

Concord West Master Plan

A Balanced Approach

The primary purpose of this master plan is to develop a coordinated planning approach to the seven industrial sites. The objective is to integrate new medium density apartment forms within a neighbourhood that is predominantly 1-2 storey residential in scale. To achieve a well-mannered integration of new development compromises must be accepted to develop a balanced approach that both addresses the needs of the local community as well as the objectives of the individual site owners.

In order to achieve a balanced development approach, the master plan acknowledges the competing forces that provide a basis for both greater density as well as reasoning to keep new development lower scale. These forces fall into three broad categories and provide the conceptual basis to which the master plan principles address in greater detail.

- **Regional Opportunities / Local Constraints** – The close proximity to two rail stations and high quality recreational open space provide a strong justification to maximise the development potential of the industrial sites and for increased heights. The study area, however, is also highly constrained by a disconnected street network that funnels all vehicular traffic through one entry / exit point at the intersection of George and Pomeroy Streets.

The vehicular capacity of this intersection is a major constraint to development within the study area. Also the lack of nearby, walkable retail and commercial opportunities to service the day to day needs of the local community limits the ability to reduce car dependency regardless of proximity to mass transport.

- **New Development / Existing Community** – Redevelopment of the industrial sites must be economically feasible or no change will occur. As the existing industrial uses are becoming less viable in this location (as well as in other inner west suburbs) and moving to more suitable locations medium density residential is a clear alternative. The industrial sites are scattered throughout the study area which is predominantly 1-2 storey detached residential in character. Thus, the interface between new and established development must be carefully managed and the principles consistently applied.

- **Development Site / Development Site** – The overall constraints of the study area, especially traffic generation, limit the development potential of the industrial sites. The distribution of the development capacity of the study area must be applied consistently through built form principles that address the concerns of the existing community while not arbitrary giving advantage to one site over another. This ensures that no one site can over develop at the expense of the other sites and preserves this potential regardless of the timing of redevelopment.

Any variation of height and FSR controls that is evident between individual sites is reflective of the consistent application of the master plan principles. It is not reflective of what could be achieved based on a hypothetical maximum calculated through the application of generalised best practice planning and urban design controls on a site by site basis.

Master Plan Layout

The master plan is divided into three precincts to illustrate each area in greater detail. These detailed precincts follow full site area plans and controls so as to view the concepts in both a holistic way as well as in detail. The sites are divided into the following precincts:

North Precinct - page 18

- Site 1 7 Concord Avenue
- Site 2 202-210 George Street
- Site 3 3 King Street

Central Precinct - page 23

- Site 4 1 King Street (Westpac)
- Site 5 176 - 184 George Street

South Precinct - page 26

- Site 6 2 -10 Rothwell Avenue
- Site 7 25 George Street

LEGEND

Indicative Building Footprint

Upper Level Set Back

Public Open Space

Communal Open Space

5

Number of Storeys

Vehicle Access



FIGURE 7 - Concord West Master Plan - Precinct

Development Principles

To achieve a quality built form outcome that addresses the concerns of the local community, meets the needs of the landowners, creates a cohesive & unified place and establishes a consistent & balanced development approach, the following principles have been applied across the study area.

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.
- **Interface** – where new buildings are adjacent to or across from existing low scale residential dwellings a maximum height of 4 storeys will be applied. In certain specific circumstances the interface height may be less than 4 storeys to address a localised constraint or condition. Access points to underground car parking can also be utilised to provide further building separation between existing and new.
- **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. It is intended that the front setback will be used to promote individual ground level entries to apartments, gardens and additional landscaping and tree planting to soften the scale of the buildings. The exception is Site 3, 3 King Street, which ground floor retail is desirable.

- **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.

General Principles (not illustrated)

- **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.
- **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 facade that visually breaks down the 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.

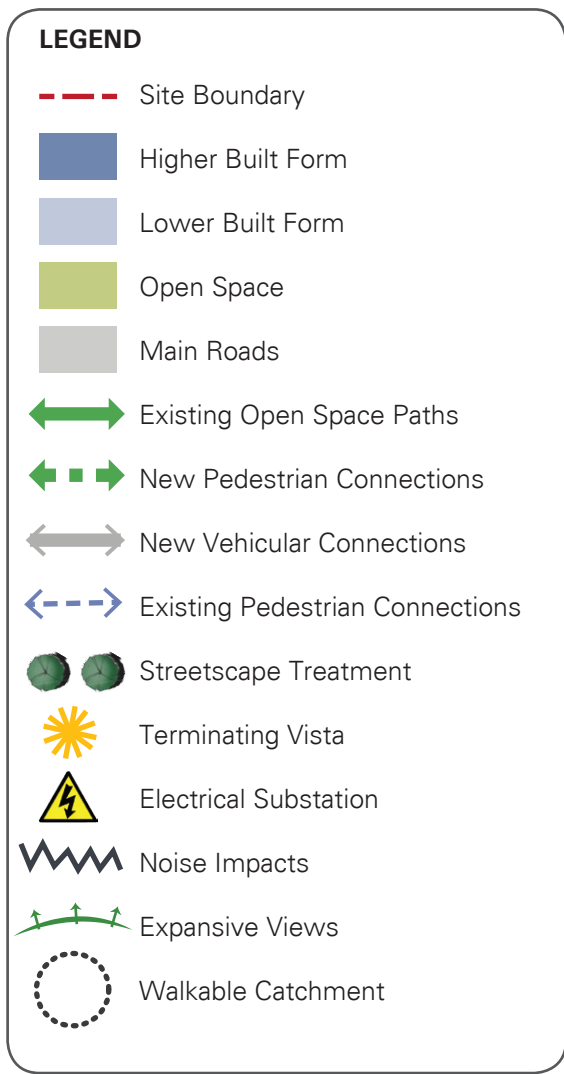


FIGURE 8 - Development Principles Plan

Built Form Controls

Height

The height controls establish the transition in scale from low to high. There are three height categories:

- **Interface Heights** - are located in areas adjacent to or across from existing 1-2 storey detached residential.
- **Transition Heights** - providing a logical progression in scale and building bulk.
- **Internal Heights** - are located in areas within larger sites in places and in orientations that will ensure minimal impacts to existing residential.

LEGEND

Interface Heights	(2 - 4 storeys)
Transition Heights	(5 - 6 storeys)
Internal Heights	(7 - 8 storeys)

Setbacks

The setback controls help to deliver the streetscape character, establish the through site pedestrian links and illustrate building separation between sites.

LEGEND

3m Setback
4m Rail Line Setback
4m or consistent with 27 George St.
6m Setback
8m Setback
9m Setback
15m Setback
2m Upper Floor Setback
10m wide Pedestrian Link Zone



FIGURE 9 - Building Heights Principles Plan



FIGURE 10 - Setback Plan

Public Domain

It is the public domain that holds and connects a place together. Parks, streets, footpaths, bike paths and pedestrian connections all play a role in stitching together the urban fabric that give a place an identity, provide places for recreation, interaction and promote a sense of community.

Strengthening the existing connections to parks and open space will create a stronger neighbourhood identity and will create a more cohesive feel for the study area as a whole.

The proposed public domain improvements fall into two categories:

- 1. **Site by Site Improvements** – are public domain improvements that can be implemented on a site by site basis as part of the redevelopment of each industrial site.
- 2. **Study Area Improvements** – are broader public domain improvements that will need to be implemented by Council in consultation with the local community and delivered through a range of funding methods including developer contributions.

The public domain plan illustrates the broad study area vision, concepts and specific site by site interventions. The plan identifies the primary origin / destination points to and from the study area. Also identified are special places within the study area: Station Square / Station Entry, Canada Bay Primary School and Powell’s Creek Reserve and tennis courts. The improvements listed below in conjunction with site by site improvements will link and strengthen the connections to and between these places. The following is a list of study area recommendations (only) to be investigated in greater detail by Council:

- **Station Square** – located at the eastern end of Victoria street. Station Square is envisioned as a small urban plaza that provides a meeting place and focal point for the neighbourhood near the station entry. The square will be activated through the redevelopment of 3 King Street (Site 3) into a mixed use building with a ground floor cafe or restaurant that can utilise the square for outdoor seating and dining. The square will offer a quite and shady environment where one can wait for the train, or to pick up / drop off friends and family on their way to / from work, school or the city.
- **George & King Street Spine** – these streets represent the primary north / south spine that connects the residents of Liberty Grove to the station and the study area to Pomeroy Street in the south. To achieve a cohesive feel and to promote walking and cycling these streets could be reconfigured to better accommodate pedestrians and be improved visually to enhance the character of the neighbourhood. This can be accomplished by:
 - Strengthen the street tree planting from Pomeroy Street to Liberty Grove to visually unify the neighbourhood.
 - Implement kerb build outs at intersections and other key pedestrian crossings to narrow the width of the street, slow traffic, define on-street parking and provide opportunities for rain gardens and low level landscaping.
 - Encourage cycling through the implementation of defined bike lanes
 - Ensure all footpaths are level and well constructed

- **Concord & Station Avenue Shareways** – these ‘avenues’ currently function primarily as laneways and are already low speed traffic environments. Through the use of landscape and paving material these streets can help stitch the northern portion of the study area together through the integration of Site 1.
- **King Street Extension** – if in the future the Westpac data centre should redevelop King Street should be extended south to join George Street at the Rothwell Avenue intersection. This connection will greatly improve the walkable catchment and permeability of the study area and provided greater access to the station as the existing site acts as a barrier to pedestrian and vehicular movements.

