



CONCEPT MASTER PLAN
7 CONCORD AVE, CONCORD WEST
JULY 2018

INTRODUCTION

The master plan has been updated in response to Gateway and further review of flood mitigation and modelling.



The site has a series of overlays that provide both opportunity and constraints in considering the Master plan.

OPPORTUNITIES

- Located less than 300m from Concord West Neighbourhood Centre.
- Located within 250m of Concord West train station providing an excellent public transport link.
- Close proximity to high quality open space and recreational facilities of Powells Creek Reserve, Bicentennial park and Olympic Park.
- Excellent views of Bicentennial park and potential water views from upper floors towards Parramatta River. Potential to enhance existing recreational opportunities and linkages for active transport.
- Nominated for renewal in the Parramatta Road Urban Transformation Strategy being within the Homebush Precinct.
- Located in the Olympic Park Lifestyle Super Precinct in the Greater Parramatta and the Olympic Peninsula (GPOP) collaboration area

CONSTRAINTS

- Limited vehicle access to the Concord West precinct and the site by a single feeder road (George Street).
- Limited pedestrian access to Rhodes Town Centre and no direct vehicle access through Liberty Grove.
- Noise and visual impacts from Homebush Bay Drive to the west of the site.
- Adjacent low density to the east limits height along the eastern boundary with potential overshadowing and privacy impacts.
- Current entry to the site is restricted to a single entrance on Station Ave.
- Located in a flood affected area.



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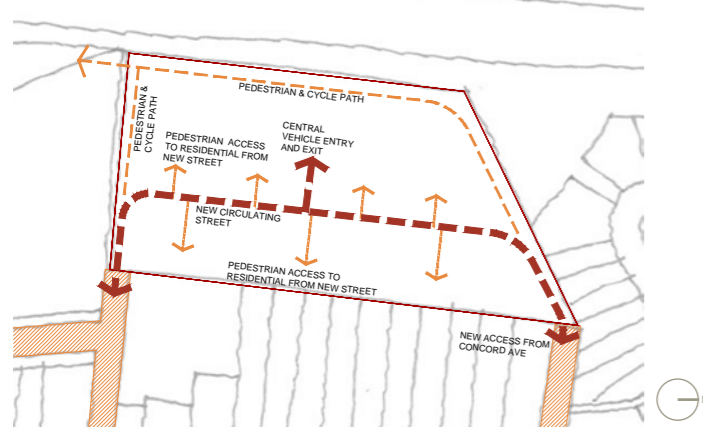
DESIGN RESPONSE

The master plan was developed around four major guiding principles which are consistent with the intent of the Concord West Precinct Master Plan:

- Access and circulation
- Height and setbacks
- Landscape and open space
- Flooding

The development of each of these guiding principles have provided valuable input on how the master plan should relate to the site, environment and its surroundings.

They each ensure that the proposed development will have excellent amenity as well as maintaining amenity to the neighbours.



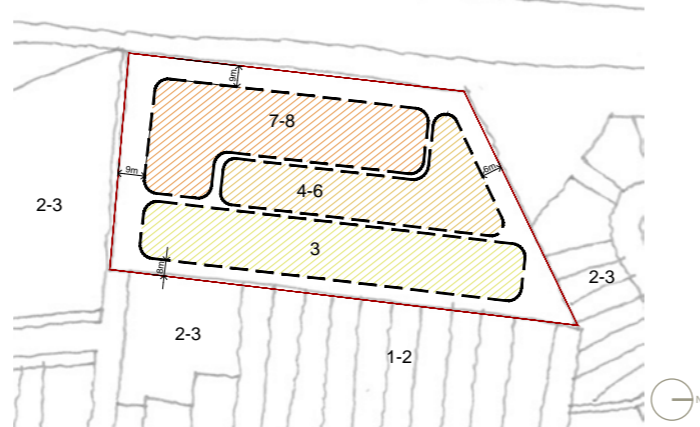
ACCESS AND CIRCULATION

A new street is introduced to the site to link the western ends of Station Ave and Concord Ave. This new tree lined street will become the primary circulation path for vehicles and pedestrians within the development. It will provide access to underground parking. Pedestrians will also utilise this street to enter the residential buildings.

Active surveillance will be provided by overlooking residences to ensure the street is safe and secure.

The proposed new street also has the added advantage of removing two dead ends of Station Ave and Concord Ave to provide a formal loop to those streets. This will enhance the usability and accessibility of the existing road network.

A new bicycle / pedestrian link is proposed along Homebush Bay Drive linking to Station Ave, Concord Ave and the pedestrian link to Liberty Grove.



HEIGHT AND SETBACKS

The building height strategy has been developed to minimise any adverse impacts to the surrounding neighbours.

The eastern most portion of the site will generally have a height limit of 3 storeys to respond to the bordering low density residences. This will minimise potential overshadowing and privacy impacts.

Liberty Grove development immediately to the north is generally 2 storeys in height on top of a 2m high retaining wall. It is proposed that the northern boundary of the site be limited to 4 storeys.

Homebush Bay Drive is located along the western boundary of the site with Bicentennial Park further West. Homebush Bay Drive is the main source of noise to the site. Building heights of up to 8 storeys is suitable and subject of master planning process. The building will form an acoustic barrier to buffer the noise from the rest of the site. The eight storey building is positioned away from the existing low density houses so that it will not cause any overshadowing or privacy issues. The western building will have excellent amenity in the form of park and district views from upper floor apartments.

Building setbacks to be designed in line or exceed the requirements of State Environmental Planning Policy 65.

A setback of 9m to the south is proposed to allow for the future development of adjacent property to the same height without compromising its amenity. A setback of 9m is proposed to Homebush Bay Drive to provide usable outdoor space and buffer zone.

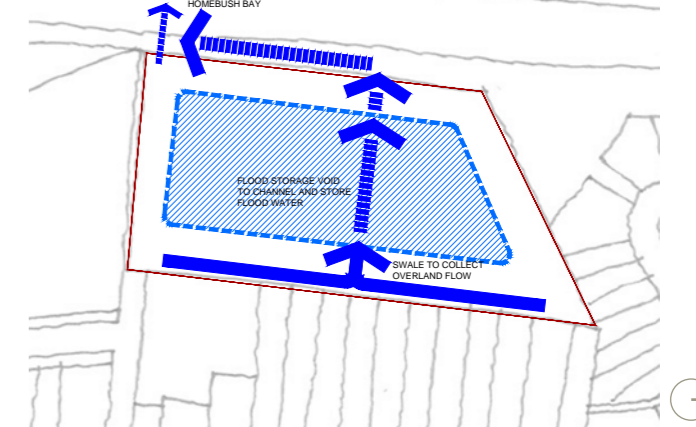


LANDSCAPE AND OPEN SPACE

It is essential to create a planted buffer zone to the perimeter of the site. This will not only screen the proposed development but also provide an important environmental resource providing a habitat for local wildlife and mitigate pollution. To the north is the back of Liberty Grove development and its 3m high retaining wall. To the west is Homebush Bay Drive which is a source of noise pollution and visually unappealing. An industrial warehouse is located to the south of the site. Screening is also required to the east from the townhouses and low rise dwellings to provide privacy.

