

3:00 pm - June 21  
North Facade  
Buildings G-F-C-B  
Revised Masterplan - March 2011

22.0\_Green Space Calculation Analysis

Site Coverage/ Soft Landscape Comparison of Council masterplan, Proposed Concept plan and Dec 2010 submission.

SITE COVERAGE	TOTAL BUILDING AREA			TOTAL SITE AREA		SITE COVERAGE
Current NOV 2011'	6103.7 m²			13115 m²		46.54%
MAR 2011'	6090 m²			13115 m²		46.44%
DEC 2010'	4976.7 m²			13115 m²		37.95%
HASSEL	5547.5 m²			13115 m²		42.30%

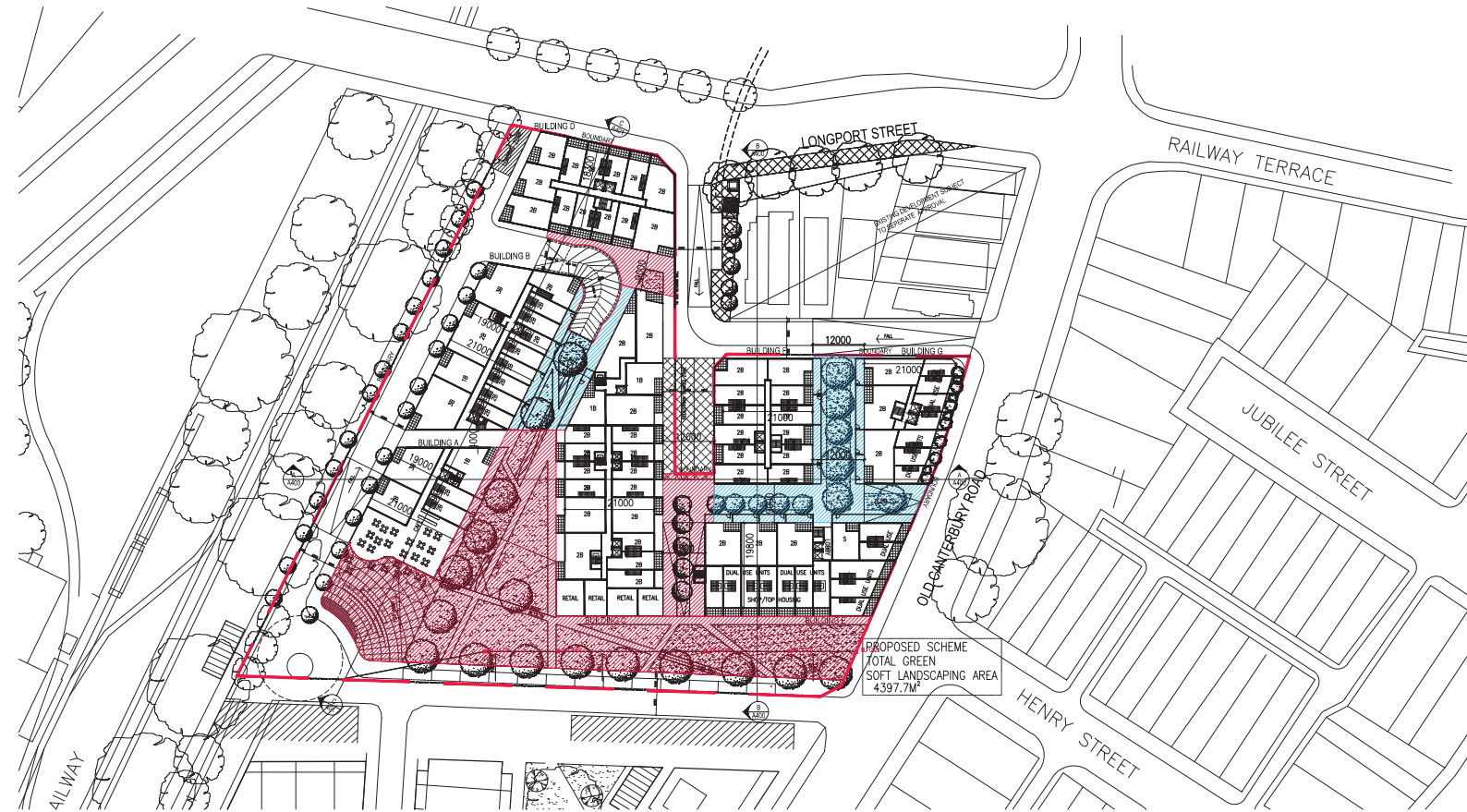
CENTRAL GREEN SPACE	CENTRAL PARK AREA		TOTAL GREEN SPACE		TOTAL SITE AREA		%
Current NOV 2011'	2748 m²		4397.7 m²		13115 m²		33.53%
MAR 2011'	3466.8 m²		5322.3 m²		13115 m²		40.58%
DEC 2010'	3323 m²		5060 m²		13115 m²		38.58%
HASSEL	3032 m²		4451 m²		13115 m²		33.94%

