

MIXED USE DEVELOPMENT

# LEWISHAM ESTATE

PREFERRED PROJECT REPORT CONCEPT PLAN STUDY

78 - 90 OLD CANTERBURY ROAD, LEWISHAM

NOVEMBER 2011





# 00\_CONTENTS

12.0	Preferred option 3	17.6	Level 2
12.1	Vision	17.7	Level 3
12.2	Concept plan	17.8	Level 4
12.3	Traffic Access + Parking	17.9	Level 5
12.4	Land use diagram	17.10	Level 6
12.5	Building Layout	17.11	Level 7
12.6	Comparative section study	17.12	Level 8
12.7	Section colored AA + BB	18.0	Conceptual Sections - Section AA + BB
12.8	Section colored CC	18.1	Section CC
12.9	Setback + Public Realm	19.0	Conceptual Floor Space Diagrams
12.10	Public + Private Open Space	19.1	Lower Ground Floor
12.11	Site Permeability Diagram	19.2	Ground Floor
12.12	Built Form	19.3	Level 1
12.13	Streetscape articulation	19.4	Level 2
12.14	Lot Amalgamation	19.5	Level 3
12.15	Staging	19.6	Level 4
12.16	FSR	19.7	Level 5
13.0	Block Massing Studies	19.8	Level 6
13.1	View 1	19.9	Level 7
13.2	View 2	19.10	Level 8
13.3	View 3	20.0	Survey Plan
13.4	View 4	21.0	SEPP 65 - Performance
13.5	View 1 - DETAIL	21.1	SEPP65 - Ventilation Study
13.6	View 2 - DETAIL	21.2	SEPP65 - Solar Analysis
13.7	View 3 - DETAIL	21.3	Building Massing + Separation
13.8	View 4 - DETAIL	21.4	Solar Analysis ( Elevation Study)
14.0	View Analysis Study	21.5	Pedestrian Access - Lower Ground Floor
14.1	View 1	21.6	Pedestrian Access - Ground Floor
14.2	View 2	22.0	Green Space Calculations Analysis
14.3	View 3	22.1	Proposed Concept plan Green Space Area Diagram
14.4	View 4	22.2	Dec 2010 Submission Green Space Area Diagram
14.5	View 5 + 6	22.3	Council McGill St Masterplan Green Space Area Diagram
14.6	View 7 + 8	23.0	Shadow Diagrams
15.0	Proposed Conceptual Elevation	23.1	21st March - Equinox
15.1	Proposed Conceptual Elevation - North Elevation	23.2	21st June - Winter
15.2	Proposed Conceptual Elevation - South Elevation	23.3	21st December - Summer
15.3	Proposed Conceptual Elevation - East Elevation	24.0	Comparison with McGill Triangle Masterplan Prepared by Marrickville Council
15.4	Proposed Conceptual Elevation - West Elevation	24.1	continue.
16.0	Massing Comparison Between Council Masterplan and Lewisham Estate Concept Plan	25.0	Council Masterplan Area Diagram
16.1	View 1	25.1	Lower Ground Floor GFA
16.2	View 2	25.2	Ground Floor GFA
16.3	View 3	25.3	Level 1 GFA
17.0	Detailed Conceptual Floor Plan - Colored	25.4	Level 2 GFA
17.1	Basement 1	25.5	Level 3 GFA
17.2	Basement 2	25.6	Level 4 GFA
17.3	Lower Ground Floor	25.7	Level 5 GFA
17.4	Ground Floor	25.8	Level 6 GFA
17.5	Level 1		

# 12.0      PREFERRED OPTION 3

## SUBJECT SITE ONLY

### 12.1\_VISION

#### Concept Plan changes from 2010 EA Report

##### Introduction

The concept plan as outlined in this Preferred Project Report reflects 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 principal 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 to be wholly onto the subject site, ensuring that the park can be achieve 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 existing Brown Street alignment.
- 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 have been relocated to level B1.
- The ‘toe’ element of building C has been removed to maximise public outdoor space.
- The number of retail spaces in building C have been reduced.
- Dual use housing in Block E now directly addresses central green space
- The 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 spaces, public plaza and circulation, retail storage and retail 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.
- The 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 the southern green space and the corner articulated as high quality design statement (to future design development).
- The spayed 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 achieve minimum balcony standards.

##### Level 4 – 5

- The southern portion of Block B has been removed as per DoP request.
- Building A has been further setback from the southern green space and the corner articulated as a high quality design statement (to future design development).
- Spayed set back to Block G has been removed above ground level.
- Building separation between block A and B has been reduced from 6m to 4m.
- Some internal layouts reconfigured to achieve minimum balcony standards.