The creation of courtyard space is integral to any design solution by providing usable outdoor space. The roof top garden with a barbecue area is an excellent outdoor space and opportunity for social interaction between residents. The courtyard allow solar access to surrounding apartments and provide excellent amenity by the provision of green space that can be enjoyed by the residents and visitors.

The provision of outdoor open space also provides the opportunity to articulate the facade of long building. By strategically positioning open space as well as separation between buildings, allows views out from the open spaces and reduces the visual impact of the buildings.



FLOODING

The site is subject to flooding which is largely associated with the Homebush Bay Drive embankment, significant considerations were given to ensure the proposed development will not have any adverse impacts on flood water level both on and adjacent to the site.

All habitable spaces are designed to be above 1 in 100 ARI level with sufficient freeboard to comply with council requirements as well as potential impact of climate change. On-site refuge areas have been allowed for in the upper levels of the development to provide refuge in the unlikely event of flooding.

A swale is designed inside the eastern boundary, that will capture any potential overland flow that could enter from the east. A flood storage void has been designed above the basement carpark. Any potential flood water will be directed into the flood storage void and drain into existing culvert under Homebush Bay Drive.

This proposal will improve the current drainage conditions to the east by removing the current building that is acting as an overland flow impediment and the improved drainage method will allow water to drain quicker than it currently does.



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DESIGN RESPONSE
ANTONIADES ARCHITECTS

Concord West Master Plan	Planning Proposal
Primary Built Form Principles	
Height – the tallest buildings are to be located in areas where there will be no significant impacts (especially in regards to solar access and privacy) to existing low scale residential dwellings with a gradual transition in building height to step down to the boundary to existing properties.	The tallest buildings are located on the western edge of site 1 with height step down towards the east in a gradual transition to existing low scale dwellings. The height of building to the north of the communal open space were reduced in order to maximise solar access to the open space.
Interface – where new buildings are adjacent to or across from existing low scale residential dwellings a maximum height of 4 storeys will be applied.	Where new buildings are adjacent to existing low scale residential dwellings to the east, the height of buildings are 3 storeys along the east and 4 storeys along the north to minimise any adverse impact to the neighbours.
Front Setbacks – In order to achieve a unified street character throughout the study area a 6m front setback to public streets has been applied to reflect existing residential setbacks.	The site has no existing street frontage. A setback of 2.5 – 4m has been designated to the new street through the site.
Connections – where indicated new through site pedestrian links are proposed to provide greater pedestrian connectivity to open space and the new Canada Bay Public School. New share ways and streets are proposed to provide vehicular & pedestrian links through sites to better connect the neighbourhood as a whole.	New pedestrian / bicycle path around the perimeter of the site will connect to pedestrian link zone west of site 2. The proposed new street through site remove 2 dead end streets by completing the circuit, improving connections and access to the neighbourhood.
Passive Surveillance – buildings must address all streets, share ways, footpaths, pedestrian links, parks and any other publicly accessible areas. This can be achieved through directly accessible building entries, the more numerous the better, balconies, ground level gardens, widows and a close physical relationship to the public areas.	All building entries are directly accessible from the street or communal open spaces. Passive surveillance is provided by living areas of the apartment overlooking the street and communal open spaces.
Building Articulation – where indicated upper level setbacks are applied to reduce the visual bulk of a building. Buildings should also not be excessively long without a modulated façade that visually breaks down the scale of the building.	Buildings over 4 storeys are setback at the upper levels as part of the building height transition strategy. Building massing and façade treatment are well articulated to break down the visual scale of the building.
State & Local Environmental Planning Policies – in addition to the master plan new buildings will need to consider SEPP65 and the Canada Bay DCP for Residential Flat Buildings.	The proposed buildings exceed the requirements of SEPP65 and Canada Bay DCP.
Dwelling number – 255 units	261 units
Zoning – R3 Medium Density Residential	R3 Medium Density Residential
Maximum FSR – 1.6:1	1.63:1
Maximum Building Height – 25m	25m
Built Form Control	
Interface Heights 2-4 storeys to east and north	3 storeys to the east, 4 storeys to the north
Transition Heights 5-6 storeys	Transition height 4-6 storeys
Internal Heights 7-8 storeys along Homebush Bay Drive	Internal heights 8 storeys along Homebush bay Drive
Setbacks	
8m setback to the east	8m setback to the east provided
6m setback to the north	6m setback to the north provided
9m setback to the west	9m setback to the west provided
18m building separation zone to the south	9m setback to the southern boundary which would allow for 18m building separation to the south

CONCORD WEST MASTER PLAN



PLANNING PROPOSAL



Building height comparable to master plan

Flood management result in improvement over existing conditions

Communal roof terrace provide out door space and encourage social interaction

Additional solar access to communal open space compare to master plan

Perimeter pedestrian and bicycle path connect to new north south link

Provide pedestrian and bicycle link as extension to Station Ave through to Homebush Bay Drive



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Numbers Indicate maximum Number of Building Storeys

