

3.2.17_PRECINCT ANALYSIS

GREEN SPACE ANALYSIS

The surrounding area is characterized by pleasant tree line sheets and pocket parks and incidental green spaces such as the railway embankment. Tree lined streets such as Victoria St and Jubilee St create green corridors which establish axes onto the site.

The adjoining Allied Mills site contains a stand of substantial trees which have heritage significance. This stand also establishes a green axis. This area is identified in the Greenways plans as a potential cultural focus.

The Greenways corridor represents a potential for significant public green space containing walking tracks and cycle ways. Potentially, new habitats may be created along this route. There is potential for the subject site to create linkages to open up this area to the surrounding urban fabric. Currently pockets of green reserves occur along this route such as on Grosvenor Crescent. These residual spaces form a pattern of pocket reserves along the Greenway and present a model for future development.



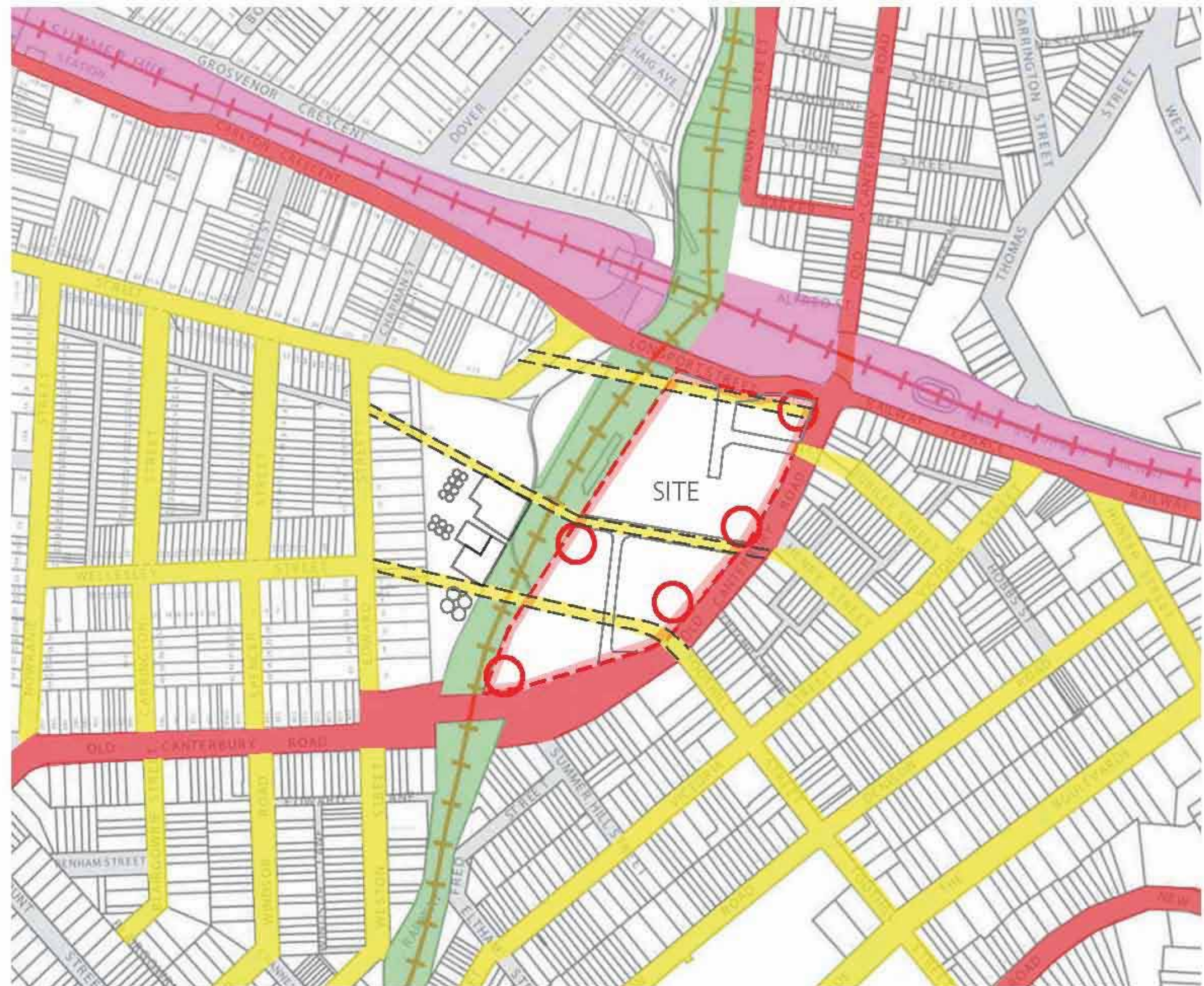
4.1_MASTER PLAN PRINCIPLES

ROAD GRID + MACRO LINKAGE DIAGRAM

The site provides an opportunity to integrate the surrounding street grids and provide linkages and vistas across the future Greenway belt.

This diagram demonstrates the potential to trace the axes along Henry St and Toothill St and link across the Greenway to Smith St and Wellsely St. An opportunity exists to coordinate these linkages with proposed future development on the Allied Mills site.

The existing view corridors along major roads and axes create model points. These model points would be the site of architectural features, landmarks and gateways marked by additional heights.