DEEP SOIL	deep soil		TOTAL GREEN SPACE		TOTAL SITE AREA		DEEP SOIL/ TOTAL SITE AREA %	DEEP SOIL/ TOTAL GREEN SPACE %
Current NOV 2011'	2088.5 m²		4397.7 m²		13115 m²		15.92%	47.49%
MAR 2011'	1979 m²		5322.3 m²		13115 m²		15.09%	37.18%

## 22.1\_Green Space Calculation Analysis

## Proposed Concept plan Green Space Area Diagram

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



PROPOSED SCHEME TOTAL GREEN SOFT  
LANDSCAPING AREA DIAGRAM

PRIVATE OPEN SPACE 1300.7M2  
PUBLIC OPEN SPACE 3097M2

TOTAL GREEN SOFT  
LANDSCAPE 4397.7 m2



PROPOSED SCHEME CENTRAL GREEN  
SOFT LANDSCAPING AREA DIAGRAM

CENTER GREEN SOFT  
LANDSCAPING AREA 2748m2

[illegible]

**Disclaimer**

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**Notes**

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WHERE ANY DISCREPANCY EXISTS BETWEEN FIGURED AND SCALED DIMENSIONS, THE FIGURED DIMENSIONS SHALL PREVAIL

BUILDER TO CHECK ALL SITE DIMENSIONS PRIOR TO FABRICATION OF FITMENTS

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Legend

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Client	
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Project	LEWISHAM INDICATIVE CONCEPTUAL PLAN
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Project address

McGILL STREET PRECINCT

Key plan

LONGPORT ST

GREEN WAY

NEW CANTEBURY ROAD

N

Scale SCALE 1:500 @ A3 Date OCT 2011

0 2.5 5 7.5 10 12.5

CHASSIS-3000

Drawing title PROPOSED SCHEME  
GREEN LANDSCAPE AREA DIAGRAM

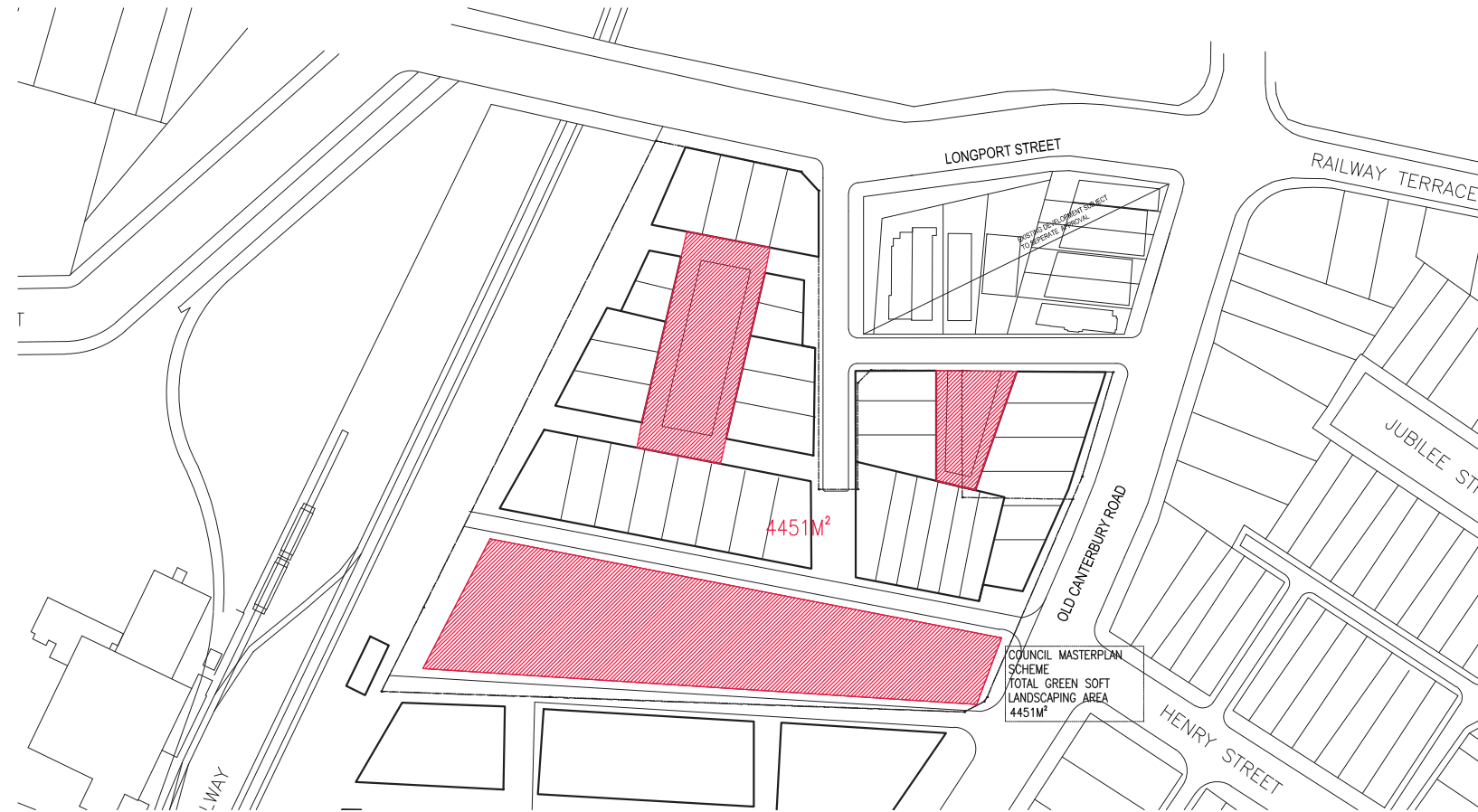
Project no. 815	Drawing no	Rev
Drawn -	800	D
Drawing status		
CONCEPT PLAN		