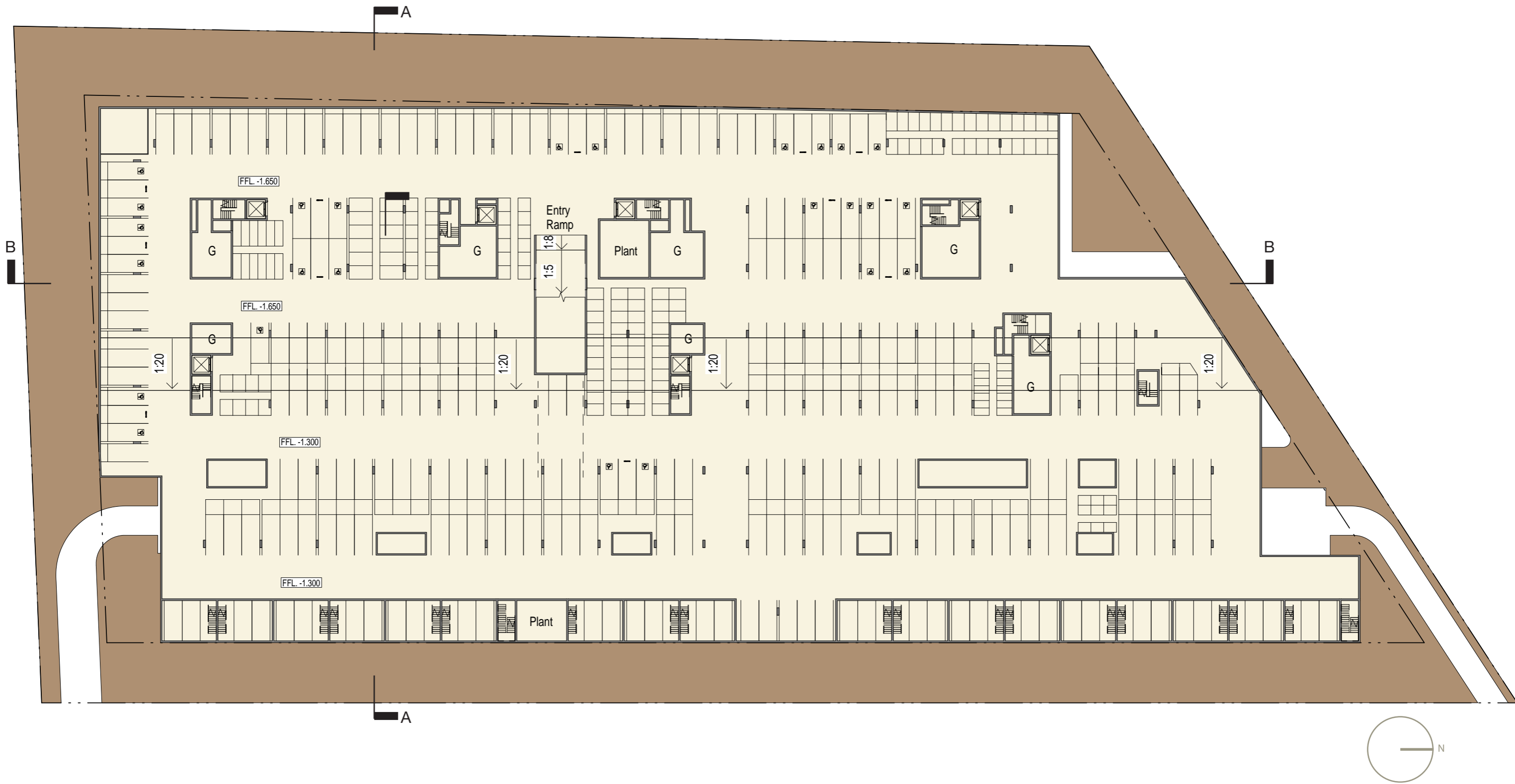


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SITE PLAN
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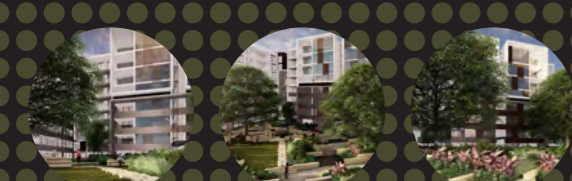
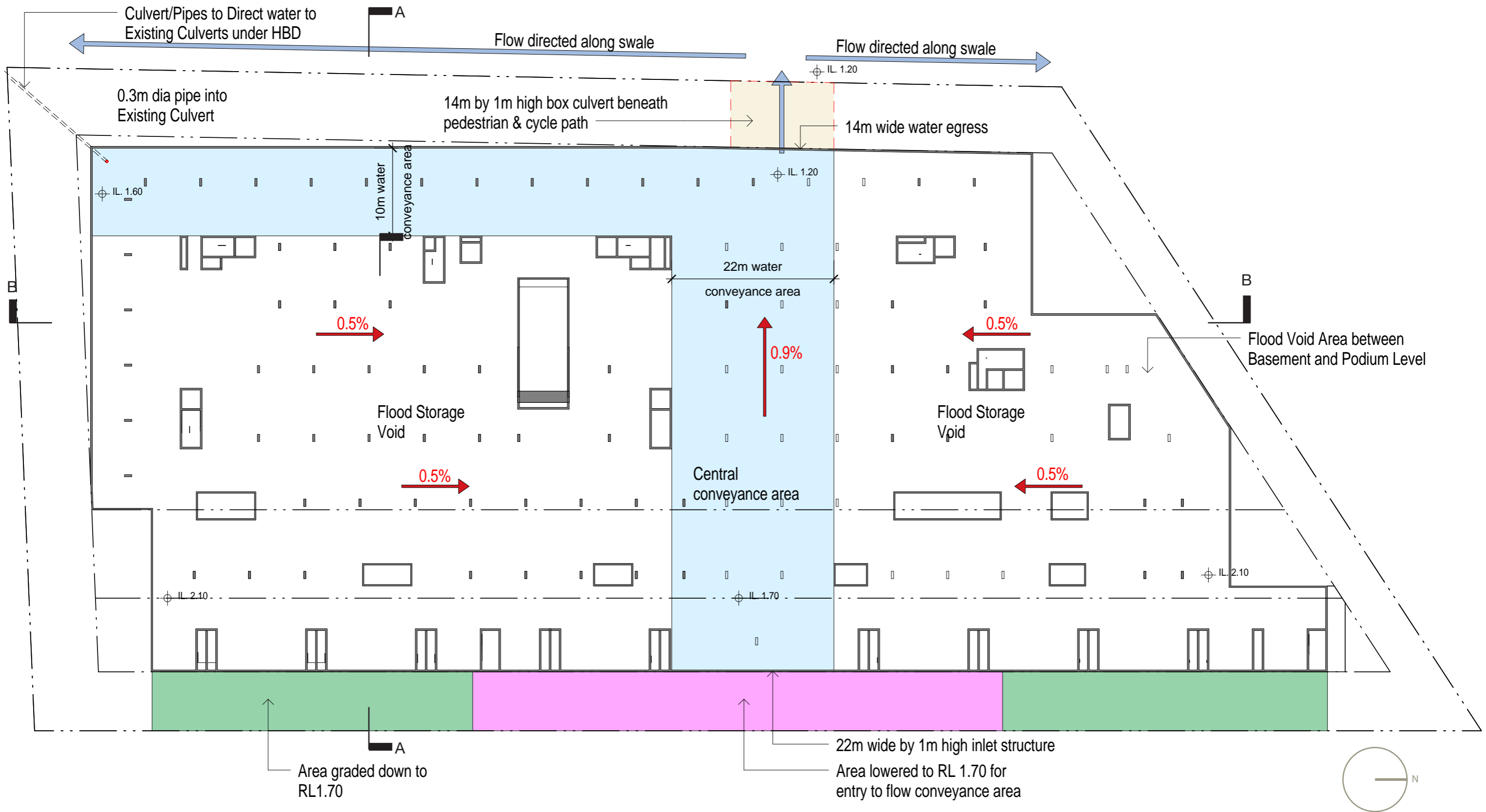