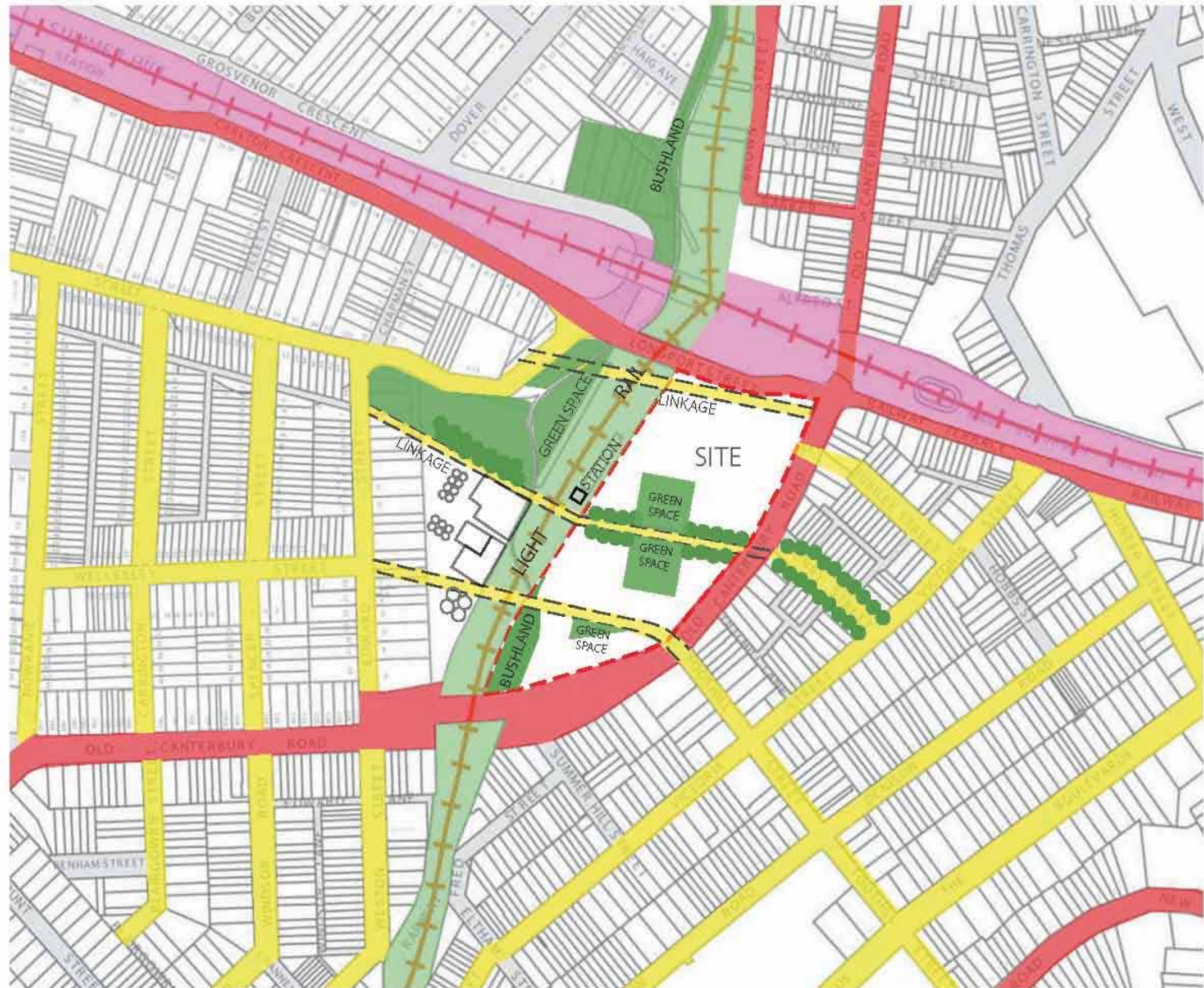
4.2_MASTER PLAN PRINCIPLES

MASTER PLAN PRINCIPLES

The proposed linkages can form green corridors across the site. Such corridors can continue the pattern established along pleasant street scopes such as Victoria Street.

To break up the large blocks smaller public and private green spaces can be located in mid-block locations. These spaces create green linkages to the greenways and provide outlook and address points to the central building blocks.

It is proposed that a central green boulevard link Henry St to the Greenway. Several parks will address this boulevard. These central parks are oriented to minimise overshadowing from surrounding buildings and maximize solar aspect and public amenity.