LEGEND

Streetscape Upgrade

Public Square

Shareway

New Footpath

New Pedestrian connection

Existing Landscape connection

New Local connection

Possible Cycle Path

Entry Point

Places (New & Existing)

George / King St Spine



FIGURE 11 - Public Domain Plan

Traffic & Transport - Recommendations

Recommendations

Traffic generation is closely linked to available car parking. As such, in order to minimise traffic generation into and out of the study area, it is recommended that on-site resident car parking be minimised. In this regard it is recommended that maximum resident car parking rates be imposed on future residential development on the rezoned lands, with a focus on encouraging the use of public transport. This approach to car parking policy would be consistent with the current Rhodes West Development Control Plan which specifies an average maximum of 1 car parking space per dwelling.

In conjunction with the reduced car parking provisions, it is recommended that car parking controls (time and/or permit parking restrictions) are introduced to the existing on-street car parking supply. Any resident parking scheme introduced would be for existing eligible residents within the study area. The provision of a car share service within the study area would cater for the needs of smaller dwelling types that may not be provided with a dedicated on-site car parking space.

The introduction of time restricted car parking within the study area would also reduce the level of non-residential trips to the study area, generated by commuter car parking associated with the Concord West Railway Station.

In conjunction with the lower on-site car parking provisions, it is recommended that appropriate minimum residential bicycle parking requirements (greater than the LGA-wide requirement) are included in the relevant planning controls.

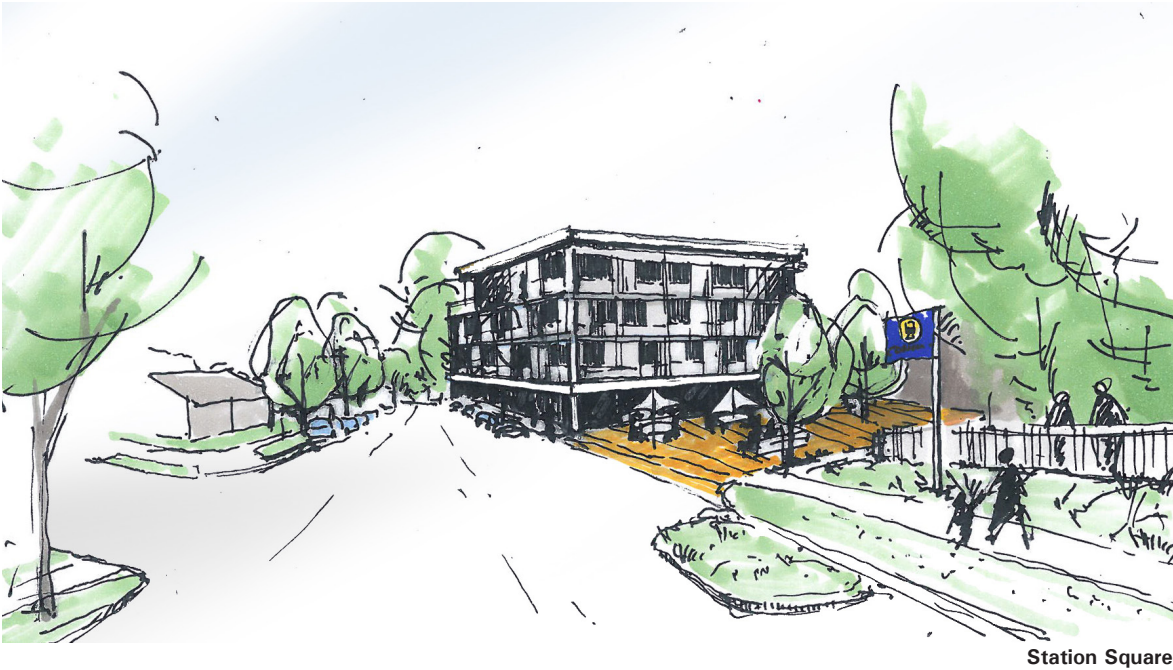
Other Improvements

As part of the urban renewal of the industrial zoned lands, there is an opportunity to improve the amenity of the existing pedestrian and cycling environments, particularly along George Street where dedicated on-road or separated bicycle lanes could be provided. Additional bicycle links could also be provided from the site to the existing regional bicycle network that services the broader precinct. Additional pedestrian through-site links increases the permeability of the area and has the potential to reduce walking distances.

The transport assessment prepared by GTA provides further details regarding the above arrangements and has been provided as an attachment to this report.



North Precinct (Sites 1-3) - Detailed Master Plan



Station Square

Key Features:

1. Integration of Site 1 into the existing neighbourhood fabric through a new north / south shareway connecting Concord Avenue to Station Avenue. This shareway to be publicly accessible inviting pedestrians and cyclists to move through the site to connect to the broader pedestrian network.
2. Station Avenue Extension to provide access to new pedestrian connection and vehicular access to adjacent buildings.
3. Establishment of a new north / south pedestrian and bicycle connection that will link the extended Station Avenue to Victoria Avenue.
4. Station Square - a new urban square terminating the eastern end of Victoria Avenue. The square will provide a focal point for the neighbourhood and the station by providing a space to meet.