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BASEMENT PLAN
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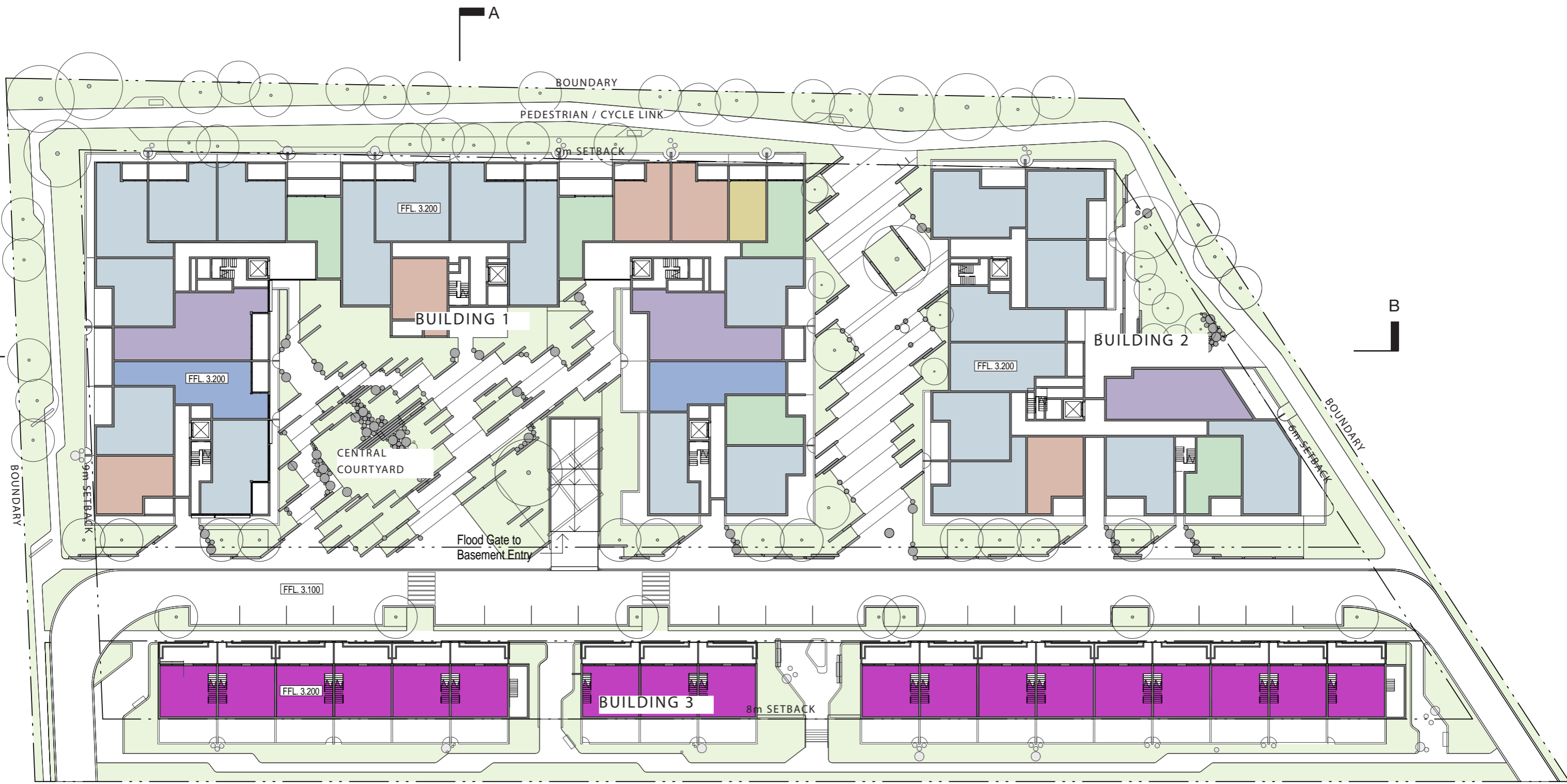


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FLOOD STORAGE VOID
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- 1 Bed
- 2 Bed +
- Shelter
- 1 Bed +
- 3 Bed
- Studio
- 2 Bed
- 4 Bed



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GROUND FLOOR PLAN
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-
 1 Bed
-
 2 Bed +
-
 Shelter
-
 1 Bed +
-
 3 Bed
-
 Studio
-
 2 Bed
-
 4 Bed

