

7.4_DETAILED MASTER PLAN OPTIONS

OPTION 3B



7.5_DETAILED MASTER PLAN OPTIONS

OPTION 2 - BASEMENT RETAIL / COMMERCIAL DIAGRAM



8.0 PREFERRED OPTION 3

8.1 _ 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.

8.2_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

small pocket reserves off the greenway are the feature of the area and create a happen-stance amenity and environment

Private open space to surrounding residential development

Widening of intersection to improve left turn condition

Potential better linkages to Lewisham Station

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

North and South public green spaces combine to create a central green zone with optional solar orientation providing outlook and amenity for units



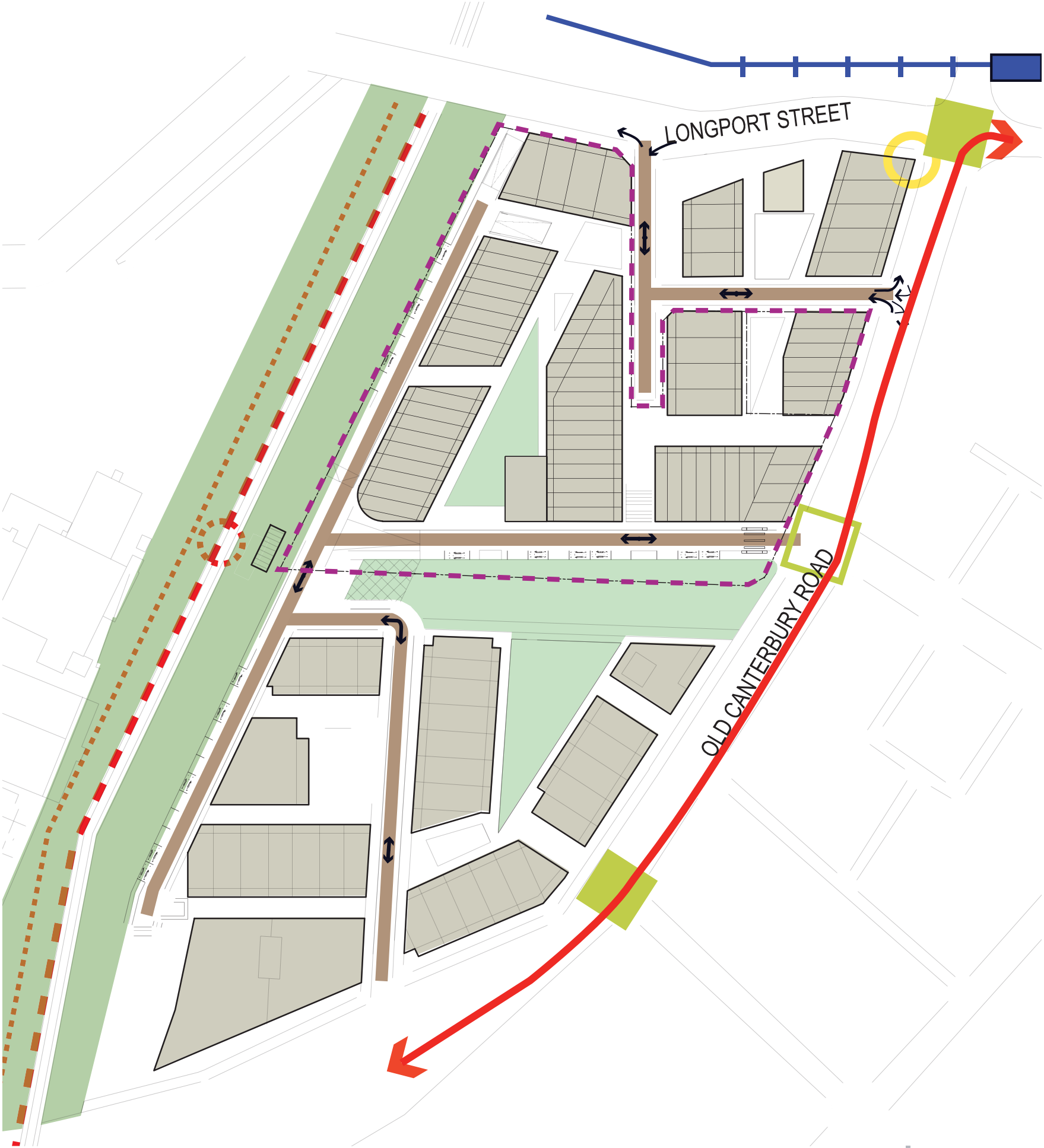
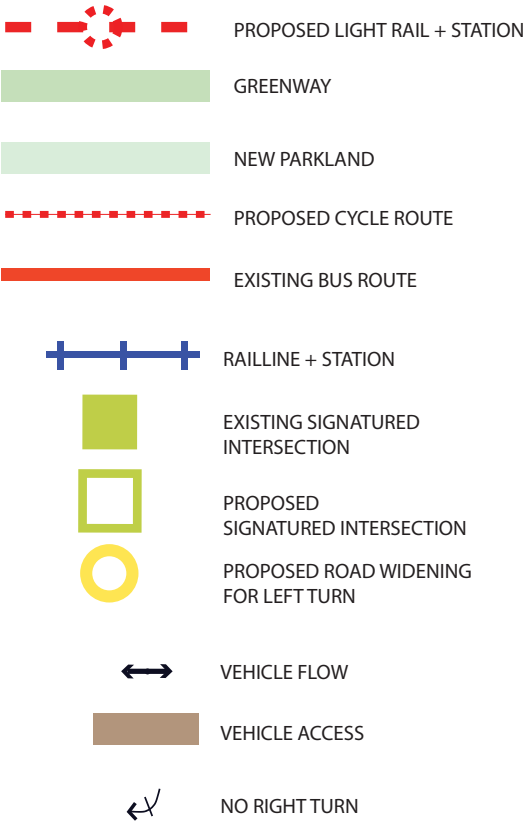
- study area boundary
- higher density mixed use development
- medium density mixed use development
- lower density mixed use development
- private open space area to surrounding residential development.