LEGEND

Indicative Building Footprint

Upper Level Set Back

Public Open Space

Communal Open Space

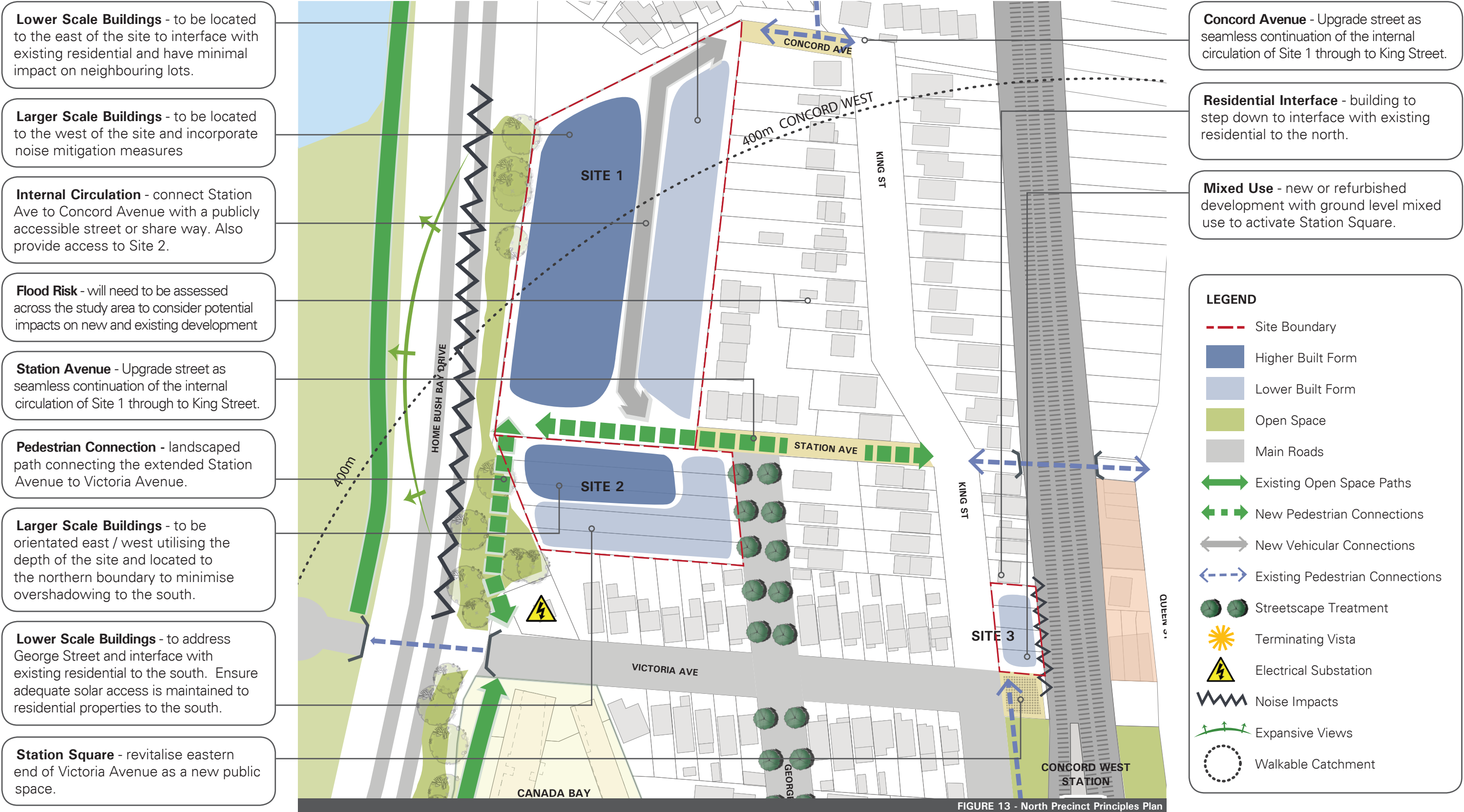
5 Number of Storeys

Vehicle Access



FIGURE 12 - North Precinct Master Plan

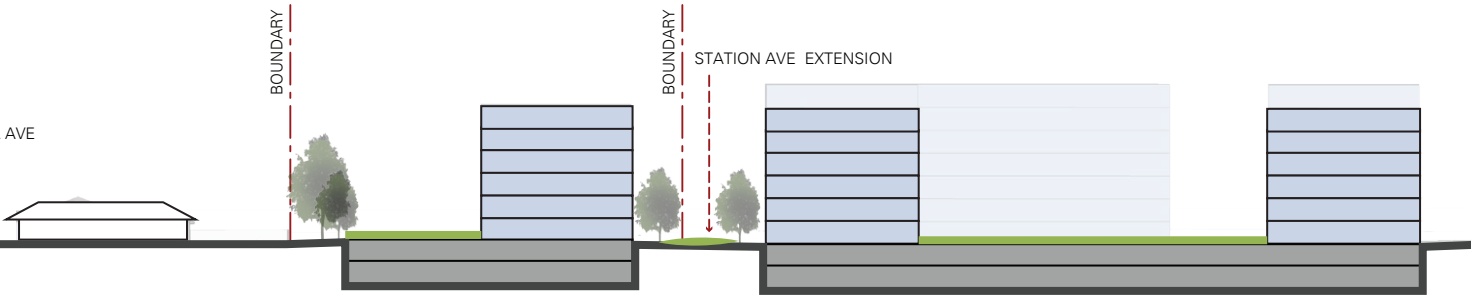
North Precinct (Sites 1-3) - Development Principles



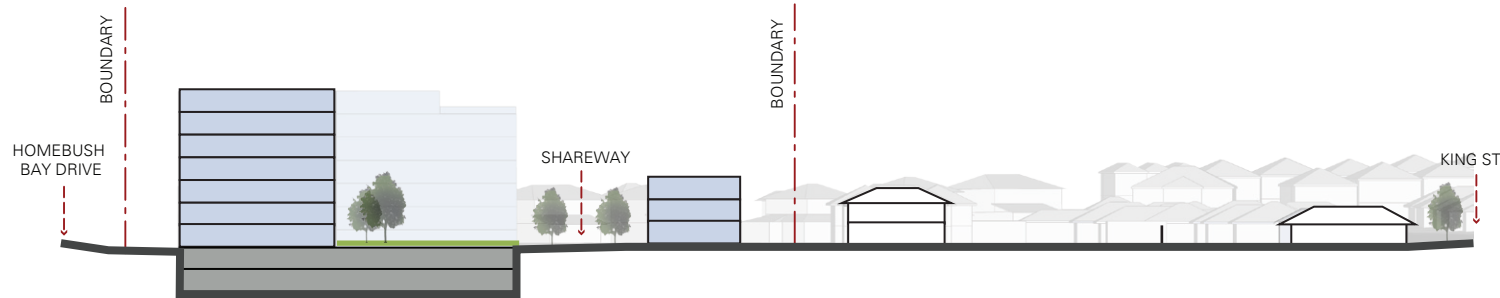
Site 1 - 3D Views & Sections



Section Key



Section AA Scale 1:1000

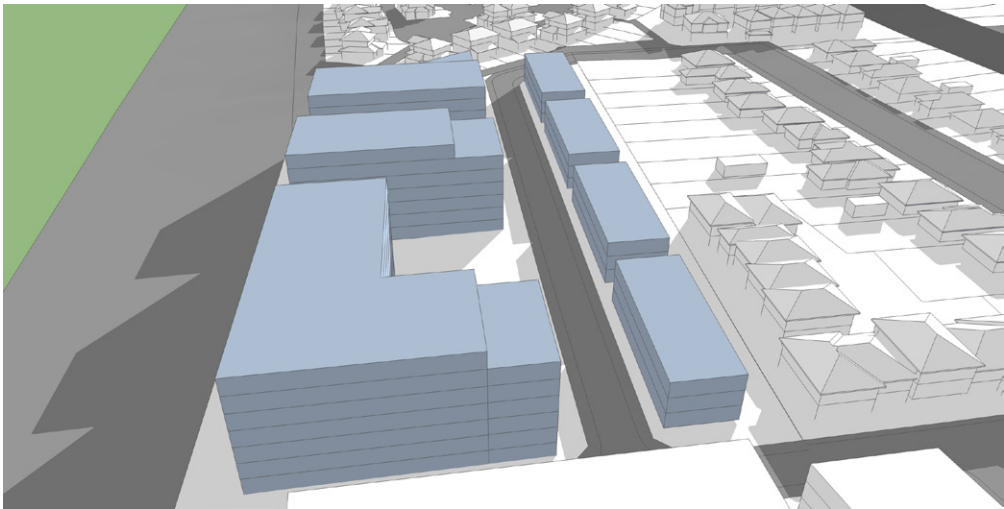


Section BB Scale 1:1000

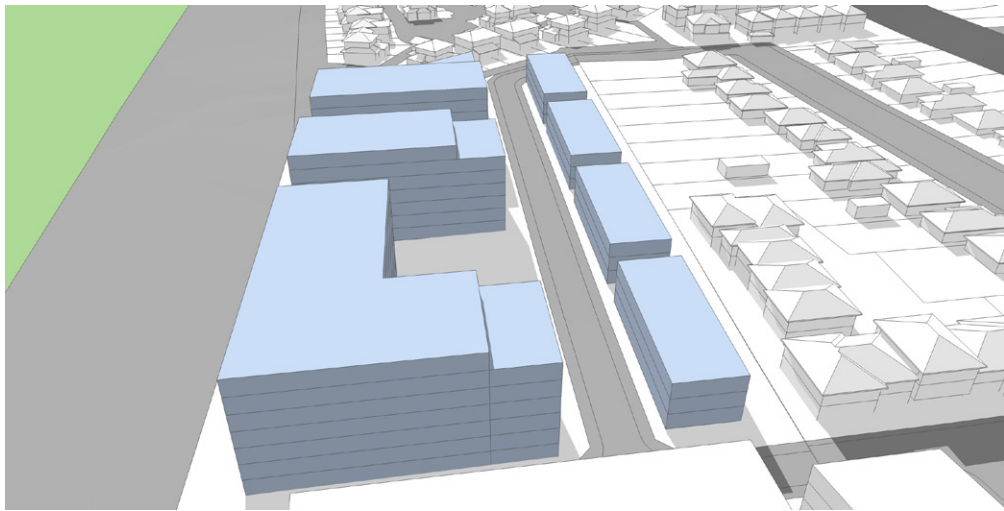
Sections

AA - Allow unobstructed views and access down Station Avenue from the pedestrian tunnel under the rail line to Homebush Bay Drive.

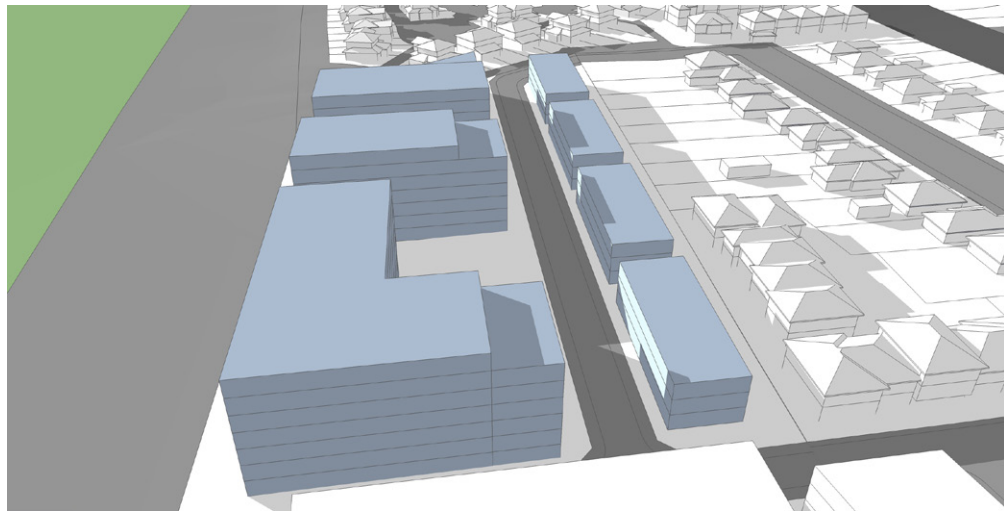
BB - Illustrates transition in building height from Homebush Bay Drive to the rear gardens of King Street properties.