4.3_MASTER PLAN PRINCIPLES

LAND USE STRATEGY
- LINKAGES



4.4_MASTER PLAN PRINCIPLES

LAND USE STRATEGY

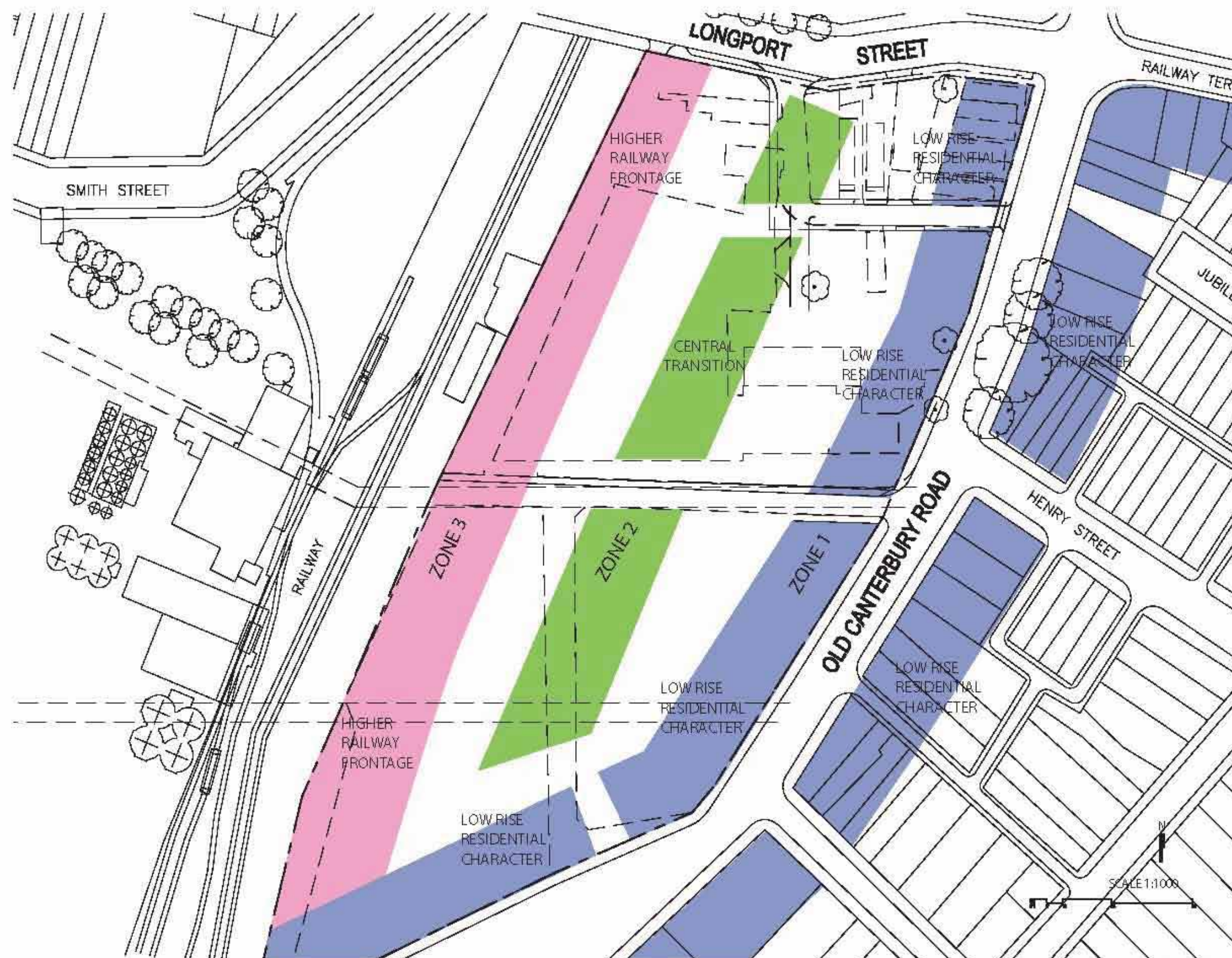
- BUILDING HEIGHTS

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

The areas to the east of Old Canterbury Rd are characterized by lower rise existing housing. Several council planning studies for Railway terrace and its 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 Dulwich Hill as well as council's own master plan for the McGill 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 storeys.



