12.0 PREFERRED OPTION 3 SUBJECT SITE ONLY

12.1 Vision

The subject site and broader McGill Precinct are a unique opportunity to reinvigorate a declining industrial area completely surrounded by residential areas to create a vibrant and diverse village. This village would become the focus of the surrounding neighbourhood providing amenity and linkages to the Greenway and complete the block pattern to stitch the neighbourhood together.

The precinct would have a mixed character with residential housing and a mixture of ground floor retail and commercial space. This is an opportunity to provide affordable key worker housing close to the city.

The key principles are:

1. Provision of housing and employment opportunities to reinvigorate the area
2. A mixed use zone including retail, commercial, shop-top housing and home office to promote an active and diverse streetscape
3. Provision of a green boulevard to promote linkage through the site
4. North/South central public green spaces to provide amenity for the units
5. Provision of retail amenity and price competition to serve the community
6. A village-type environment as a focus and amenity for Lewisham
7. Better linkage to Lewisham Station.

12.2_MASTER PLAN

Brown Street allows access to basement retail. Site levels allow for retail to be below ground at Long Port St and Hudson St and at ground level at William St

10m green space set back enhances the size of the greenways to provide public uses and new bio-diversity habitats

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

New light rail station

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

Private open space to surrounding residential development

Widening of intersection to improve left turn condition

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

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

study area boundary

higher density mixed use development

medium density mixed use development

lower density mixed use development

private open space area to surrounding residential development.

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12.3_SUBJECT SITE MASTER PLAN

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 as well as for the lower retail level. The site levels do not allow connection to Hudson St.

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.Multiple entry points for basement parking and loading to minimize stress on existing road network

PROPOSED LIGHT RAIL + STATION

GREENWAY

NEW PARKLAND

PROPOSED CYCLE ROUTE

EXISTING BUS ROUTE

RAILLINE + STATION

EXISTING SIGNATURED INTERSECTION

PROPOSED SIGNATURED INTERSECTION

PROPOSED ROAD WIDENING FOR LEFT TURN

VEHICLE FLOW

VEHICLE ACCESS

NO RIGHT TURN

12.4_SUBJECT SITE MASTER PLAN

LAND USE DIAGRAM

Mixed use area predominantly residential with ground floor and lower level retail and commercial space

Concentration of retail to the north to address Lewisham Station and the major pedestrian route to the Greenway. Concentration of commercial space to the south to reinforce existing commercial patterns

Lower level retail allows for communal open space above. Level changes on site allow retail to be on grade in the centre of the site and beneath ground level at the perimeter of the site

Ground floor shop – top housing at the northern end of Old Canterbury Road to activate the streetscape

Ground floor home office at the southern end of Old Cantebury Road to activate the streetscape.

GREENWAY

OPEN SPACE

LIGHT RAIL STATION

MIXED USE WITH
GROUND FLOOR COMMERCIAL
RESIDENTIAL ABOVE

MIXED USE WITH
GROUND FLOOR RETAIL/
COMMERCIAL + RESIDENTIAL ABOVE

MIXED USE RESIDENTIAL WITH
BASEMENT RETAIL

RESIDENTIAL

MIXED USE RESIDENTIAL
WITH GROUND FLOOR
LIVE/WORK

12.5_SUBJECT SITE MASTER PLAN

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.

In discussions with council, council planners have suggested that the appropriate scale for the buildings on the railway is around 8 – 9 storey. This is reflected in council's master plan for a similar site in Dullwich Hill as well as councils own master plan for the site which establishes a building height of 9 storey to the railway line.

The central zone is a transition zone and will have a typical building height of 6 storey.