Winter 9 am



Winter 12 noon

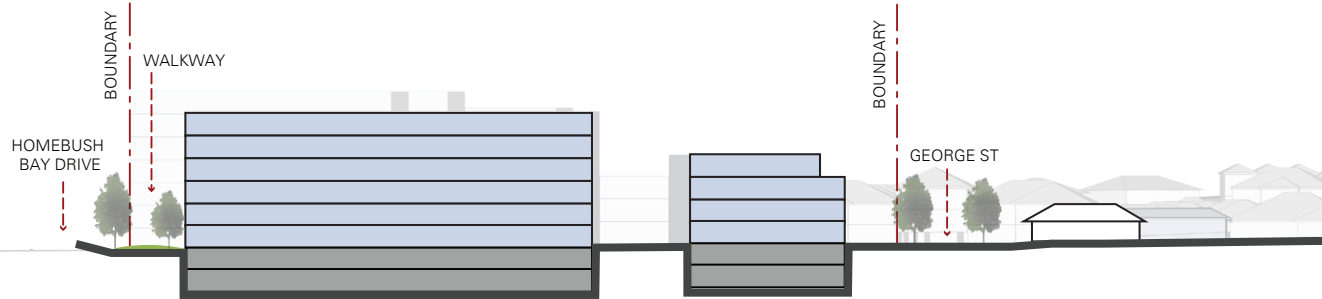


Winter 3 pm

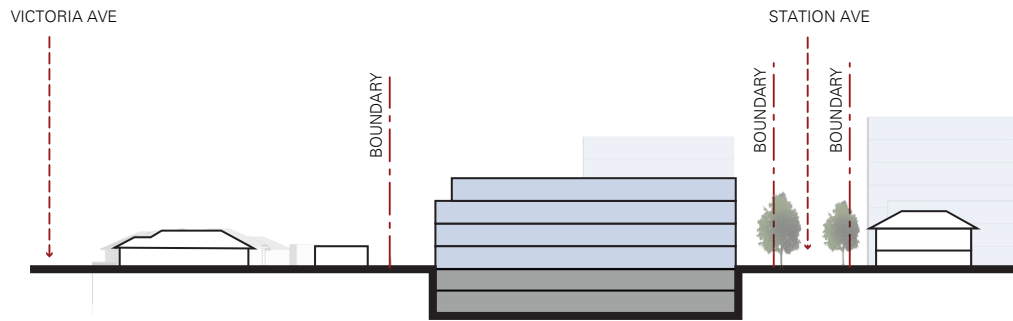
Site 2 - 3D Views & Sections



Section Key



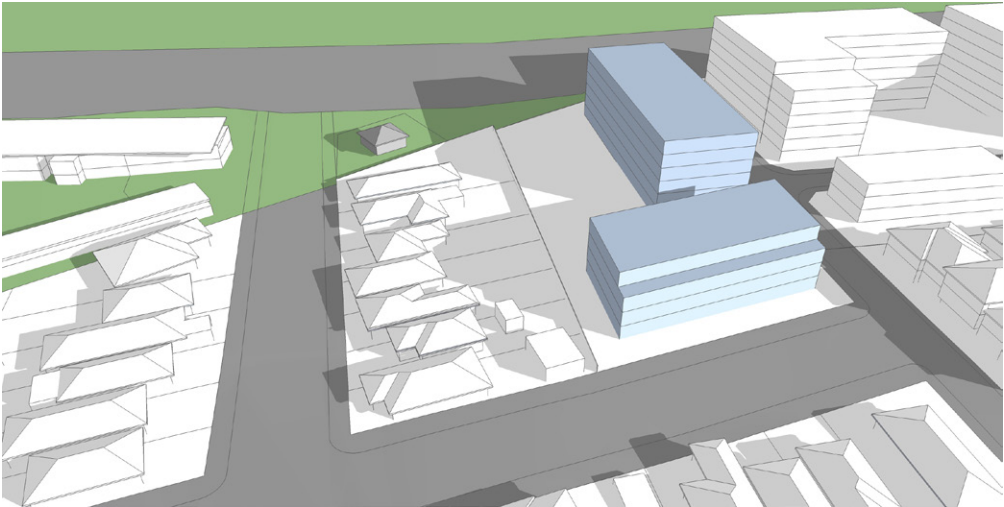
Section CC Scale 1:1000



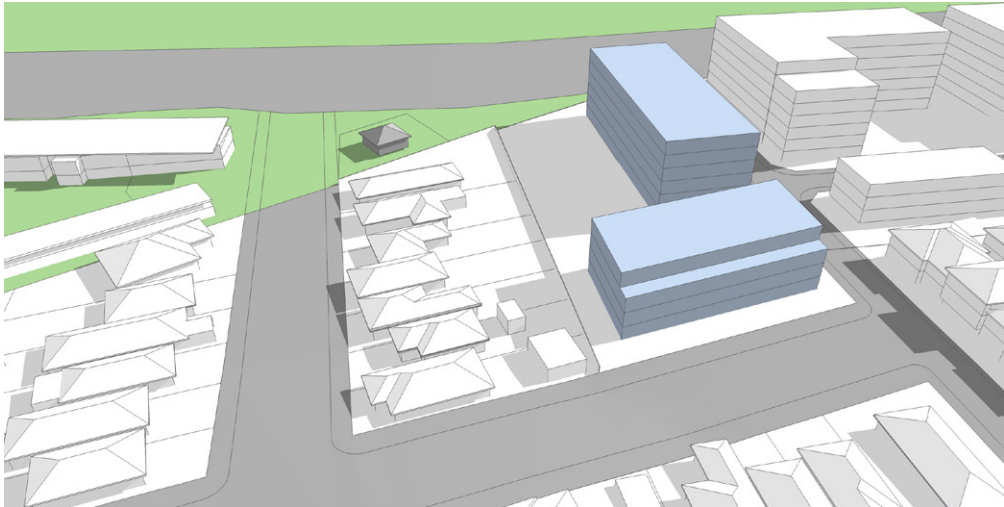
Section DD Scale 1:1000

Sections

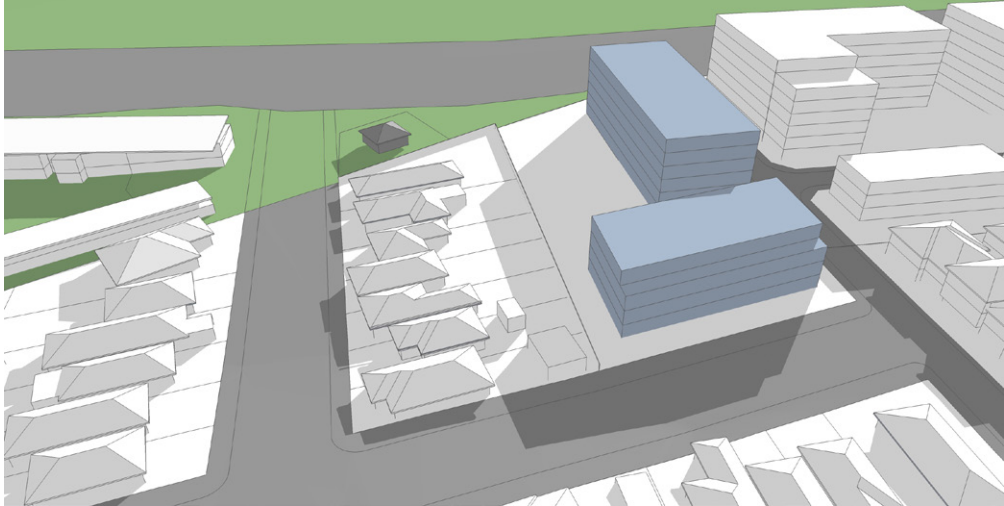
- CC** - Illustrates height transition and upper level setback to George Street.
- DD** - Depicts the principle of 4 storey build form to adjacent low scale residential properties.