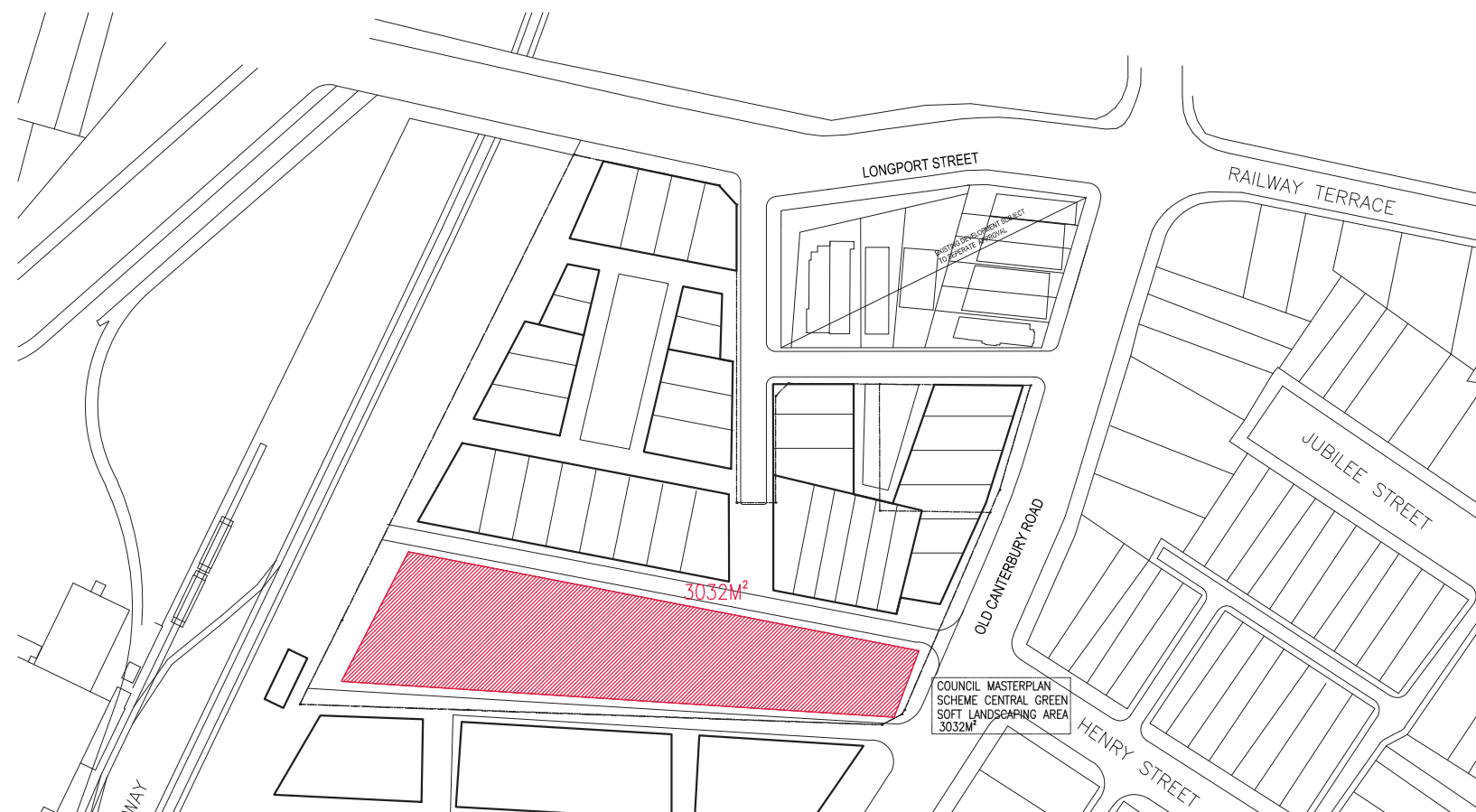


## 22.3\_Green Space Calculation Analysis

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



COUNCIL MASTERPLAN SCHEME TOTAL  