##### Level 6 – 7

- The southern portion of Block A has been stepped back as per DoP request.
- The northern alignment of Block B set back to created a 4 storey expression to Longport Ave, as agreed with DoP in response to DoP request.

##### Level 8

- The southern portion of Block A has been further stepped back as per DoP request.



12.2\_CONCEPT PLAN



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.

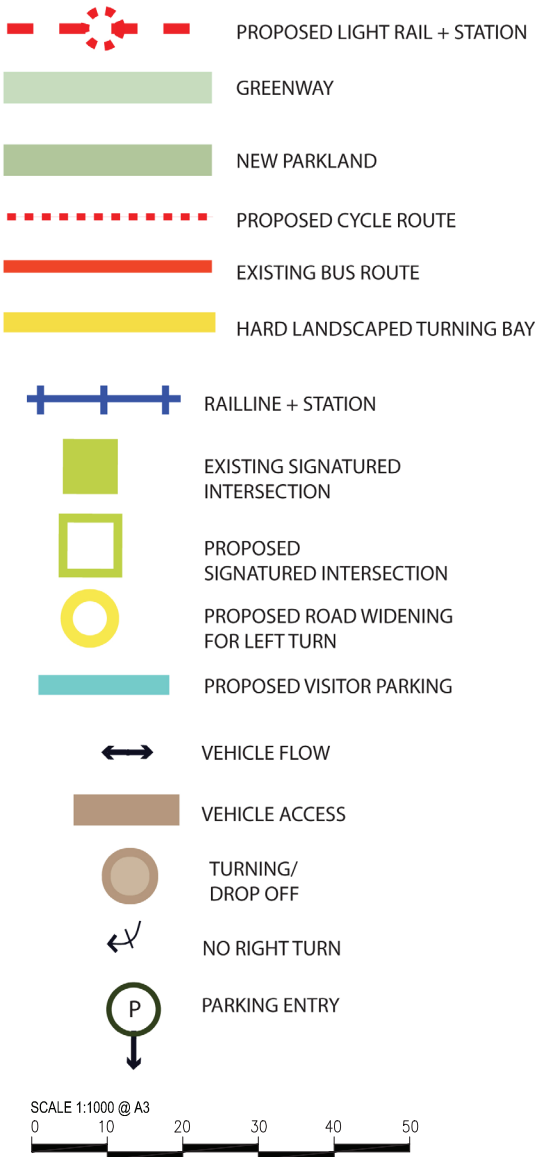


# 12.3\_SUBJECT SITE CONCEPT PLAN

## 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
- 9. Additional turning /drop off points





# 12.4\_SUBJECT SITE CONCEPT 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.

- 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 CONCEPT PLAN

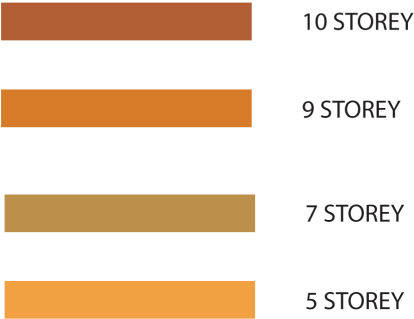
## BUILDING HEIGHT

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.