Winter 9 am



Winter 12 noon



Winter 3 pm

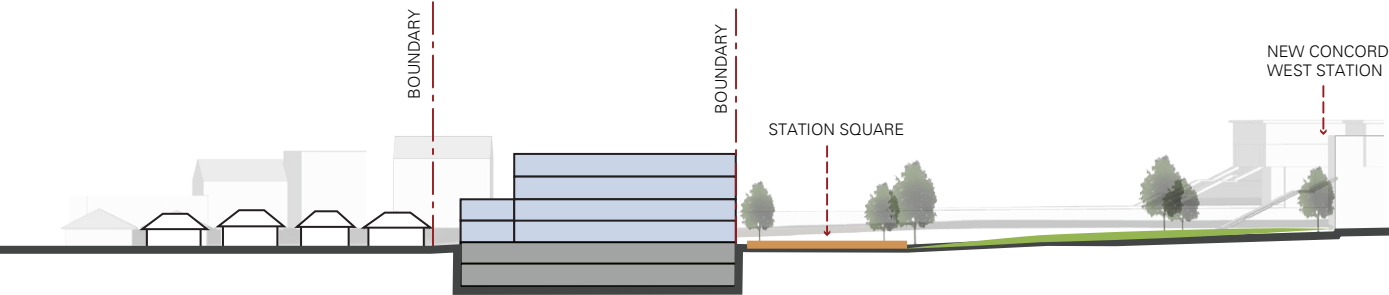
Site 3 - 3D Views & Sections



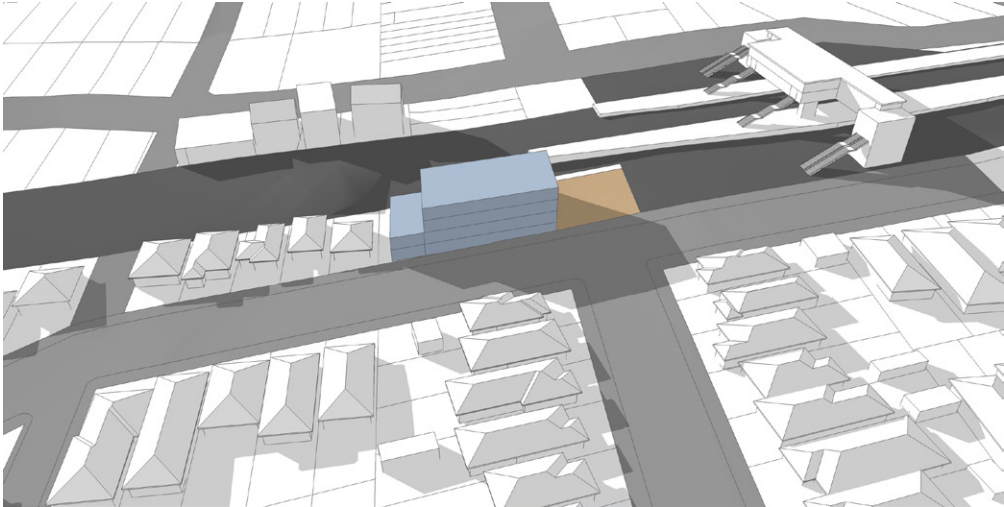
Section Key

Section

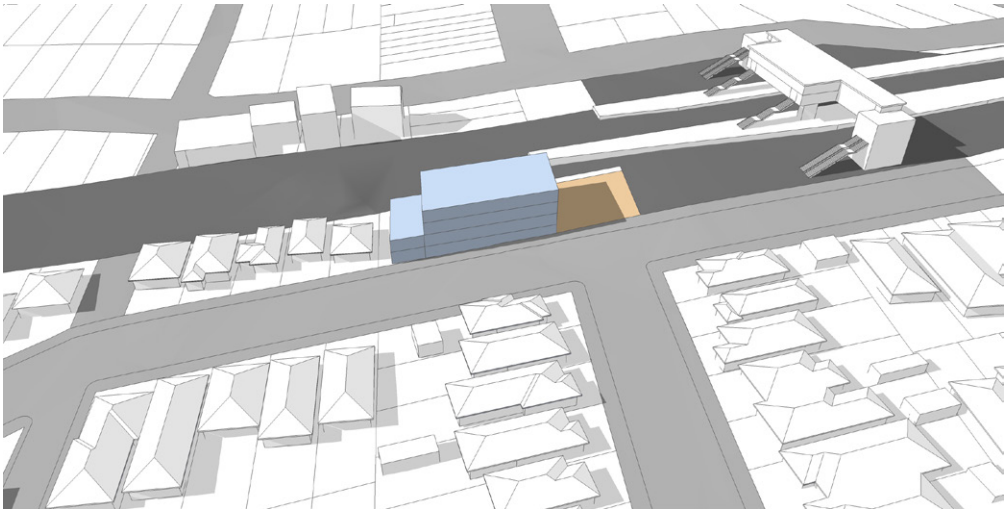
EE - Illustrates the building mass of Site 3 stepping down to properties to the north. Given the reduced setback at the northern boundary a two storey interface is required



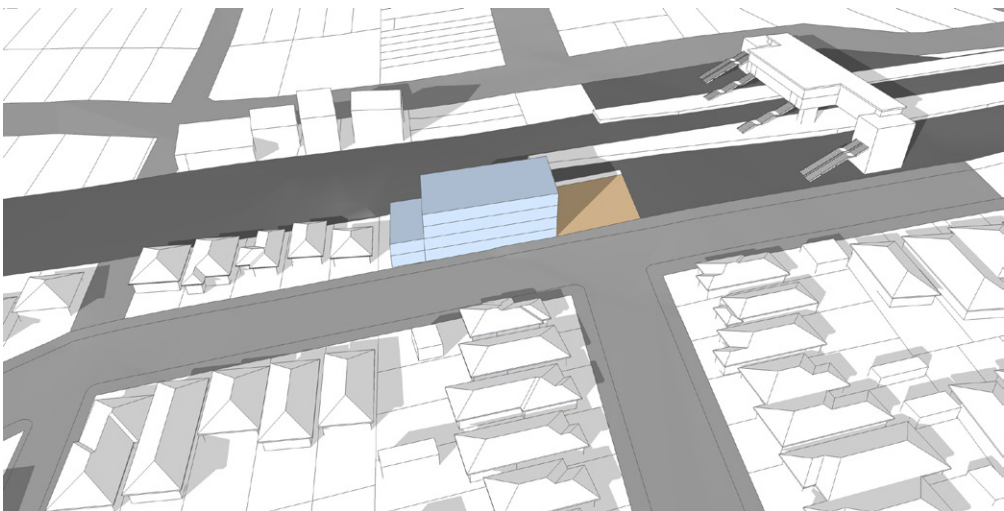
Section EE Scale 1:1000



Winter 9 am



Winter 12 noon



Winter 3 pm

Central Precinct (Sites 4-5) - Detailed Master Plan



George Street pedestrian connection to Powell's Creek Reserve

Key Features:

1. Pedestrian links connecting George Street through to Powell's Creek Reserve and Canada Bay Primary School
2. New buildings to address George Street, the park and the pedestrian links
3. Retention of the Westpac Data Centre for business use. Apply the same development principles as other sites to illustrate how the site could integrate and redevelop at a future date.