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TYPICAL UPPER FLOOR PLAN
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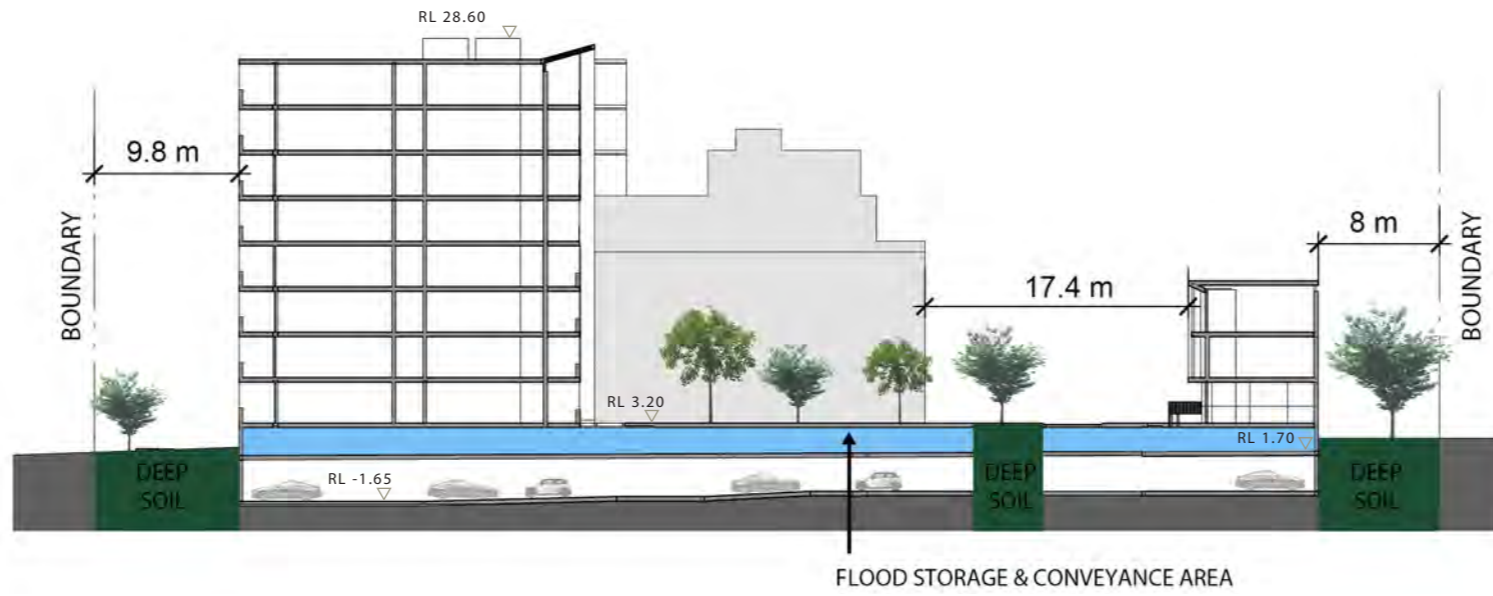
- 1 Bed
- 2 Bed
- 2 Bed +
- 3 Bed
- 4 Bed
- 1 Bed +
- Shelter
- Studio

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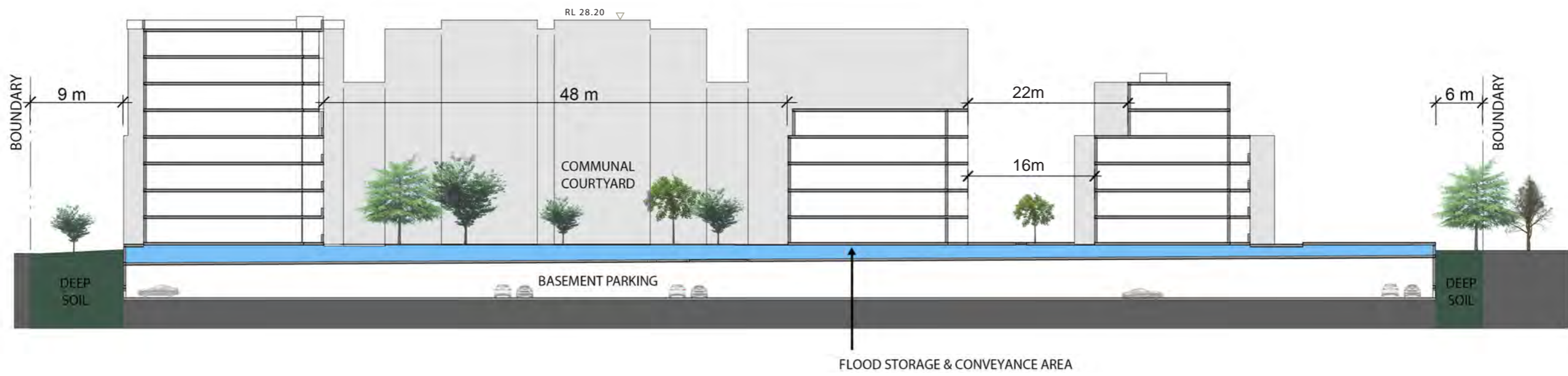
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SECTION A