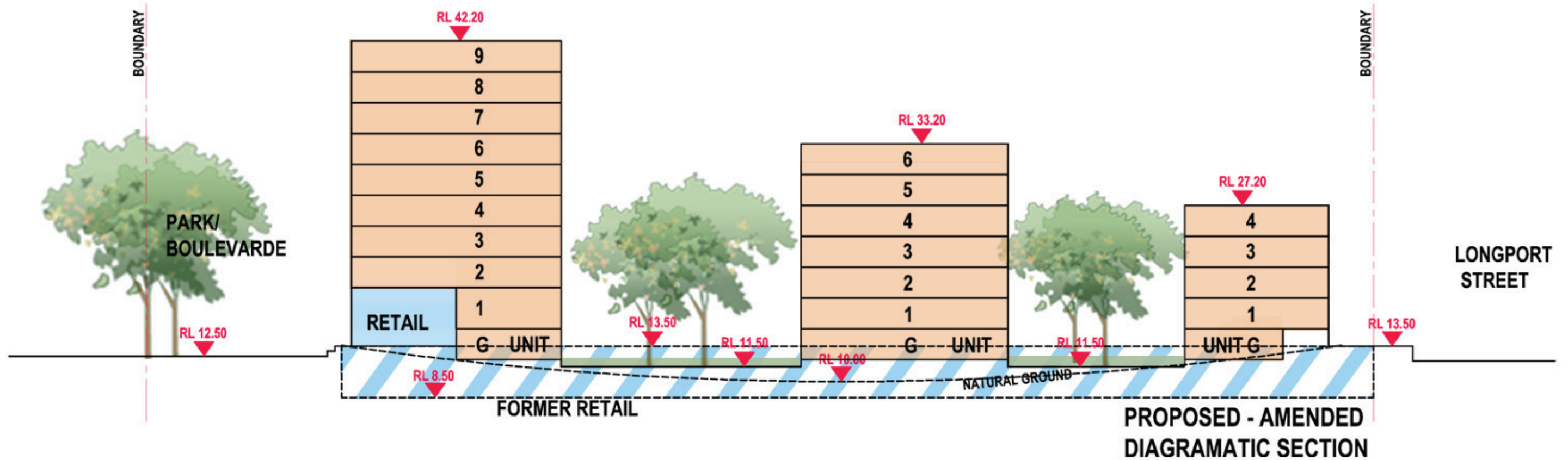
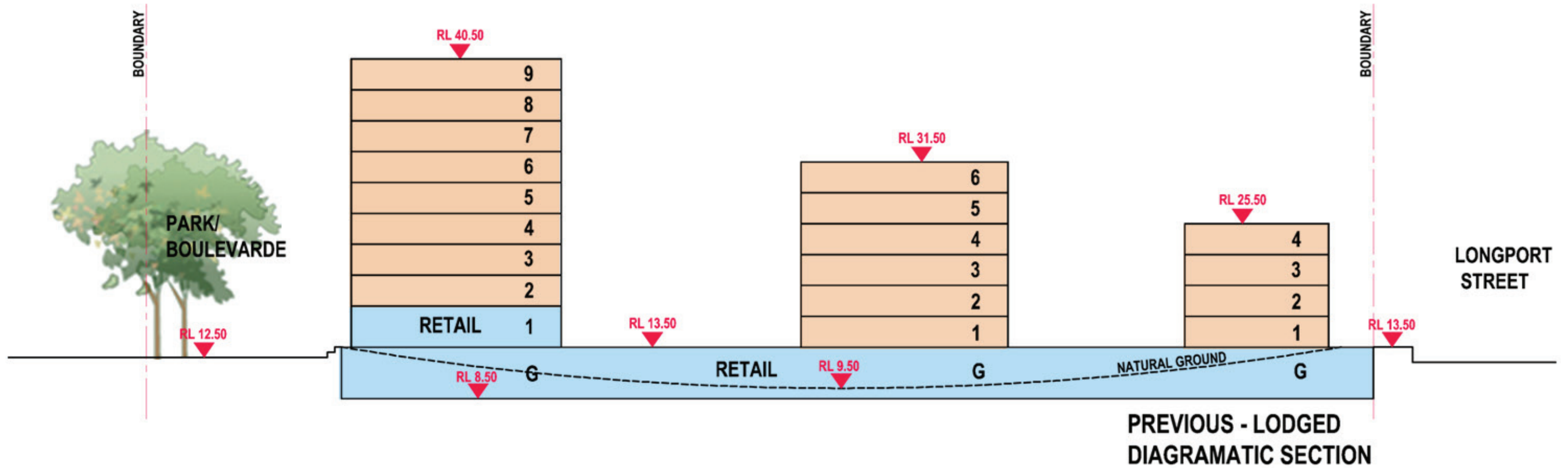
In discussions with council, council planners have suggested that the appropriate scale for the buildings on the railway is around 8 – 9 storey. This is reflected in council's master plan for a similar site in Dullwich Hill as well as councils own master plan for the site which establishes a building height of 10 storey to the railway line.