LEGEND

Indicative Building Footprint

Upper Level Set Back

Public Open Space

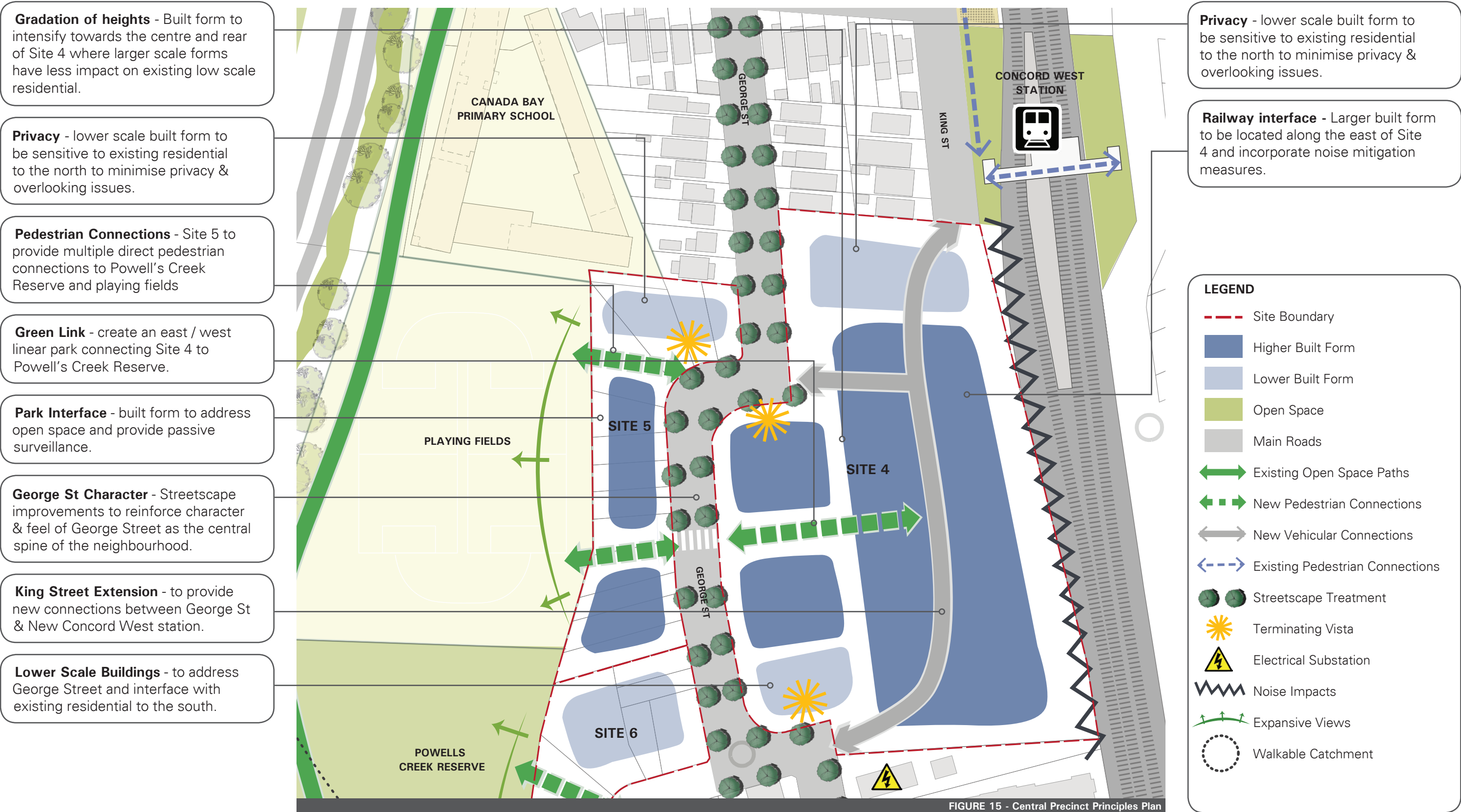
Communal Open Space

5 Number of Storeys

Vehicle Access



Central Precinct (Sites 4-5) - Development Principles



Site 5 - 3D Views & Sections

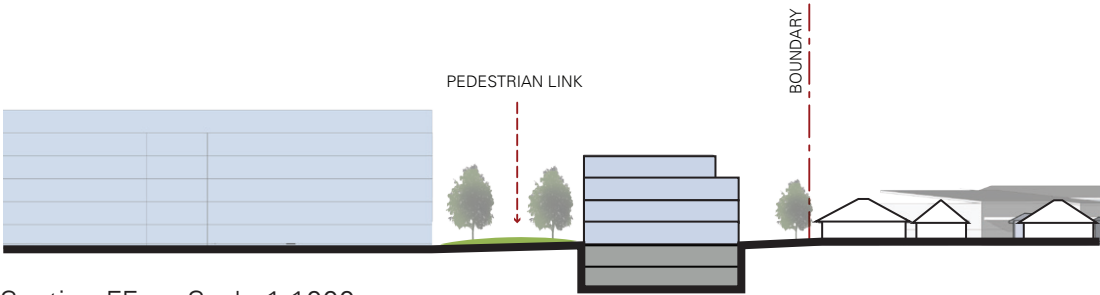


Section Key

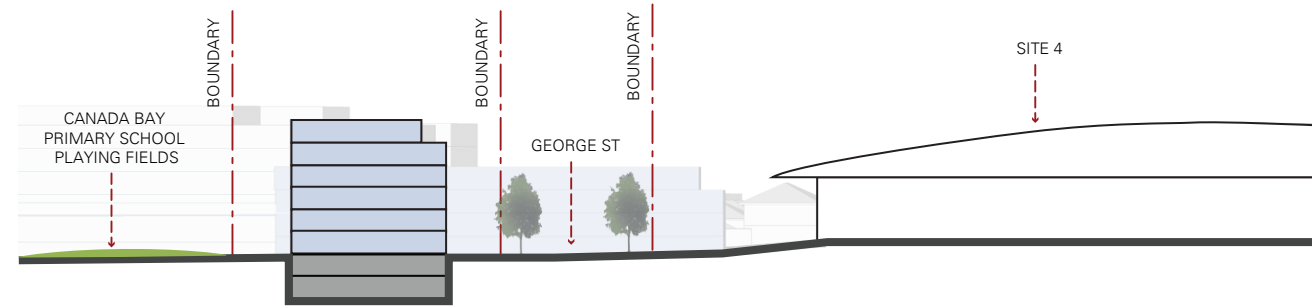
Sections

FF - Illustrates heights stepping down from 6st to 4st at the northern interface to low scale residential

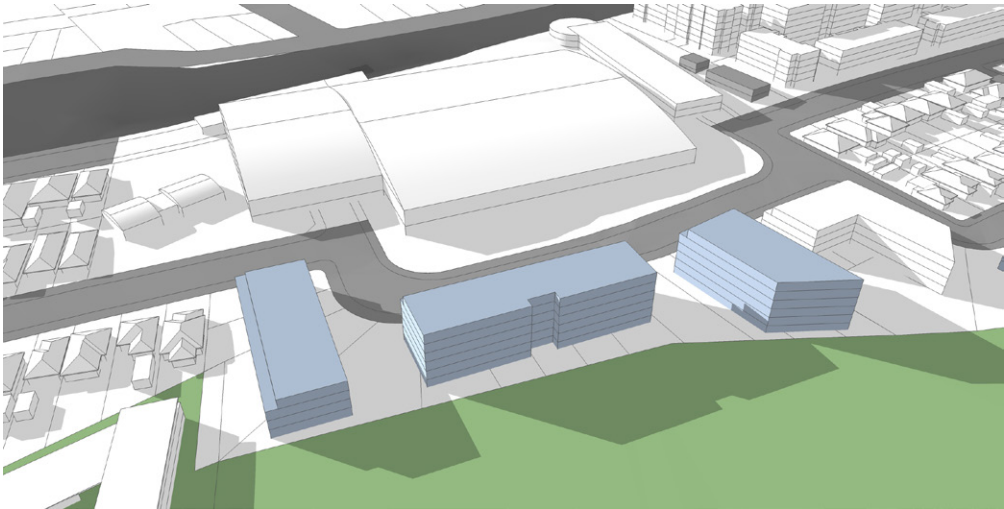
GG - Depicts built form to George Street and upper level setbacks



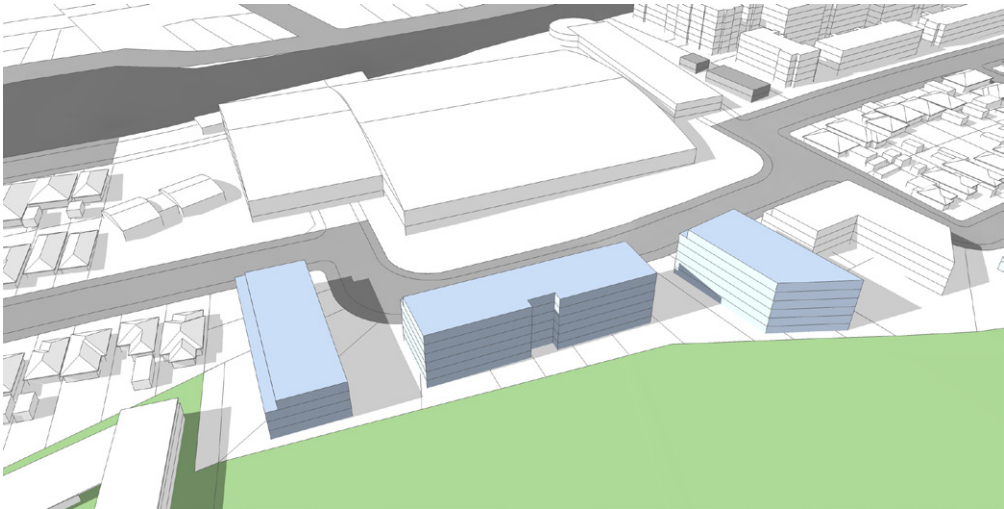
Section FF Scale 1:1000



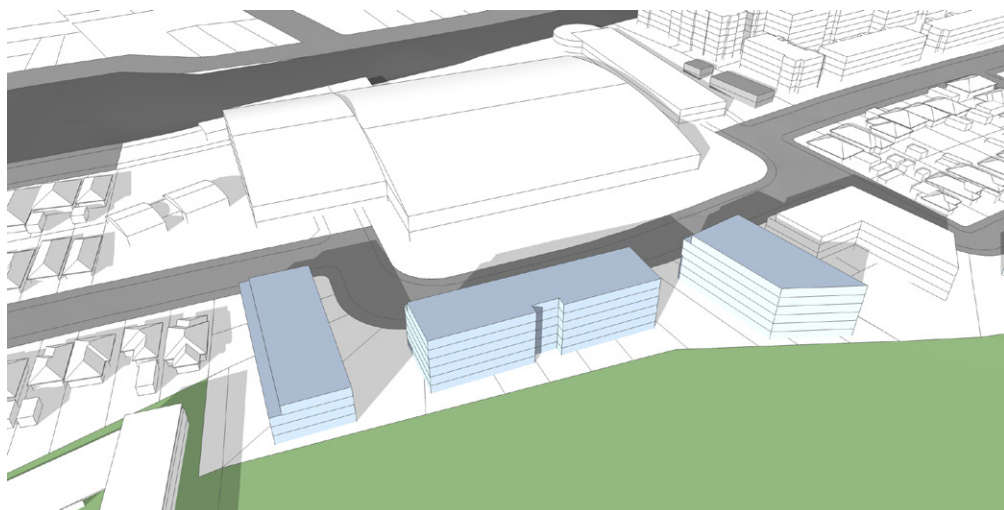
Section GG Scale 1:1000



Winter 9 am



Winter 12 noon



Winter 3 pm

South Precinct (Sites 6-7) - Detailed Master Plan



George Street street scape

Key Features:

1. Pedestrian link connecting Rothwell Avenue to Powell’s Creek Reserve.
2. New buildings to address Rothwell Avenue, Conway Avenue, George Street, the park and the pedestrian link.
3. Four storey built form to complete George Street.