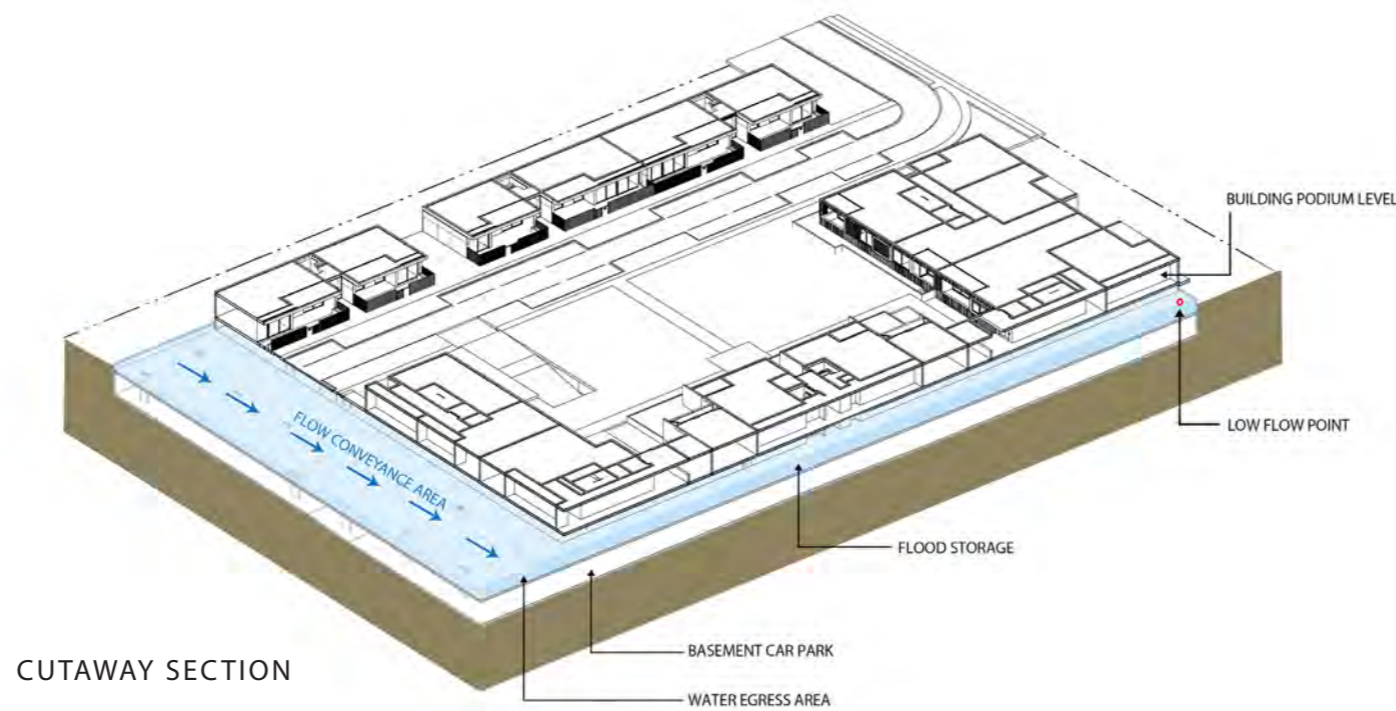
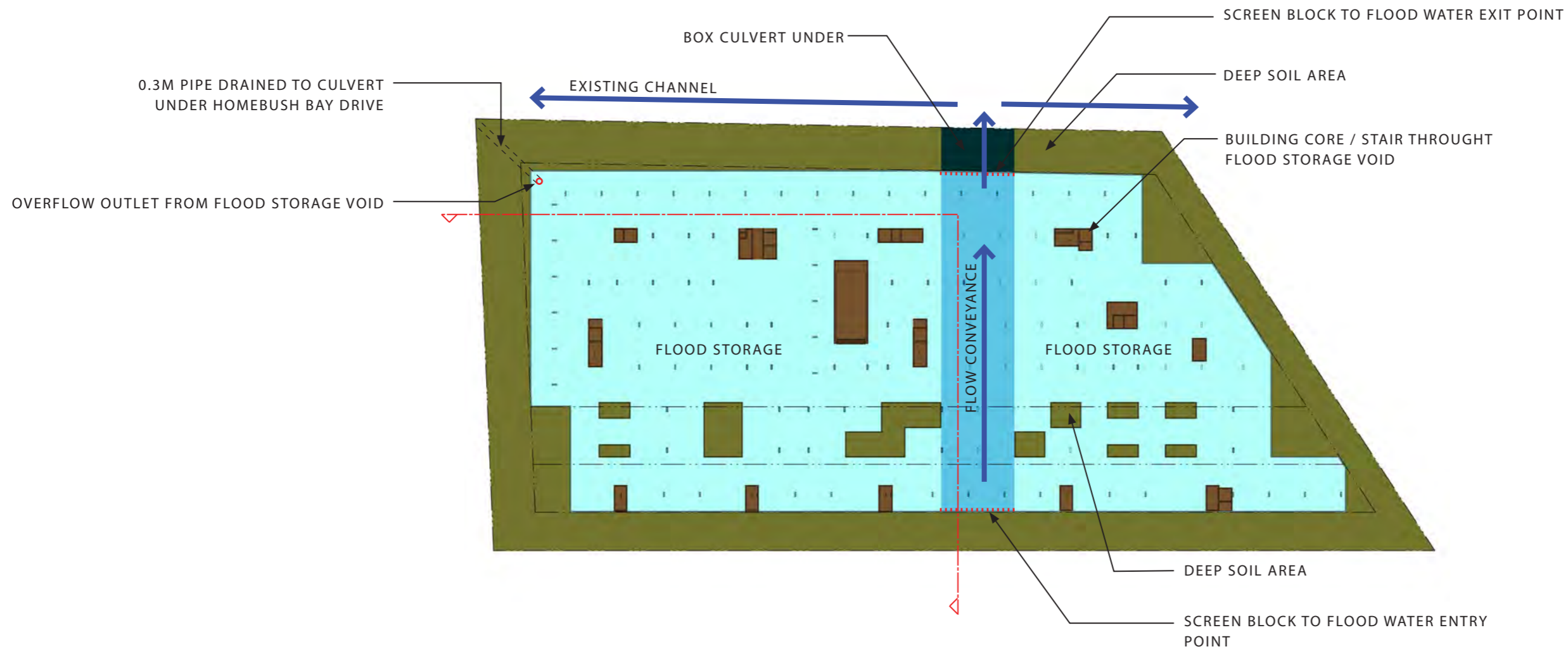
SECTION B



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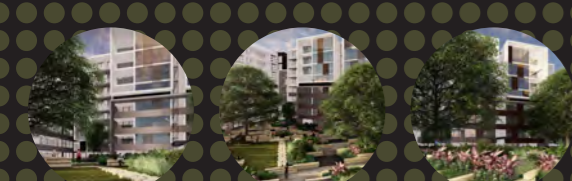
CUTAWAY SECTION

FLOOD MANAGEMENT

A swale is designed inside the eastern boundary, that will capture any potential overland flow that could enter from the east. A flood storage void has been designed above the basement carpark. Any potential flood water will be directed into the flood storage void and directed into existing swales adjoining Homebush Bay Drive. Onsite refuge have been allowed for in the upper levels of the development to provide refuge above the level of the PMF in the unlikely event of flooding.

The screen block are included to prevent access to the conveyance area and will be thoughtfully used as feature architectural components through out the project.

As indicated by the flood study, the proposed flood management will improve condition on site as well as for the neighbouring properties.