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





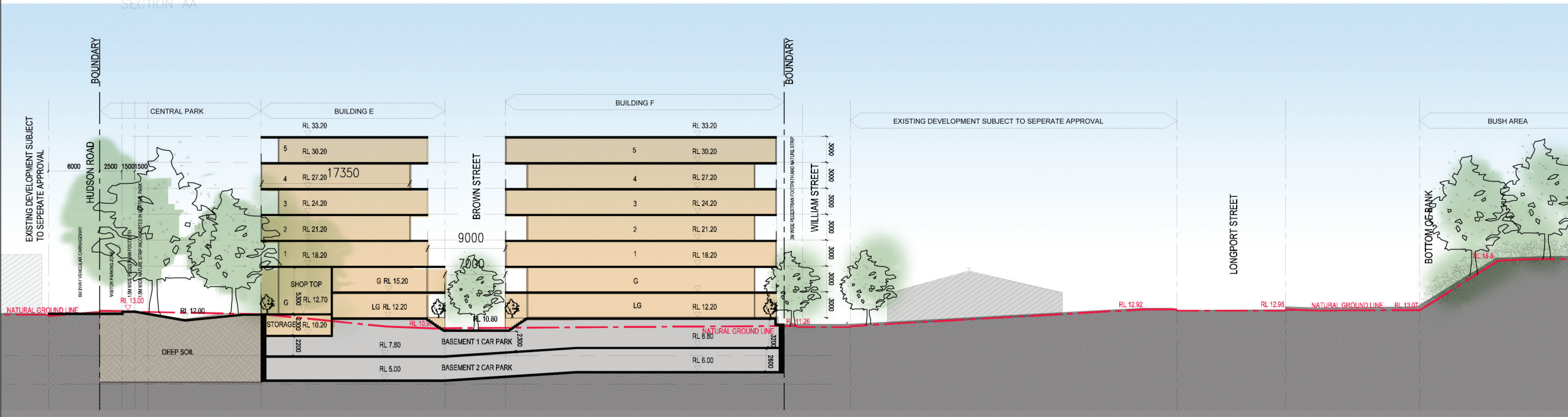
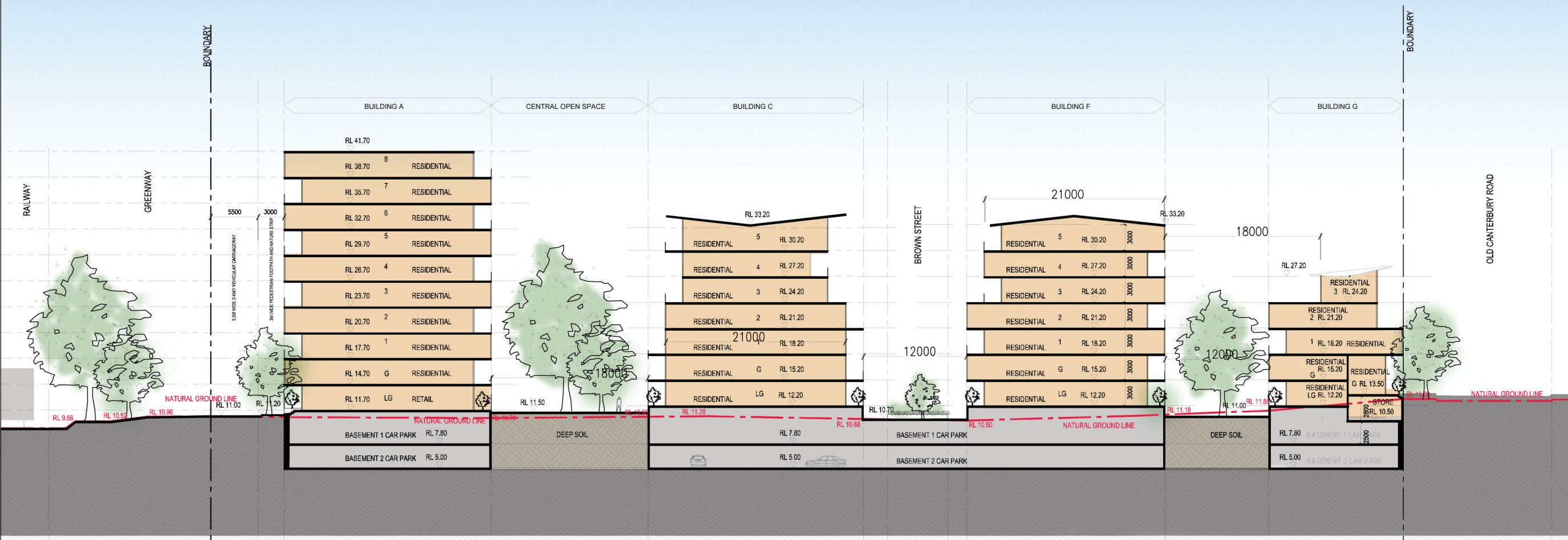
## 12.6\_Comparative Site Sectional Study





12.7\_SUBJECT SITE SECTIONS AA + BB

SECTION



SECTION BB



12.8 SUBJECT SITE SECTIONS CC

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