LEGEND

Indicative Building Footprint

Upper Level Set Back

Public Open Space

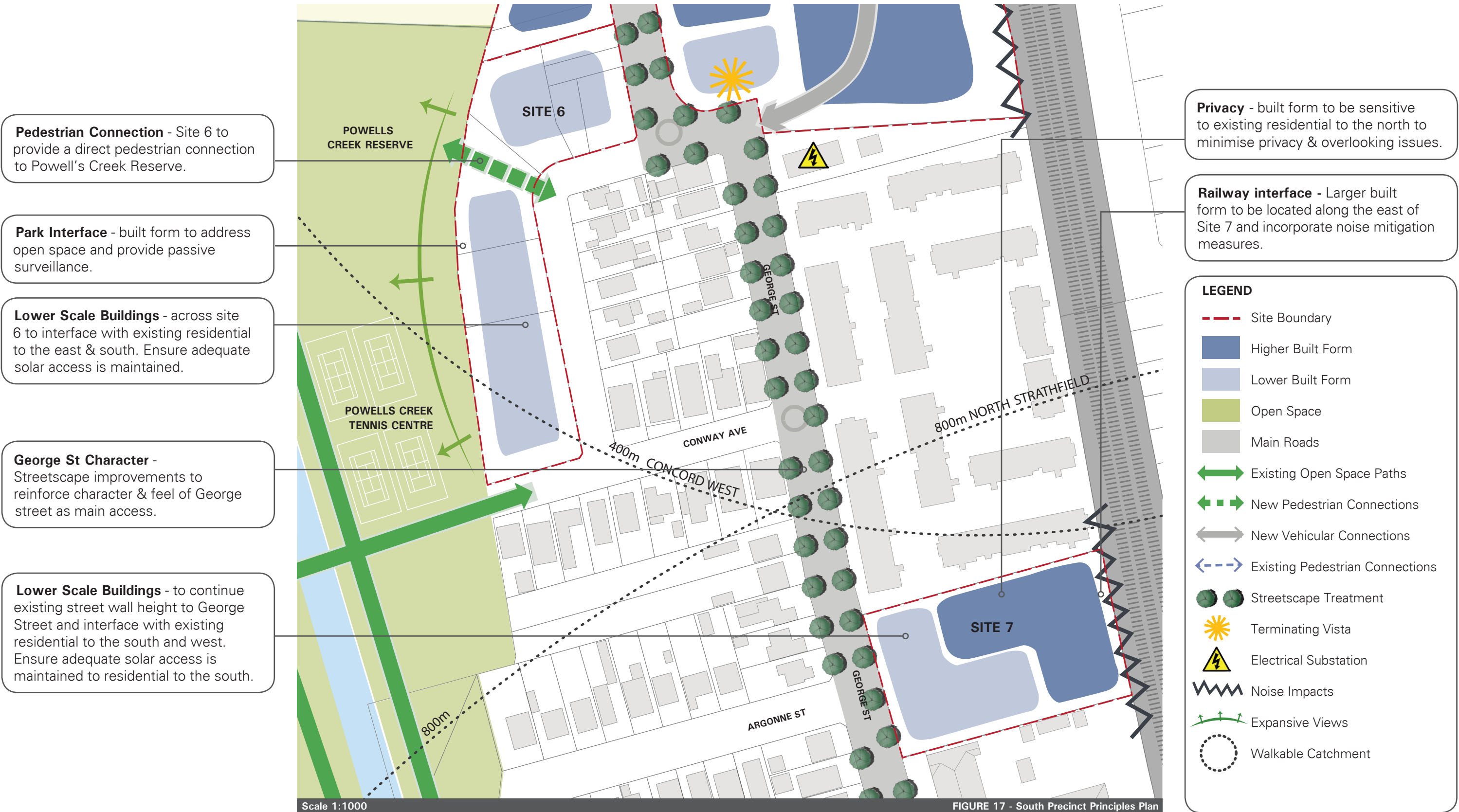
Communal Open Space

Number of Storeys

Vehicle Access



South Precinct (Sites 6-7) - Development Principles



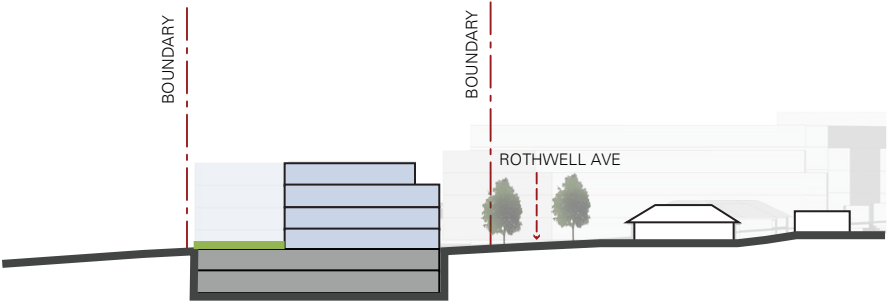
Site 6 - 3D Views & Sections



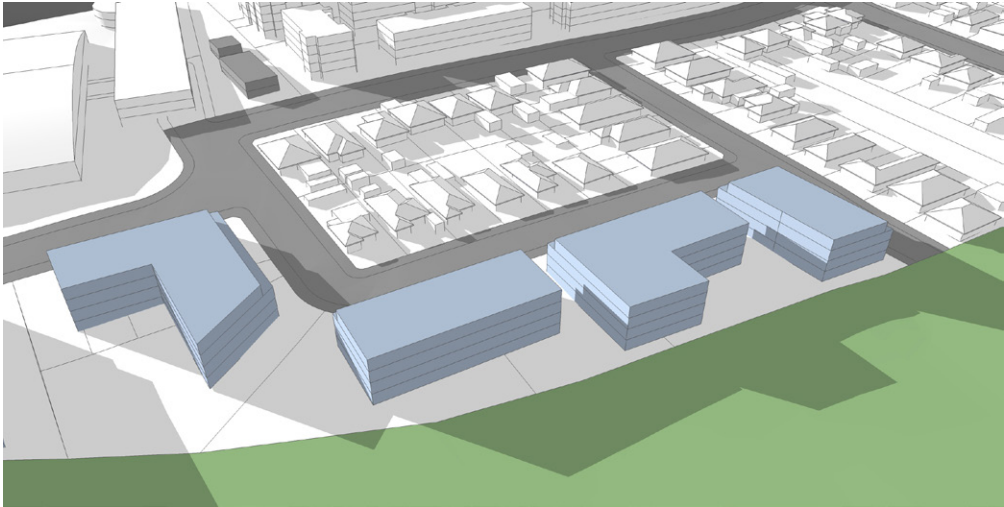
Section Key

Section

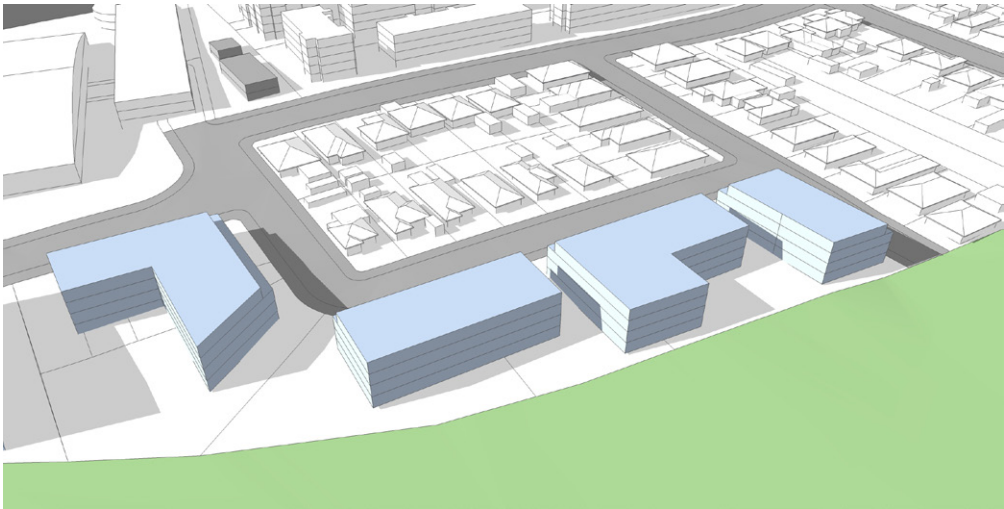
HH - Illustrates 4 storey built form to adjacent low scale residential



