

MIXED USE DEVELOPMENT

**LEWISHAM ESTATE** PREFERRED PROJECT REPORT MASTERPLAN STUDY

78 - 90 OLD CANTEBURY ROAD, LEWISHAM

MAY 2011





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## 12.0 PREFERRED OPTION 3 SUBJECT SITE ONLY

### 12.1\_VISION

#### Master Plan changes from 2010 EA Report

##### Introduction

The master plan as outlined in this Preferred Project Report represents some fundamental changes from the 2010 EA report. The changes reflect responses and feedback from the Department of Planning, various government agencies and local councils. The fundamental change is the removal of the large expanse of retail from the lower ground floor level and its replacement with residential units. The other large change is the relocation of the central green park wholly onto the subject site ensuring it can be achieved as part of the master planning process.

The major changes to the master plan are as follows:

##### Ground Level

The road alignment has been relocated to the south to follow the alignment of the existing Brown Street. The central park has been moved north to adjoin the main buildings on the site. This creates a continuous green space linking to the public open space between buildings A and C. This allows the completed central park to occur without relying on the amalgamation of other sites or lots.

A central public civic plaza has been created in the south west corner linking the on site green spaces to the greenways and proposed light rail station.

A café is located in this area to activate public domain

Car park access ramps relocated to level B1

The 'toe' element of building C has been removed to maximise public outdoor space.

The number of retail space in building C are reduced.

Dual use housing in Block E now directly addresses central green space

Splayed cut back to block G has been lowered to level B1 to maintain communal outdoor space at ground

Outdoor private terrace spaces associated with individual ground floor units have been provided wherever possible.

##### Level B1

All of the semi-basement retail space, public plaza and circulation, retail storage and loading has been removed.

The ground levels have been restored to approximately natural ground levels, as a result additional residential units on ground have been located in the base of all buildings.

The public and communal space has been largely lowered to this level. A gradual slope links these spaces to the central park as a continuous and seamless open space. This level links to adjoining properties via sloping ground in William Street and Brown Street according to existing natural ground level slopes.

Storage areas have been provided for residential and shop top housing and ground floor commercial space which interconnect.

Retail loading dock in south west corner has been deleted. Visitor parking adjoining the railway has been removed

##### Level 1 – 3

The 'toe' element of building C has been removed to maximise public outdoor space at ground. Building A has been further setback from southern green space and corner articulated as high quality design statement (to future design development).

Splayed set back to Block G has been removed above ground level.

Building separation between block A and B reduced from 6m to 4m.

Some internal layouts reconfigured to provide minimum balcony standards.

##### Level 4 – 5

Southern portion of Block B removed as per DoP request.

Building A has been further setback from southern green space and corner articulated as high quality design statement (to future design development).

Splayed set back to Block G has been removed above ground level.

Building separation between block A and B reduced from 6m to 4m.

Some internal layouts reconfigured to provide minimum balcony standards.

##### Level 6 – 7

Southern portion of Block A stepped back as per DoP request.

Northern alignment of Block B set back to create 4 storey expression to Longport Ave, as agreed with DoP in response to DoP request.

##### Level 8

Southern portion of Block A further stepped back as per DoP request.



## 12.2\_MASTER PLAN





## 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 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.
- 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 from internal roads and loading to minimize stress on existing road network



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





## 12.4\_SUBJECT SITE MASTER PLAN

### LAND USE DIAGRAM

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

Plaza at the southwest serves as the gateway to the proposed light rail station. Concentration of commercial space to the south to reinforce existing commercial patterns

Ground floor shop – top housing along Old Canterbury Road to activate the streetscape

Ground floor home office and retail spaces at the southern end of Old Canterbury Road to activate the streetscape.