8.3_MASTER PLAN

TRAFFIC, ACCESS + PARKING STRATEGY

The following attributes one features of the Access Plan:

- 1.The central boulevard provides for a single signaled 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



8.4_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 Canterbury 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



8.5_MASTER PLAN

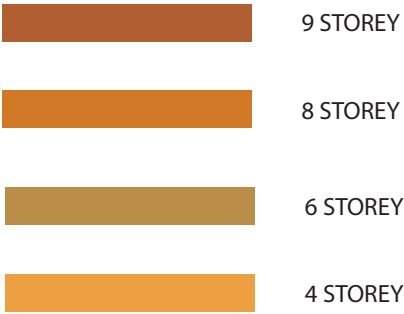
BUILDING HEIGHT

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.

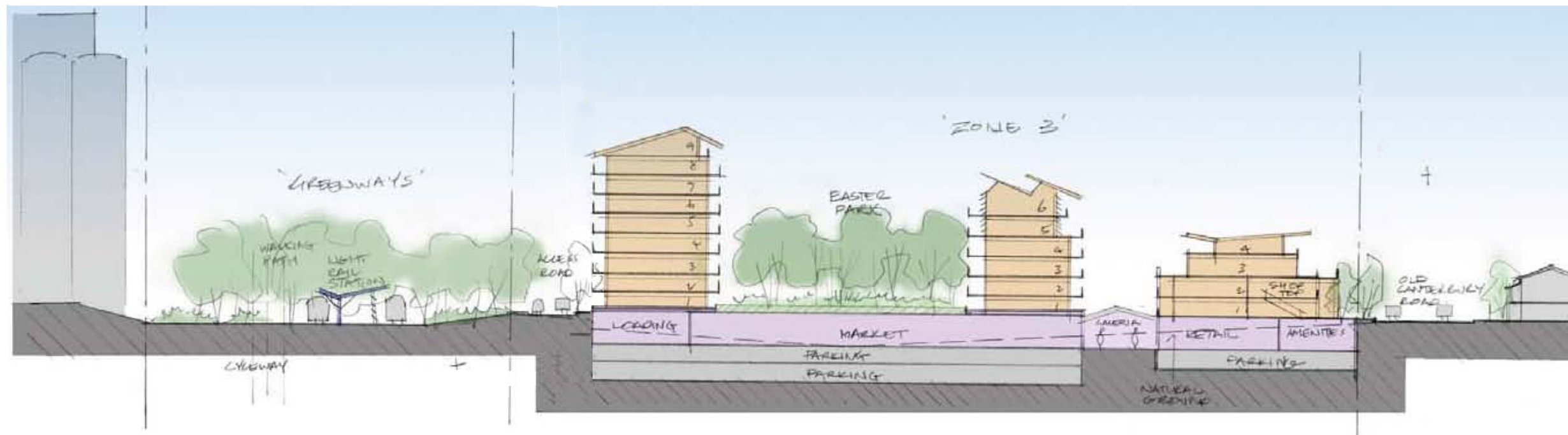
In discussions with council, council planners have suggested that the appropriate scale for the buildings on the railway is around 8 – 9 storey. This is reflected in council's master plan for a similar site in Dullwich Hill as well as councils own master plan for the site which establishes a building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

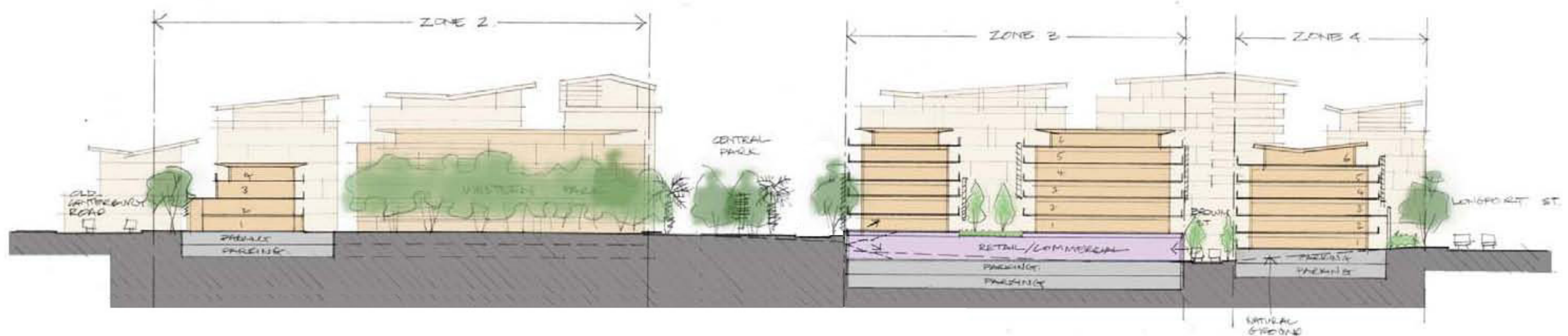


8.6_MASTER PLAN

SECTION



EAST-WEST SHORT SECTION



NORTH-SOUTH LONG SECTION

8.7_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



8.8_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