GREEN SOFT LANDSCAPING AREA DIAGRAM

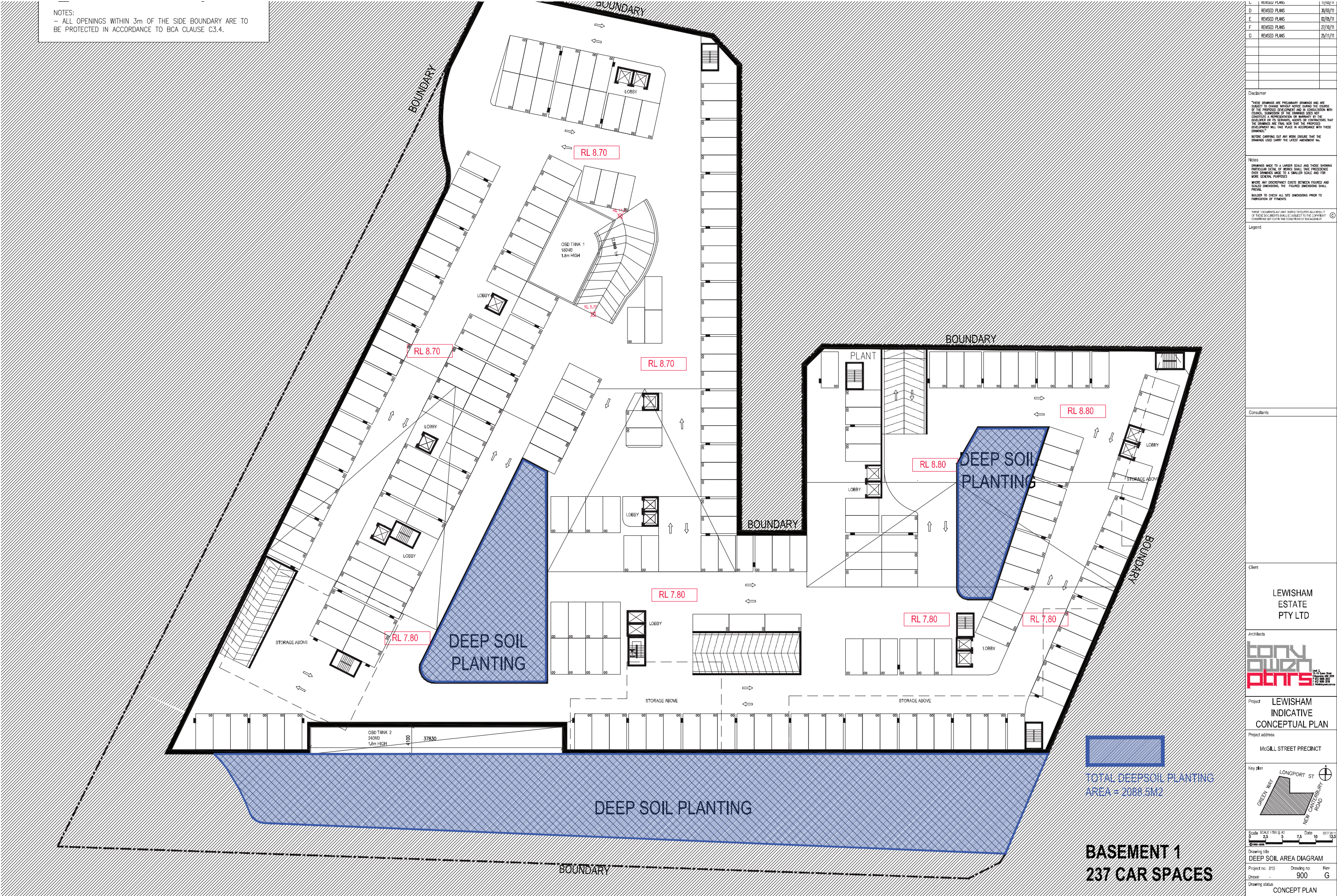


COUNCIL MASTERPLAN SCHEME CENTRAL  
GREEN SOFT LANDSCAPING AREA DIAGRAM

[illegible]