9 STOREY

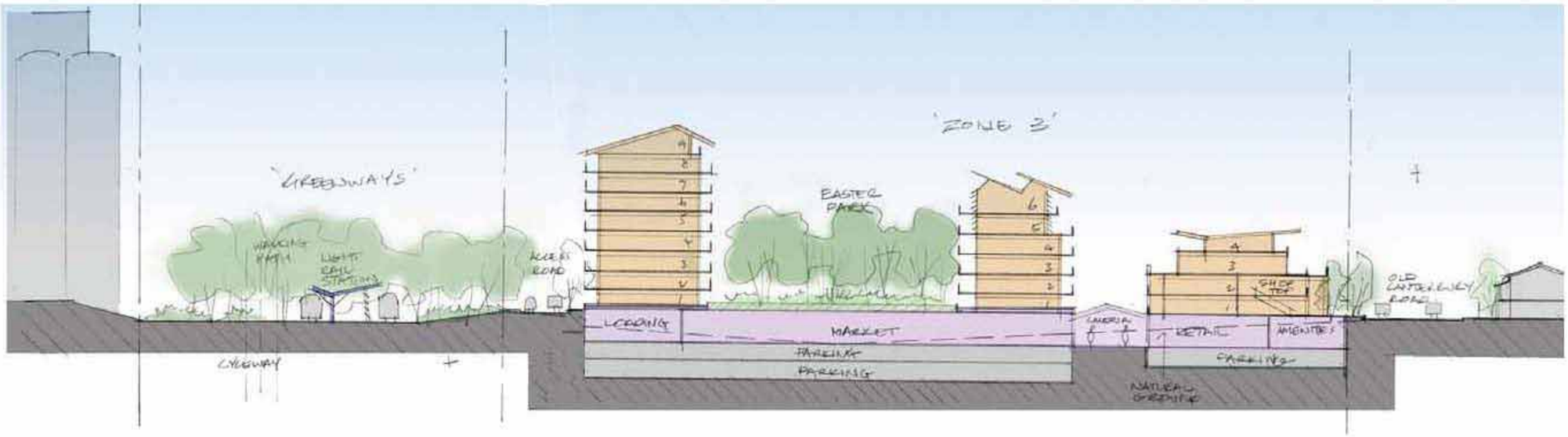
8 STOREY

6 STOREY

4 STOREY

12.6_SUBJECT SITE SECTIONS

SECTION



EAST-WEST SHORT SECTION

NORTH-SOUTH LONG SECTION

12.7_SUBJECT SITE MASTER PLAN

SETBACK + PUBLIC REALM

Active frontage with zero setback to Old Canterbury Road. Buildings to certain shop top housing, retail and ground floor commercial and home-office to activate the streetscape

No set back to the green boulevard to reinforce the streetscape and define the space

0 – 2m setback to the internal streets. A 2.5m balcony and building articulation zone will provide active and modulated facades and streetscape

Built-to lines to create a consistent street edge

New central green spaces provide outlook and amenity to the residents and amenity for the community

ACTIVE FRONTAGE - ZERO STREET SETBACK

SHARED ZONE

NEW GREEN SPACE

GREENWAY

ACTIVE FRONTAGE ZERO - 2M SETBACK

12.8_SUBJECT SITE MASTER PLAN

BUILTFORM CONTROLS - PRIVATE REALM

Maximum internal building depth to be 18m according to SEPP 65 principles

Additional 2m balcony zone to create maximum 20m external depth

Minimum 12m building separation up to 5 storey between living spaces

Minimum 18m separation between living areas between 2 buildings greater than 5 storey or 12m where one building is lower

Minimum 6m separation between any built form or commercial building

Minimum 12m green zones increasing to 30-40m in places

Green space and roadways provide separation between buildings

2.5m balcony and building articulation zone provides modeling and streetscape variety and relief to facades.

PRIVATE OPEN SPACE

PUBLIC OPEN SPACE

ROAD ZONE

BUILT FORM

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12.9_SUBJECT SITE MASTER PLAN

STREETSCAPE ARTICULATION

FIRST FLOORS - ZERO SETBACK
UPPER LEVELS - 2.5M SETBACK

2.5M BALCONY FACADE ARTICULATION

10M GREEN SETBACK

12.10_SUBJECT SITE MASTER PLAN

LOT AMALGAMATION

This master plan applies to the subject site however consideration has been made regarding the adjoining sites at Longport and Old Canterbury Roads and the remaining sites in the McGill Precinct.

The remaining sites are in different ownerships and will require amalgamation. As these sites consist of small holdings it may take some time to complete the amalgamation.

The master plan has been conceived in consideration of theses lots and the staging assumes which lots are easiest to amalgamate.

Site 1
Subject site
Opportunity for immediate provision of residential density and key worker housing
Provision of road widening as part of green boulevard or main access road
Immediately establish linkages with greenways and setback widening to greenways and light rail station
Immediate provision of central green space
Immediate provision of traffic improvement measures
Immediate provision of linkages to Lewisham Station

12.11_SUBJECT SITE MASTER PLAN

STAGING

- STAGE 1
- STAGE 1a - subject to ongoing negotiations with other landholder and council
- STAGE 2 - 134 units
- STAGE 3 - 154 units
- STAGE 4 - 112 units

Total - 400 units

12.12_SUBJECT SITE MASTER PLAN

FSR STUDY

The floor space ratio has been calculated as percentage of the area of the 4 development zones shown in the McGill Precinct including zone 4 which is the subject site.

This ratio is calculated based on the developable building envelope over the site area of each zone. The building envelope is based on a design floor plate multiplied by the number of storeys. This ratio assumes a 90% efficiency. Based on this FSR's are as follows:

Site Area = 13,115m2
Residential Floor Space Area = 39645.96m2
Retail Floor Space Area = 6305.54m2
FSR = 3.50:1