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## 12.5\_SUBJECT SITE MASTER PLAN

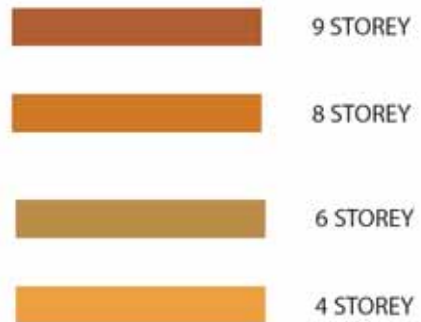
### BUILDING HEIGHT

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.

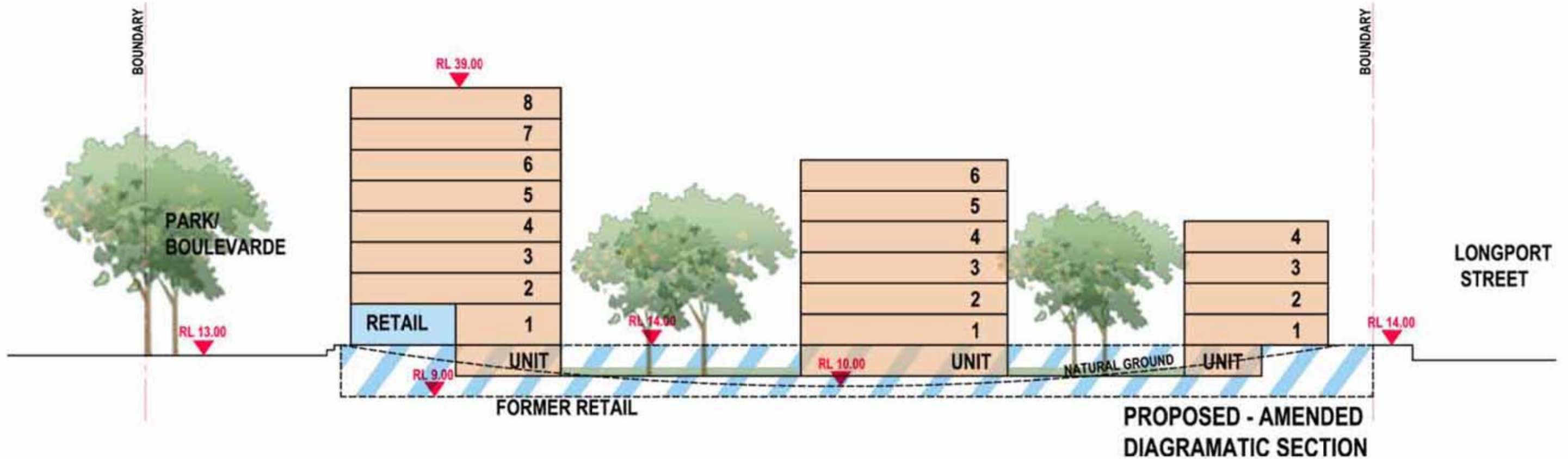
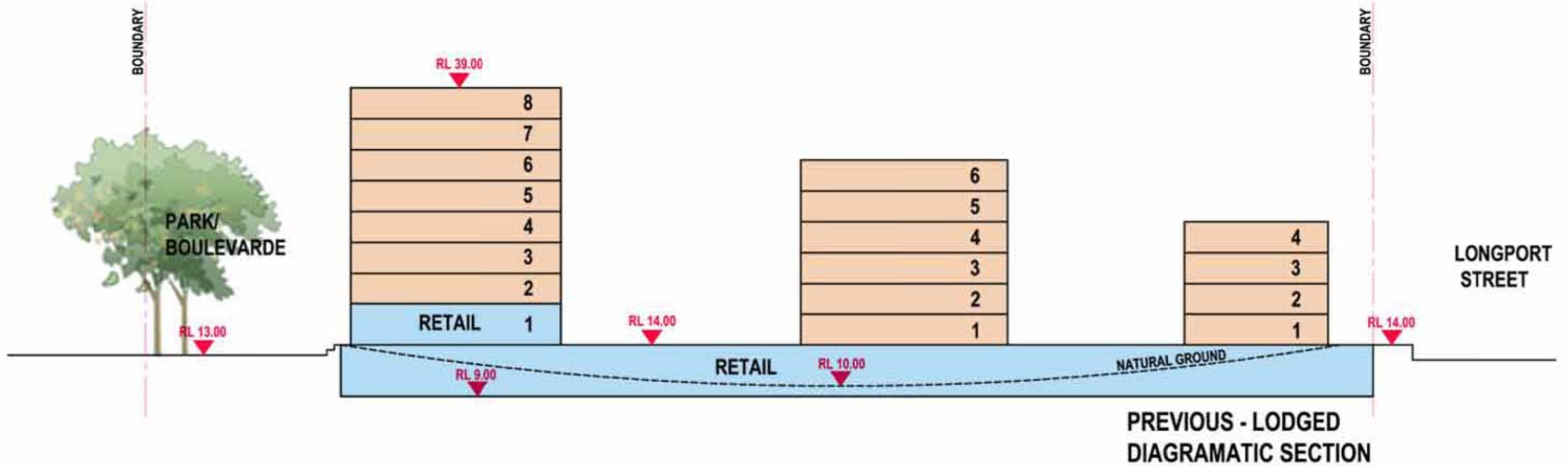
The central zone is a transition zone and will have a typical building height of 6 storey.