22.4\_Deep soil Calculation Analysis



**BASEMENT 1**  
**237 CAR SPACES**

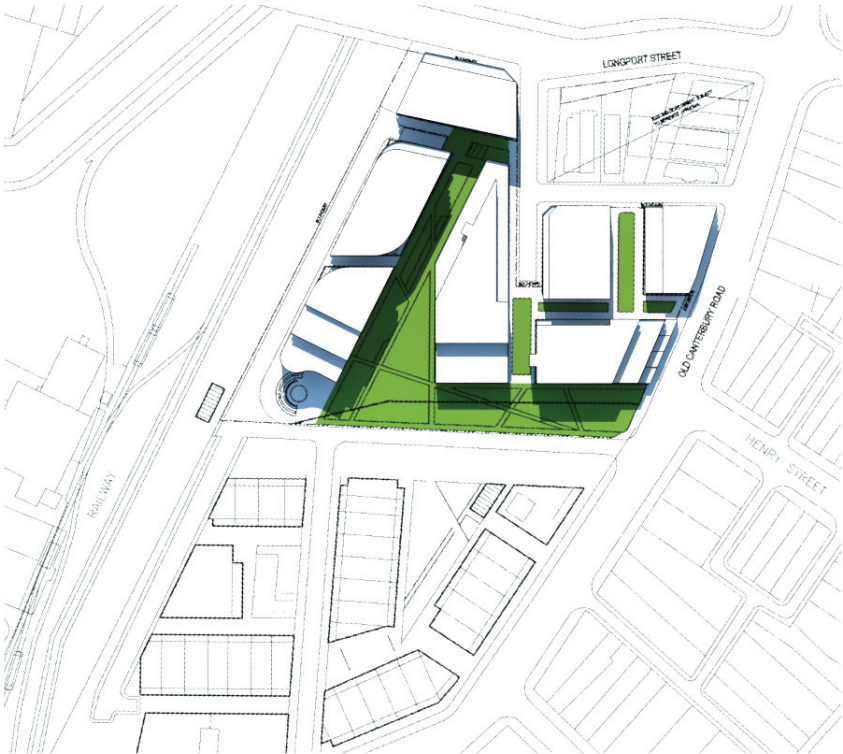


23.1\_Shadow Diagrams

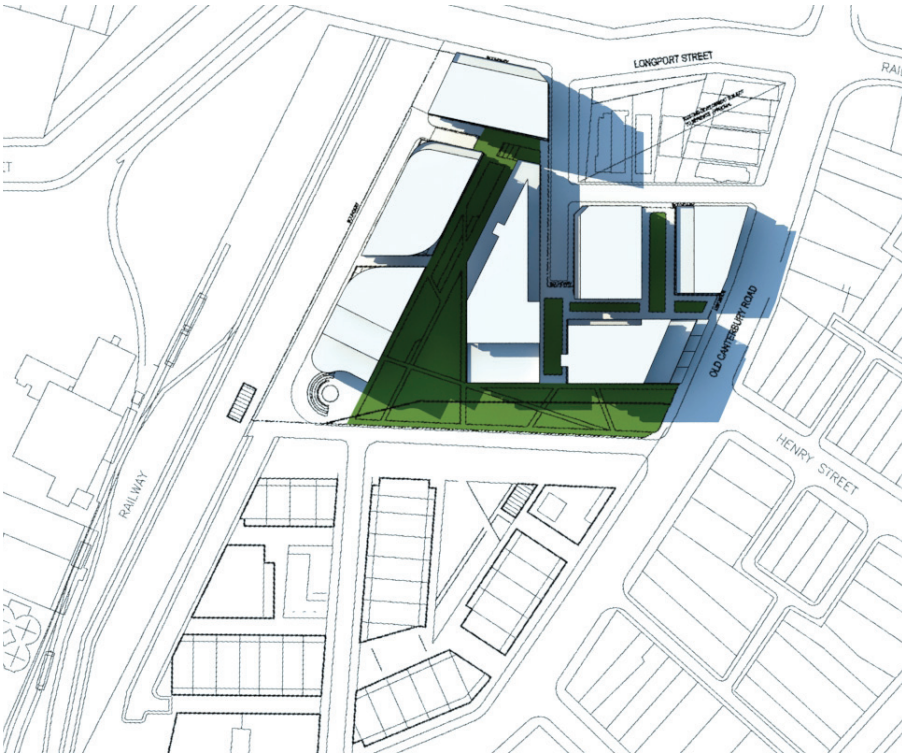
21st March - Equinox



21 March 9am



21 March 12nn

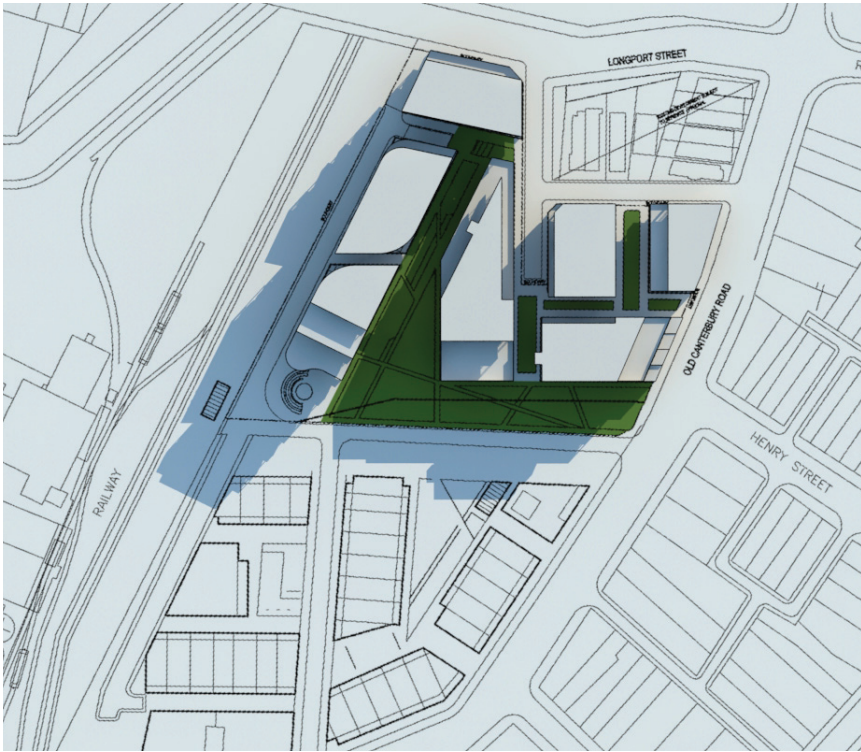


21 March 3pm



23.2\_Shadow Diagrams

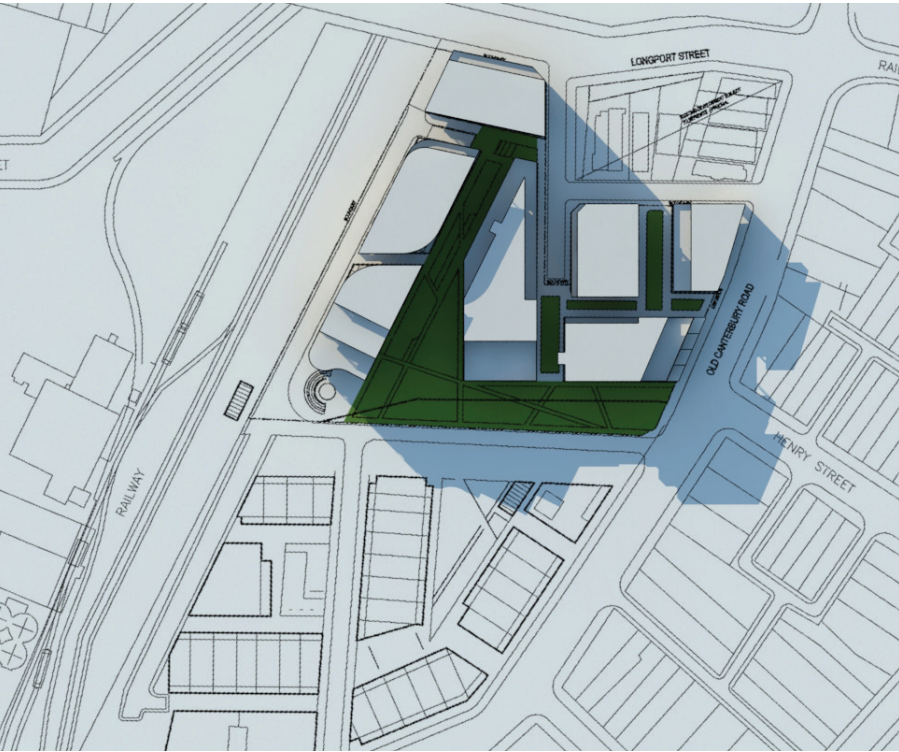
21st June - Winter



21 June 9am



21 June 12nn



21 June 3pm



23.3\_Shadow Diagrams

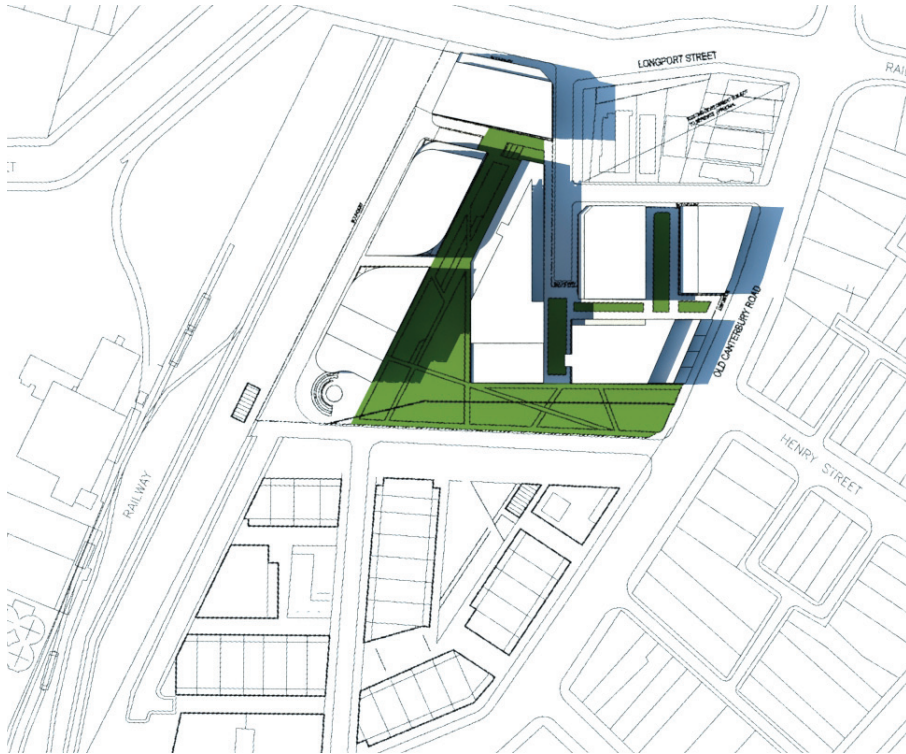
21st December - Summer



21 December 9am



21 December 12nn



21 December 3pm

## 24.0\_Comparison between the McGill Precinct Master Plan prepared for Marrickville Council and proposed PPR planning submission scheme

### Introduction

This study outlines the major differences between the performance of the proposed Master Plan at Old Canterbury Road and Longport Street, Lewisham for submission as part of the PPR and the McGill Precinct Master Plan prepared for Marrickville Council.

Following successive changes to the proposed master plan design, there are on the surface very few difference between the two plans. Both include a large central green space on the subject site. Both master plans have buildings ranging from 4,6 and 8 storeys with a maximum height of 9 storeys above average ground floor level. Both plans have buildings of similar depths which are used to define central green spaces in roughly the same locations. Both plans have a 4 storeys street wall to Canterbury Road. Both plans have a continuous wall of buildings along the greenways light rail frontage set back approx. 10m behind an access road. Both plans utilize retail and home office uses along the northern perimeter of the green space to activate this major circulation zone. Both plans have a degree of permeability to the existing urban fabric and the proposed Greenways amenity.

This comparison compares the scheme under the criteria of the Residential Flat Design Code under SEPP 65. These points are as follows:

Site Planning and building location

### Central Park

Following successive redesigns of the proposed master plan, both include a large central green space on the subject site.

