street network
- 8.Entry point for basement parking and loading from internal road to minimize stress on existing road network.

-  LIGHT RAIL LINE
-  GREENWAY
-  NEW PARKLAND
-  PROPOSED CYCLE ROUTE
-  EXISTING BUS ROUTE
-  RAIL LINE + STATION



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 NO RIGHT TURN
 PARKING ENTRY

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Sheet No. 2 of 5



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12.4 SUBJECT SITE MASTER PLAN (REV F) 20 JUNE 2013

LAND USE DIAGRAM

- GREENWAY
- OPEN SPACE
- LIGHT RAIL STATION
- GROUND FLOOR:
DUAL USE
(Retail, Commercial and Residential)
- FIRST FLOOR AND ABOVE:
RESIDENTIAL
- GROUND FLOOR:
RETAIL
- FIRST FLOOR AND ABOVE:
RESIDENTIAL
- RESIDENTIAL



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12.5 SUBJECT SITE MASTER PLAN (REV E)

16 MAY 2013

BUILDING HEIGHT

The heights of the buildings on site will be stepped from the railway corridor to the west, to the existing housing to the east.

The areas to the east of Old Canterbury Road are characterized by lower rise existing housing. Several council planning studies for Railway terrace and environs have proposed a 4 storey model for this area. Therefore, it is proposed to provide a 4 storey streetscape to Old Canterbury Rd with a lower ground floor beneath.

In discussions with council, council planners have suggested that the appropriate scale for the buildings on the railway is around 9 – 10 storey. This is reflected in council's master plan for a similar site in Dulwich Hill as well as council's own master plan for the site which establishes a building height of 10 storey to the railway line.

The central zone is a transition zone and will have a typical building height of 7 storey.



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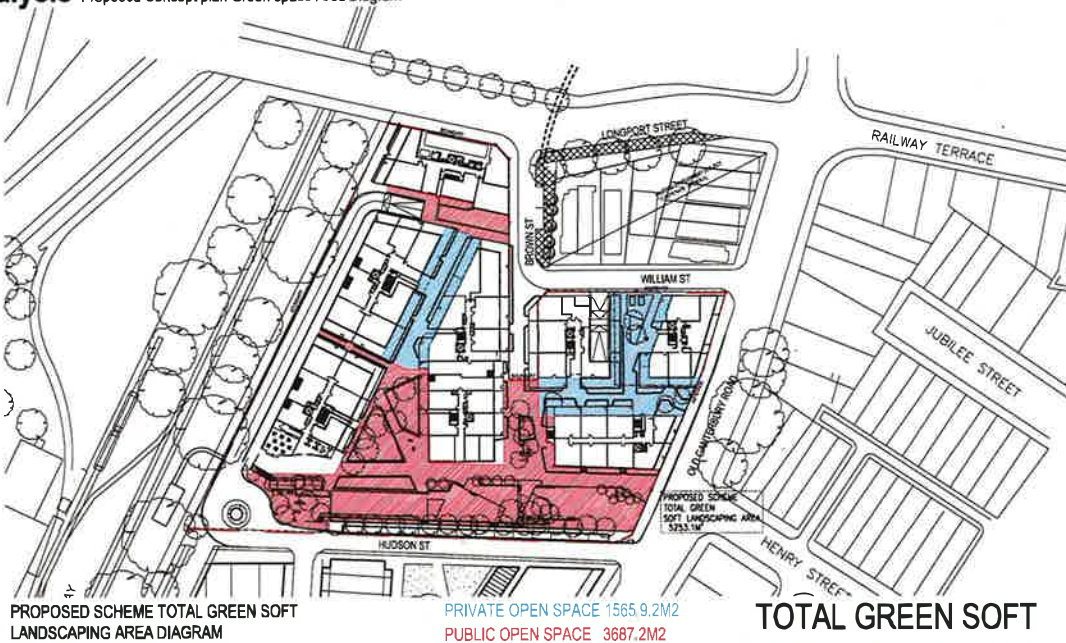
1. Reduction and massing adjustments to comply with solar access requirements for the public open space
2. Building core protrusion
3. Design development which remains within the consent setbacks
4. Reconfiguration of alignment, average is still the same



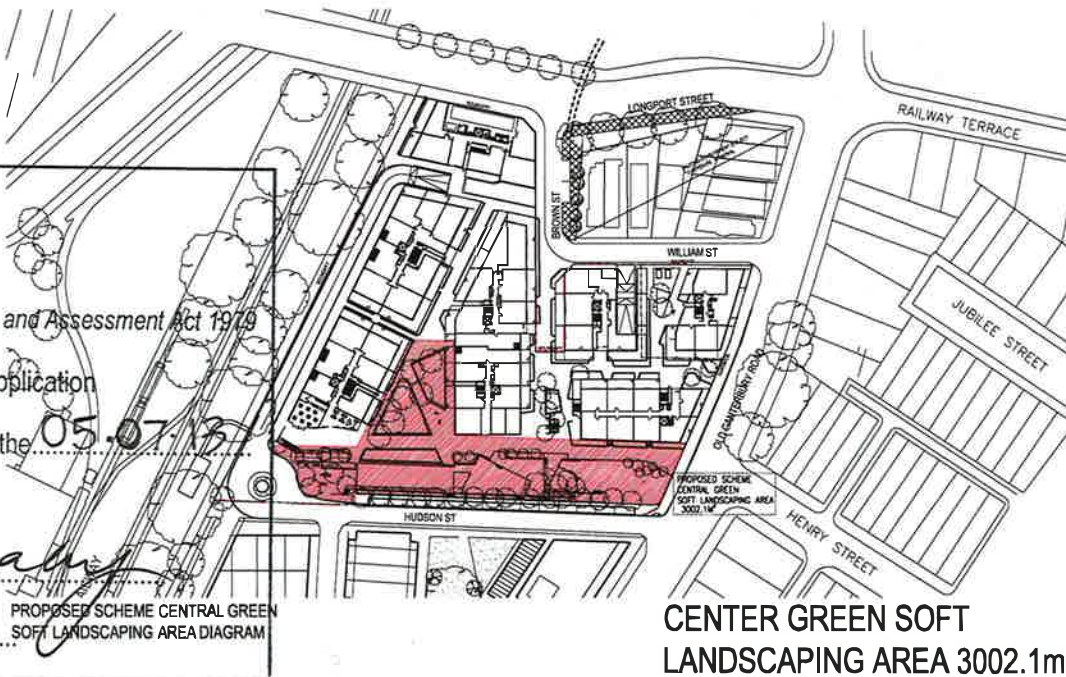
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22.1_Green Space Calculation Analysis

NOTES:
- ALL OPENINGS WITHIN 3m OF THE SIDE BOUNDARY ARE TO BE PROTECTED IN ACCORDANCE TO BCA CLAUSE C3.4.



**TOTAL GREEN SOFT
LANDSCAPE 5253.1 m2**



CENTER GREEN SOFT
LANDSCAPING AREA 3002.1m2



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Signed Allen Shulley

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PROPOSED SCHEME CENTRAL GREEN
SOFT LANDSCAPING AREA DIAGRAM

[illegible]