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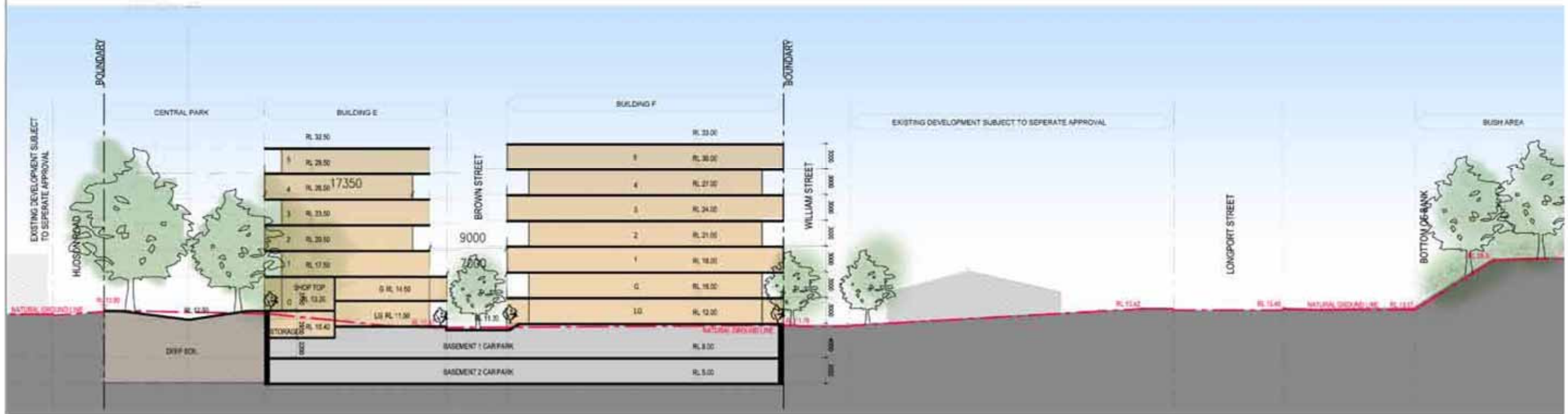
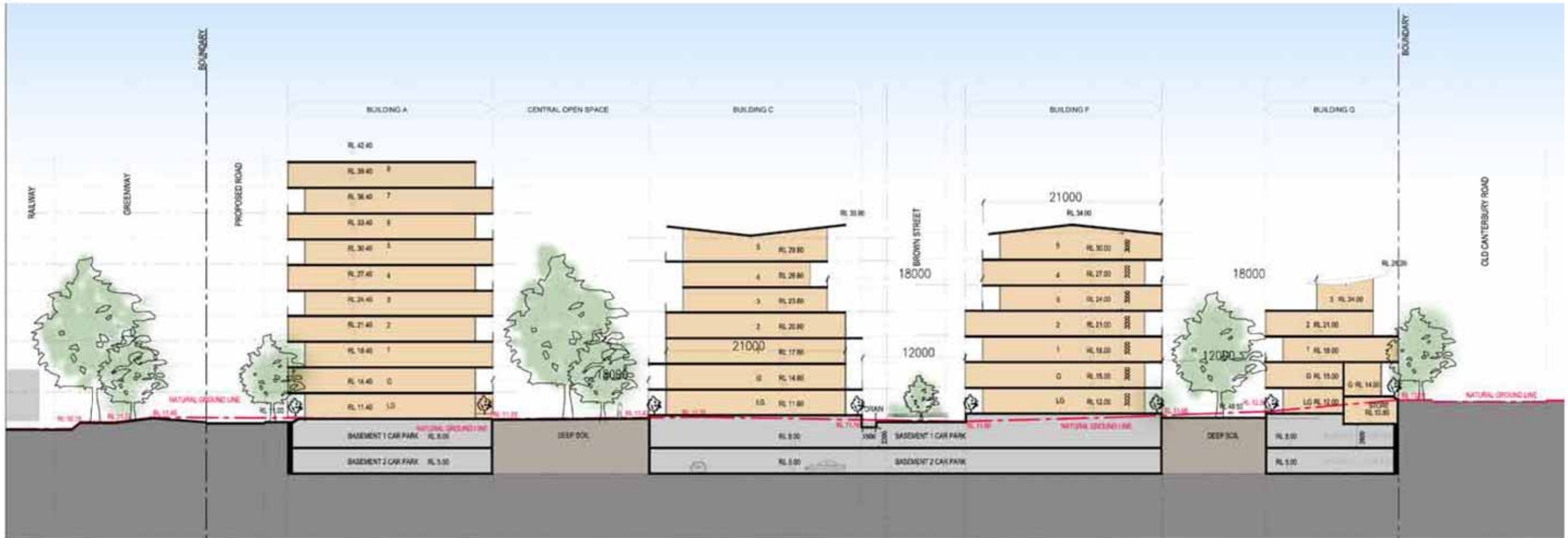
## 12.6\_Comparative Site Sectional Study