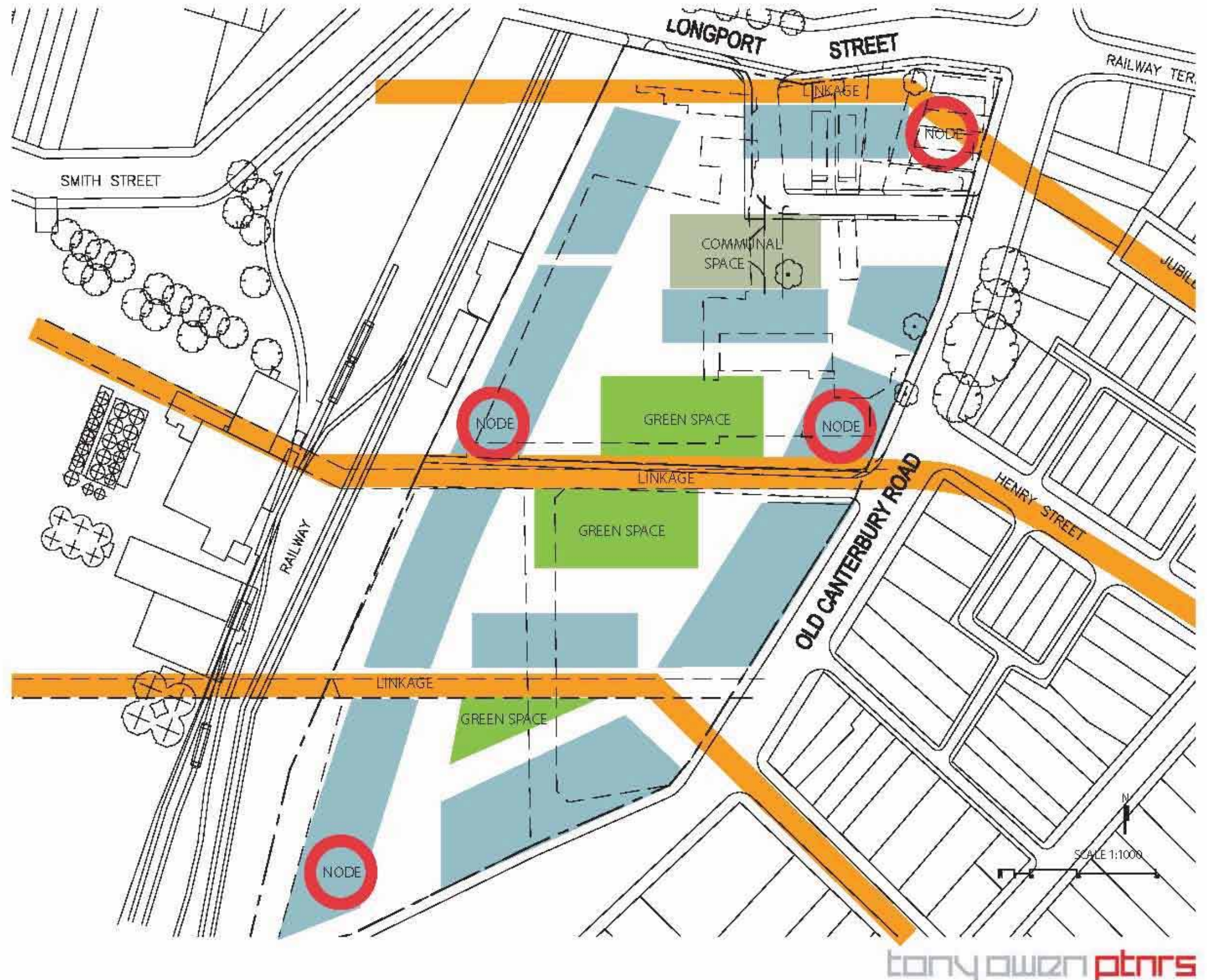
4.4_MASTER PLAN PRINCIPLES

LAND USE STRATEGY
- BUILDING HEIGHT



4.6_MASTER PLAN PRINCIPLES

MASTER PLAN STRATEGY



5.1.1_PRELIMINARY BUILT FORM ENVELOPE OPTIONS

MASSING - OPTION 1

Option 1 is based on a series of north/south buildings which define the edge of the site along the rail line and reinforce the street alignment at Old Canterbury Road. The middle portion uses east/west buildings to define public/private space. This option contains above ground retail on the subject site with linkages through in the form of a market lane. The north/east corner creates a more urban plaza space containing cafes and trees to create a gateway into the site. Hudson Street has been widened to create an access way for loading and parking entry. This road will be a green avenue as a continuation of Henry Street.

This option promotes linkages to the greenways and maximises views and transparency through the site. It performs well for solar access.



5.2.1_PRELIMINARY BUILT FORM ENVELOPE OPTIONS

MASSING - OPTION 2

Option 2 incorporates a central green space as a linkage between the surrounding neighbourhood and the greenways. The loss of developed area for public space is shared equally between the subject site and the remaining land in the McGill precinct.

The access road is located north of the green space to align with Henry St at a signalized intersection. It was felt a second road to the south of the green space is undesirable as 2 intersections so close is not workable.

This option contains below ground retail on the subject site. Due to the levels across the site, this retail is a full level below ground at the site boundaries and on grade at the corner of William St and Brown St for easy access.