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PERSPECTIVE
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PERSPECTIVE
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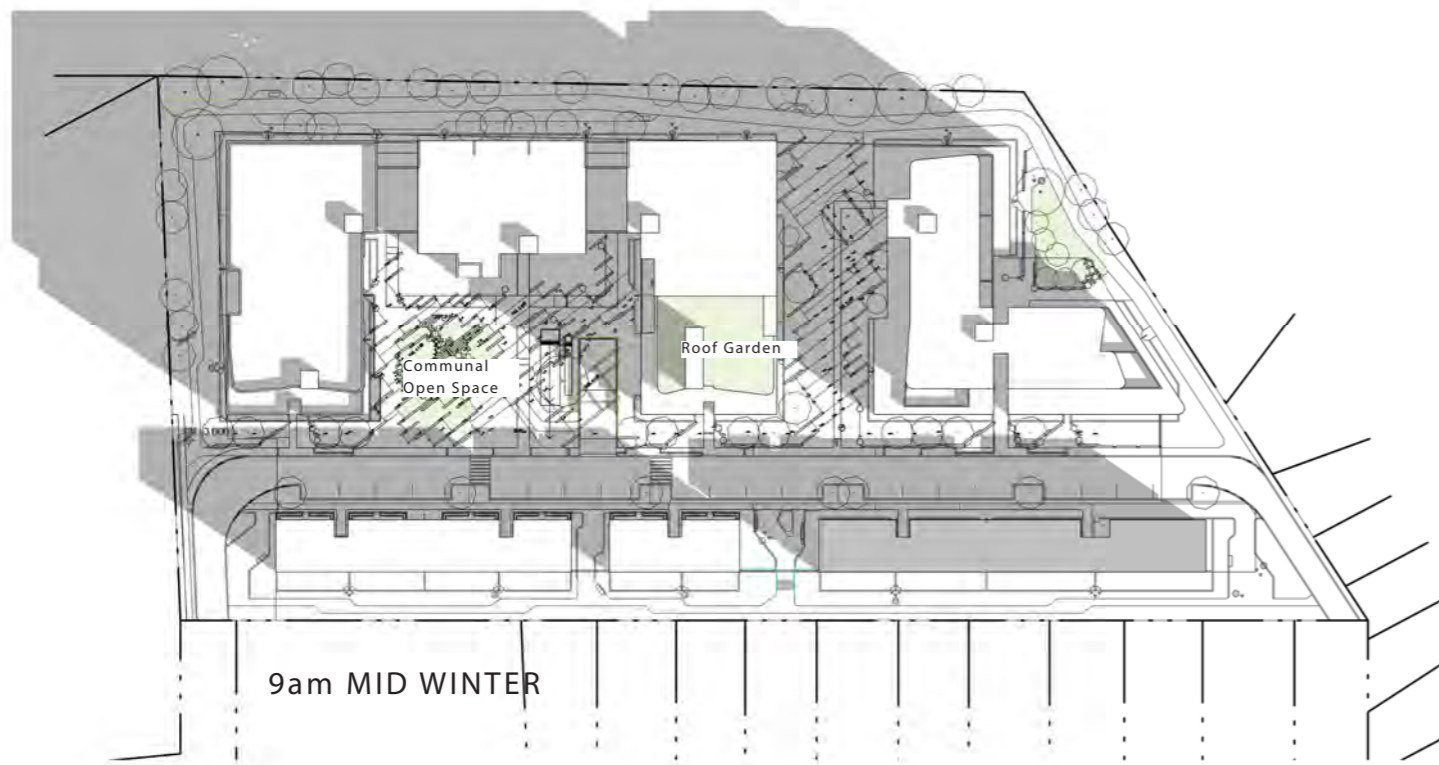
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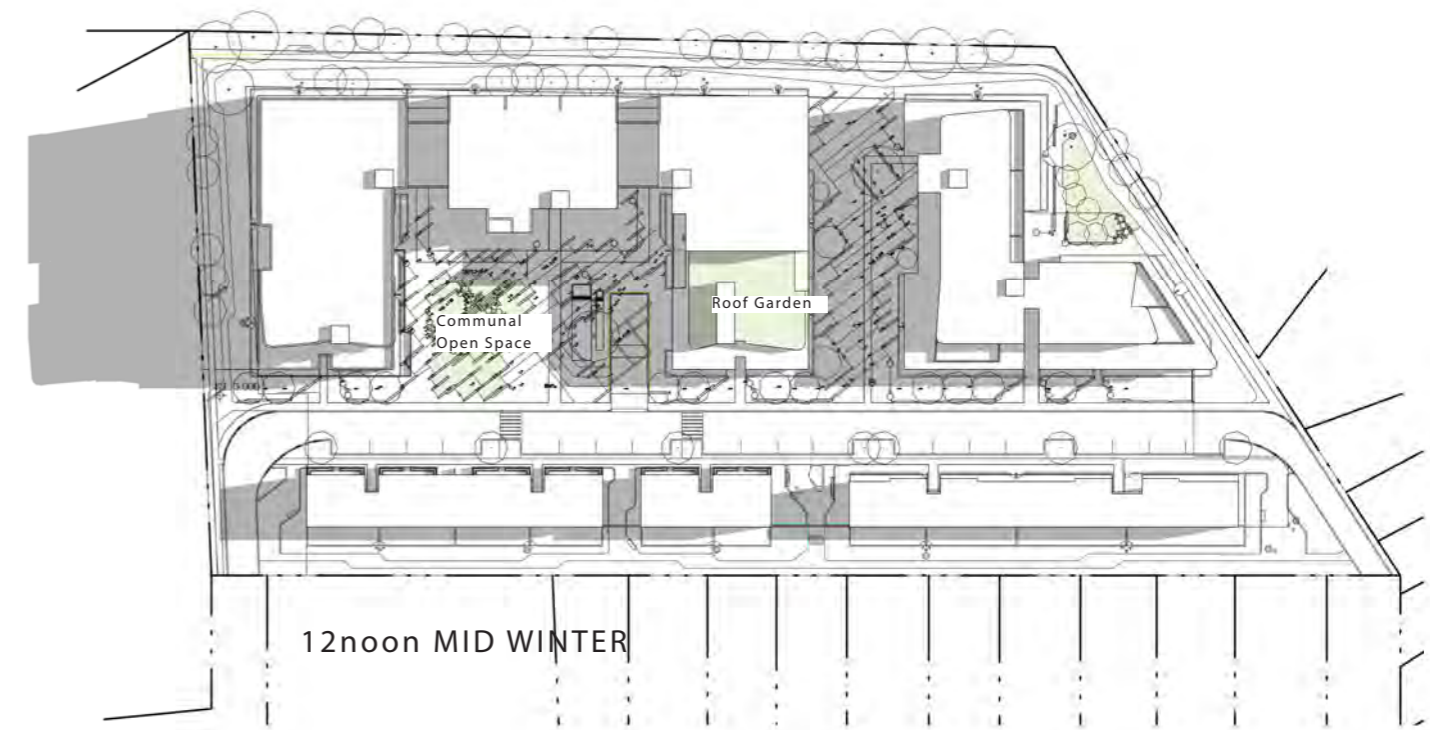
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PERSPECTIVE
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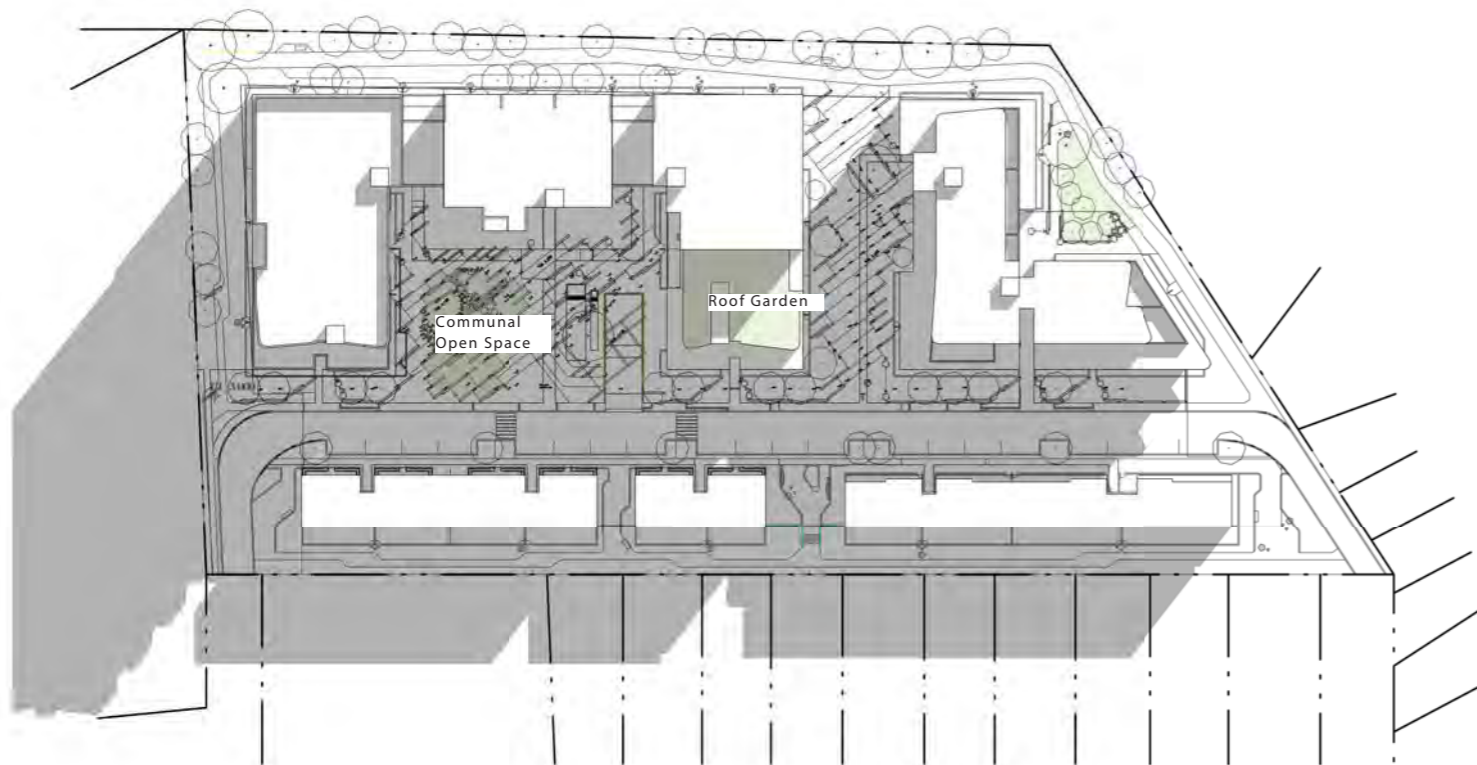