## 12.7\_SUBJECT SITE SECTIONS AA + BB

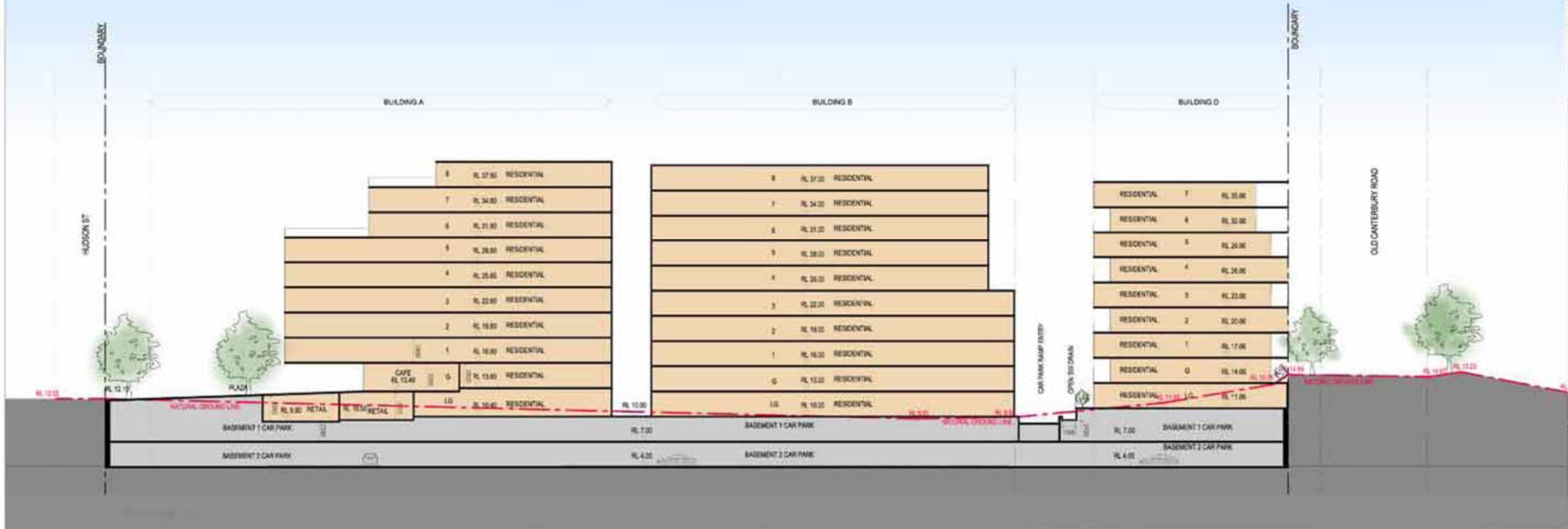
### SECTION





# 12.8\_SUBJECT SITE SECTIONS CC

NOTE: ALL ELEVATIONS ARE TO THE TOP OF THE ROOFTOP, UNLESS OTHERWISE SPECIFIED. ELEVATIONS ARE TO THE TOP OF THE ROOFTOP, UNLESS OTHERWISE SPECIFIED.



Rev	Description	Date
1	ISSUED FOR TENDER	12/01/2024
2	REVISED	12/01/2024
3	REVISED	12/01/2024
4	REVISED	12/01/2024
5	REVISED	12/01/2024
6	REVISED	12/01/2024
7	REVISED	12/01/2024
8	REVISED	12/01/2024
9	REVISED	12/01/2024
10	REVISED	12/01/2024

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**Notes:**  
1. All elevations are to the top of the rooftop, unless otherwise specified.  
2. All dimensions are in meters, unless otherwise specified.  
3. All materials are to be specified by the user of this document.

**Legend:**

**Consultants:**

**Client:**

**Address:**

**Project:**

**Project Address:**

**Key Plan:**

**Scale:**

**Sheeting:**

**Project No:**

**Sheet No:**

**Sheet Title:**



## 12.9\_SUBJECT SITE MASTER PLAN

### SETBACK + PUBLIC REALM


Active Frontage with zero setback to Old Canterbury Road.  
Buildings to certain shop top housing, retail and home office to activate the streetscape.

No set back to the central green space and 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 - 2M SETBACK
	ACTIVE FRONTAGE - ZERO STREET SETBACK