The design also provides secondary mid block private green spaces and a 10m green set back to increase the greenways along the western edge of the site. An additional green space is proposed at the south western corner in keeping with the current pattern of reserves off the railway corridor.

Option 2 had drawbacks in that portions of the central green space are overshadowed and the central space is somewhat ambiguous.



5.3.1_PRELIMINARY BUILT FORM ENVELOPE OPTIONS

MASSING - OPTION 3

This option has many features in common with option 2.

The central space is replaced with a green boulevard which continues Henry St and creates a linkage to the Greenway. This space is shared between the subject site and the other sites in the McGill Precinct. 2 additional green spaces extend north and south from the boulevard to create a large central green space.

This option is superior to option 2 as the central space is oriented to allow better solar penetration. In addition it provides outlook and amenity to a much greater proportion of residential built form. The central boulevard offers better traffic management for resident cars and loading.



6.0 BLOCK MASSING STUDIES

6.1.1_PRELIMINARY BLOCK MASSING OPTOINS

OPTION 1



6.1.3_PRELIMINARY BLOCK MASSING OPTOINS

OPTION 1



6.2.1_PRELIMINARY BLOCK MASSING OPTOINS

OPTION 2



6.2.3_PRELIMINARY BLOCK MASSING OPTOINS

OPTION 2



6.3.1_PRELIMINARY BLOCK MASSING OPTOINS

OPTION 3



6.3.3_PRELIMINARY BLOCK MASSING OPTOINS

OPTION 3



7.1_DETAILED MASTER PLAN OPTIONS

OPTION 2A



7.2_DETAILED MASTER PLAN OPTIONS

OPTION 2B



7.2_DETAILED MASTER PLAN OPTIONS

OPTION 2B



7.3_DETAILED MASTER PLAN OPTIONS

OPTION 3A