9am MID WINTER



12noon MID WINTER



3pm MID WINTER

SHADOW ANALYSIS

Shadow analysis indicates that communal open spaces have excellent solar access and amenity. In mid winter, the central courtyard would receive minimum of 3 hours solar access while the roof garden and northern courtyard have solar access throughout the day.



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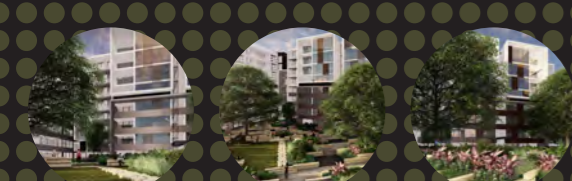
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SHADOW ANALYSIS

ANTONIADES ARCHITECTS

BENCHMARK IMAGES

The proposed development would achieve the quality of the buildings as indicated on these benchmark images.



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BENCHMARK IMAGES
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UNIT MIX

	Building 1						Building 2					Building 3			
	Studio	1 Bed	1 Bed +	2 Bed	2 Bed +	3 Bed	1 Bed	1 Bed +	2 Bed	2 Bed +	3 Bed	1 Bed	2 Bed	3 Bed	4 Bed
Ground Floor	1	4	4	13	2	2	1	1	9		1				18
Level 1	1	5	4	12	1	2		2	9		1				
Level 2	1	2	4	15	2	2		2	9		1				
Level 3	1	2	4	15	2	2		2	9		1				
Level 4	1	1	6	13		3			4		1				
Level 5	2	1	4	12		2		1	3	2					
Level 6			2	13		3									
Level 7			2	13		3									
Level 8															
Total	7	15	30	106	7	19	1	8	43	2	5	0	0	0	18
%	3.8%	8.2%	16.3%	57.6%	3.8%	10.3%	1.7%	13.6%	72.9%	3.4%	8.5%	0.0%	0%	0%	100%
Total	184						59					18			

Total Studio	7	2.7%
Total (1 Bed)	16	6.1%
Total (1 Bed +)	38	14.6%
Total (2 Bed)	149	57.1%
Total (2 Bed +)	9	3.4%
Total (3 Bed)	24	9.2%
Total (4 Bed)	18	6.9%
Total Apartments	261	

AMENITY : SOLAR ACCESS

	2 Hours Solar Access	Cross Ventilation
Ground Floor	37	41
Level 1	24	20
Level 2	24	23
Level 3	23	23
Level 4	23	19
Level 5	20	18
Level 6	16	10
Level 7	16	10
Total	183	164
%	70.1%	62.8%

Solar Access	183	70.1%
Cross Ventilation	164	62.8%

GFA

	Building 1	Building 2	Building 3
Ground	2238	1075	867
Level 1	2232	1081	867
Level 2	2264	1081	867
Level 3	2264	1081	
Level 4	2082	651	
Level 5	1832	591	
Level 6	1689		
Level 7	1689		
Total	16290	5560	2601

Total GFA 24451 sqm

Site Area 15021 sqm

FSR 1.63:1

* GFA measured to internal face of external wall, excluding lift shaft, fire stair, parking, garbage storage and handling facilities

PARKING

	Code	Required	Provided
Studio	0.3	2.1	245
1 Bed	0.5	8	
1 Bed +	0.5	19	
2 Bed	0.9	134.1	
2 Bed +	0.9	8.1	
3 Bed	1.2	28.8	
4 Bed	1.2	18	
Visitors	0.1	26.1	
Total Residents		244.2	
Total Required		244.2	

- Current Achieved GFA figures to be confirmed following design development.
- All figures presented in this chart are preliminary and refer to schematic designs prepared by Antoniades Architects Pty Ltd.
- NSA to property council standard: measured to external face of external wall excludes common spaces, patios, balconies, lift shaft, fire stair, parking, garbage storage and waste handling facilities
- GBA includes the sum of areas at all floor levels, including balcony, mezzanine, and penthouses included in the principal outside faces of the exterior walls without allowing for architectural setbacks or projections
- GFA measured to internal face of external wall excluding lift shaft, fire stair, service riser and void



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PROJECT DATA
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