	SHARED ZONE
	NEW GREEN SPACE
	GREENWAY



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## 12.10\_SUBJECT SITE MASTER PLAN

Public and Private Open Space





## 12.11\_SUBJECT SITE MASTER PLAN

### Site Permeability Diagram



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## 12.12\_SUBJECT SITE MASTER PLAN

### BUILTFORM CONTROLS - PRIVATE REALM

Maximum internal building depth to be 18-21m according to SEPP 65 principles

Additional 2m balcony zone to create maximum 23m 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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## 12.13\_SUBJECT SITE MASTER PLAN

### STREETSCAPE ARTICULATION

- FIRST FLOORS - ZERO SETBACK  
UPPER LEVELS - 2.5M SETBACK
- - - 2.5M BALCONY FACADE ARTICULATION
- 10M GREEN SETBACK



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## 12.14\_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 these 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





## 12.15\_SUBJECT SITE MASTER PLAN

### STAGING

-  - STAGE 1 - central park
-  - STAGE 2
-  - STAGE 3
-  - STAGE 4
- Total**





## 12.16\_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 = 13,115m<sup>2</sup>  
Residential Floor Space Area = 38911.8m<sup>2</sup>  
Retail Floor Space Area = 739m<sup>2</sup>  
FSR = 3.15:1



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