#### McGill Precinct Plan

The McGill Precinct Plan (MPP) has a continuous wall of buildings on the northern perimeter of this park. As a result there will be significant overshadowing of this park and diminished value as a residential amenity.

#### Lewisham Estates Master Plan

The Lewisham Estates Master Plan (LEPM) Orients the central building C north south. This has the benefit of opening up the central park so it is addressed by the buildings ion the north western precinct. This creates significantly more green space which is addressed by significantly more units. In addition this reduces the extent to which the central park is overshadowed by buildings to the north. The calculations show the LEPM has a greater amount of green space in the central park area and the whole site. The provision of a large plaza adjoining the light rail station creates a civic centre for the development and a gateway to the light rail for the community at large.

### Site Planning

#### McGill Precinct Plan

The MPP is characterized by a tight configuration of buildings which define internal private green spaces. This results in a plan which is more closed off from the surrounding neighborhood with less public access to communal open space. The MMP has less buildings

facing the Greenways, thus fewer units can benefit from this amenity.

#### Lewisham Estates Master Plan

The LEMP also uses buildings to define green space. However these spaces are less tightly enclosed and some like the central space are liked directly to the central park and are more readily accessible to the community. It appears that the ere is a higher proportion of open space that is for the private use of residents in the MPP as compared to the LEMP where there is a higher proportion of green space available to the community. As a result the LEMP has greater permeability. It creates better linkages between the site and the surrounding neighborhood and to the Greenways park and light rail. There are a greater number of through site linkages connecting the Greenways park and light rail to the surrounding neighborhood. It has been designed in consultation with Sydney Light Rail and NSW Rail to maximize the connectivity and linkage between the Lewisham train station and the light rail. This is enhanced with the provision of some retail and activation along this route. The LEMP has a greater proportion of units facing the Greenways and benefiting from this amenity.

### Traffic and Circulation

The road networks for the 2 plans are quite similar and are designed to maximize the address points for all buildings and maximize the access to basement parking and loading.

#### McGill Precinct Plan

The MPP contains 2 roads in the central space. This creates 2 intersections in very close together on Old Canterbury Road. Discussions with the RTA suggest that this is an unsafe scenario and would not be permitted.

#### Lewisham Estates Master Plan

The LEMP has a single central road. This is still able to distribute cars to address all buildings and basement parking, however it results in a single intersection to Old Canterbury Road which is more likely to be permitted and more likely that it can be signalized thus helping to alleviate some of the traffic issues that characterize the current site conditions.

### Building Separation

#### McGill Precinct Plan

The MPP appears not to have been designed according to Sepp 65 requirements; as a result it appears that building separations do not comply in a number of instances. In general building separations are smaller than for the LEMP.

#### Lewisham Estates Master Plan

The LEMP has been designed generally according to the requirements of Sepp 65. Lower buildings generally have a building separation of 12m between living areas. Buildings greater than 4 storey are to have a separation of 18m between living areas. Some buildings are closer when living areas face onto blank walls or non habitable spaces. Typically parks, streets and public open spaces are used to provide separation between buildings. The LEMP allows for private courtyards for ground floor units wherever possible. It does not appear that the MMP provides for this.



## 24.1\_Comparison between the McGill Precinct Master Plan prepared for Marrickville Council and proposed PPR planning submission scheme

### **Orientation and solar access**

#### McGill Precinct Plan

The MPP appears not to have been designed according to Sepp 65 requirements. Whilst a thorough study has not been undertaken it appears that the site plan configuration will result in a higher proportion of units being overshadowed. Experience from our own elevation studies suggest this plan is unlikely to achieve minimum sepp 65 requirements for solar access.

#### Lewisham Estates Master Plan

The LEMP has been designed according to the requirements of Sepp 65. Section 20.4 contains full solar elevation studies of all proposed buildings, and section 23; shadow diagrams. These studies demonstrate that a ration of 73% of units can achieve required solar amenity.

### **Privacy and overlooking**

In some areas the MPP seems to have less building separation and the tighter configuration results in more units facing each other and tighter corners. This will result in poor privacy and overlooking in some cases. In general, however, both schemes allow for adequate privacy and minimize overlooking.

### **Pedestrian and Cycle Routes**

Both schemes are designed such that they are capable of providing pedestrian and cycleway linkages to the surrounding streets.

### **Streetscape Activation**

Both plans provide for streetscape activation fronting the central green space. However the LEMP has located shop top housing and home office along Old Canterbury Road which will help to activate the streetscape on this thoroughfare and maintain some of the commercial character that the site currently enjoys.