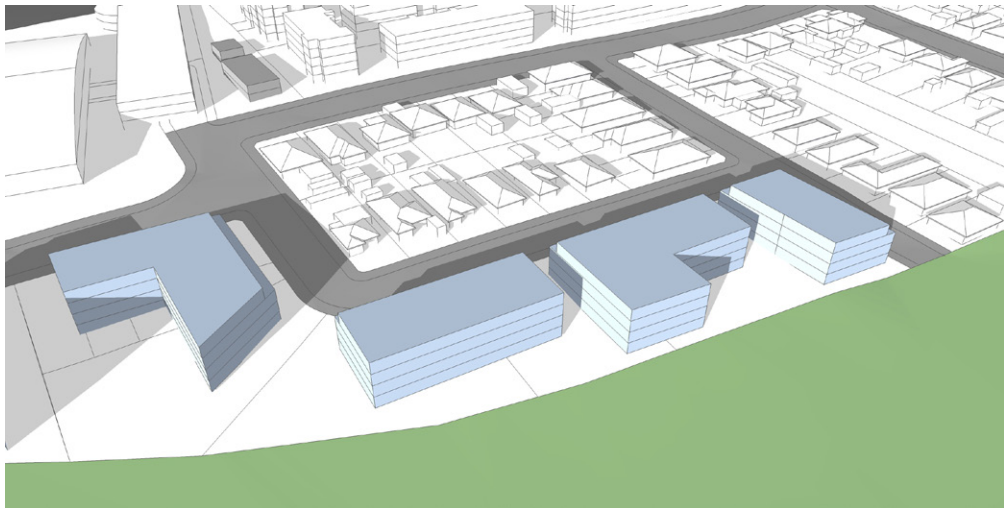
Section HH Scale 1:1000



Winter 9 am

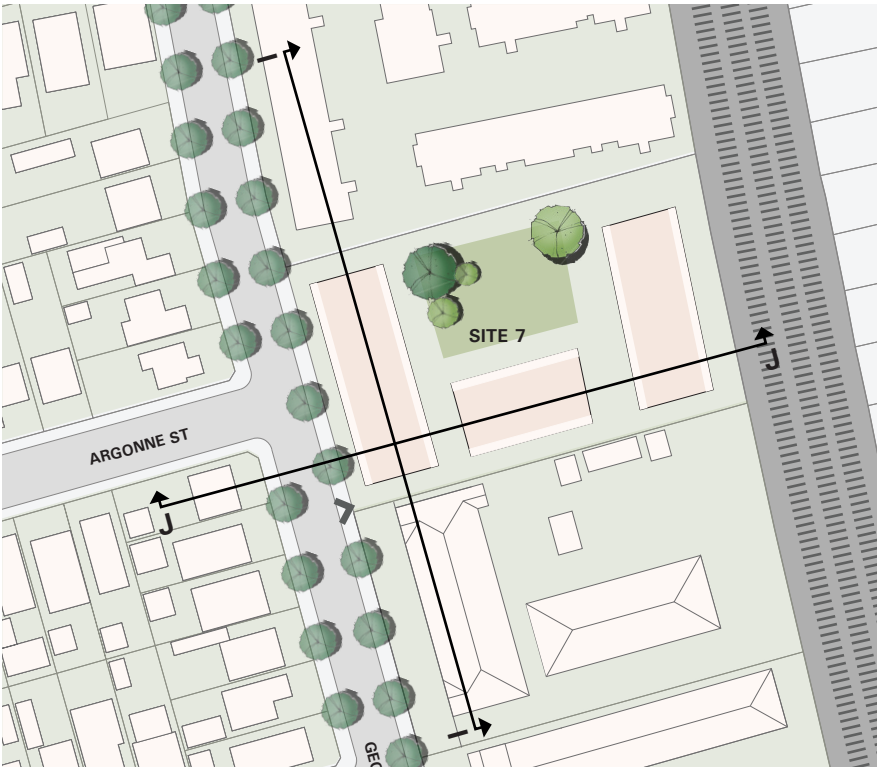


Winter 12 noon



Winter 3 pm

Site 7 - 3D Views & Sections



Section Key

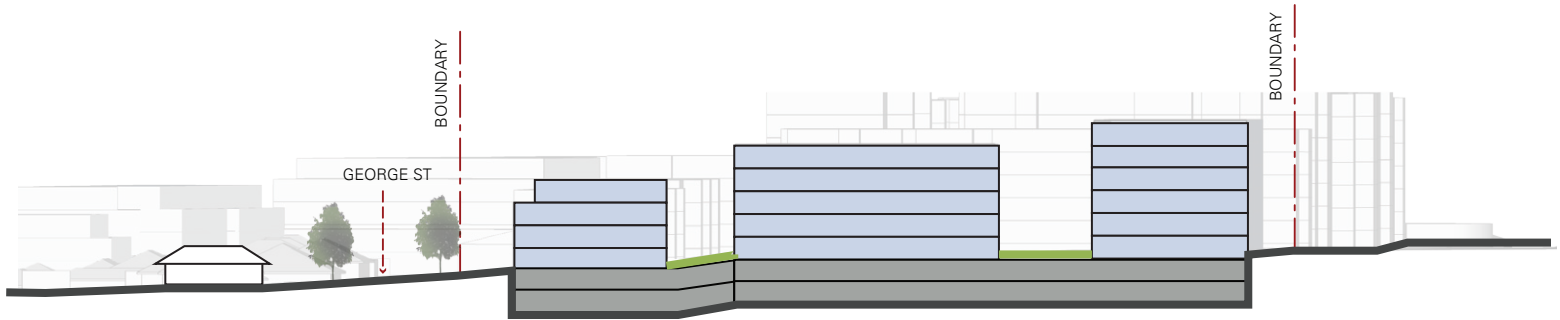
Sections

II - Illustrates a 4 storey building height to George Street maintaining the existing street wall character of the neighbouring properties

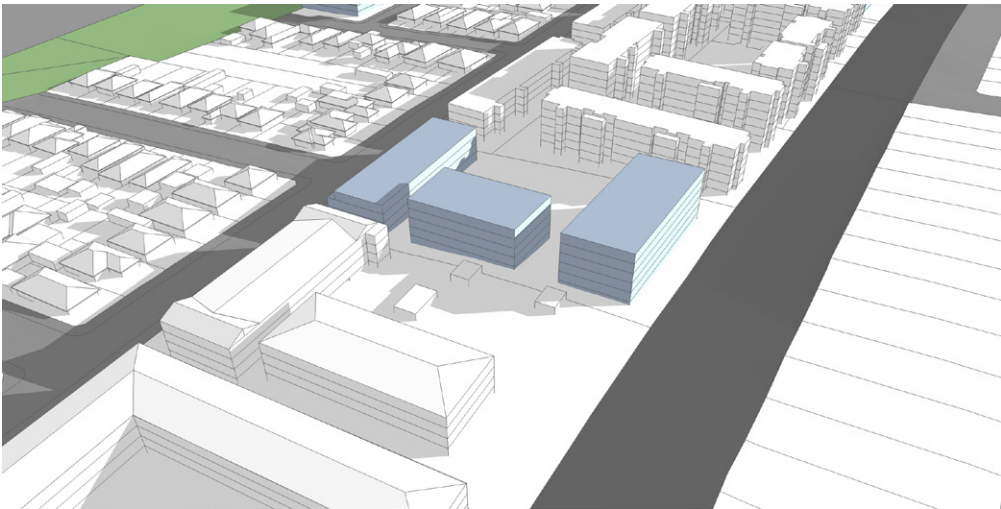
JJ - Shows the transition in height from George Street to the rear of the site and in conjunction with neighbouring properties to the north and south



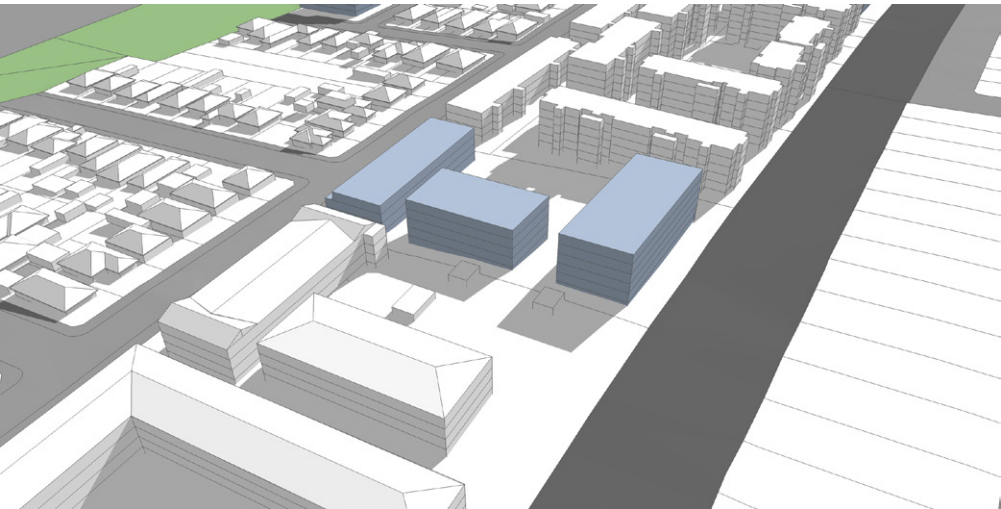
Section II Scale 1:1000



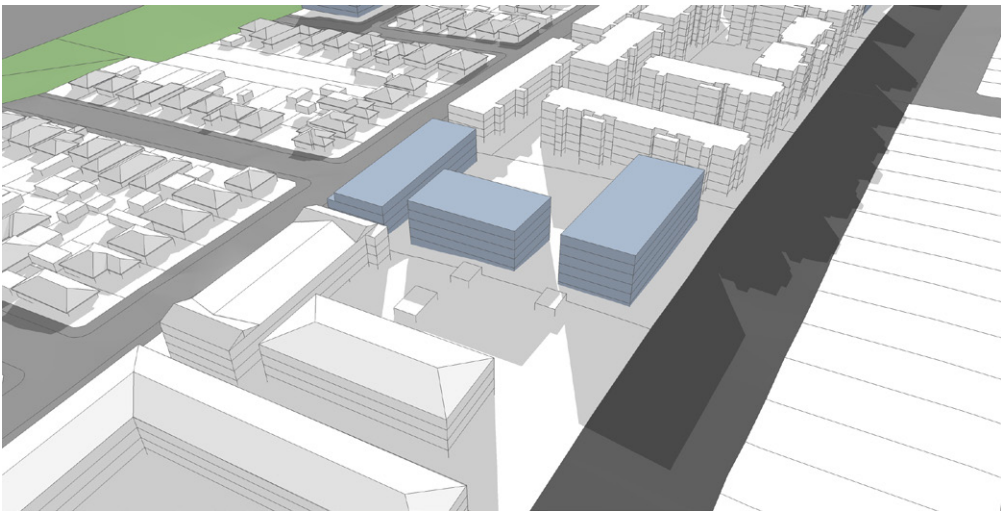
Section JJ Scale 1:1000



Winter 9 am



Winter 12 noon



Winter 3 pm

Indicative Yield Plan

Key Conclusions:

- The total study area yield of **785** units is consistent with the upper limit of the maximum yield as determined by the traffic study.
- The built form principles when applied to the indicative building envelopes deliver a balanced development approach across the industrial sites.
- Where one site receives a greater percentage of the overall dwelling yield to site area it is directly related to the application of the built form principles and the relative constraints between each of the sites.
- The ‘advantage’ or ‘disadvantage’ gained or lost is minimal and should not adversely impact the development feasibility of the site.

Development Assumptions:

The development yield was determined using the following calculations:

- Building Envelope to GFA: 85%
- GFA to NSA 85%
- Average Gross Unit Size (m²) 80m²

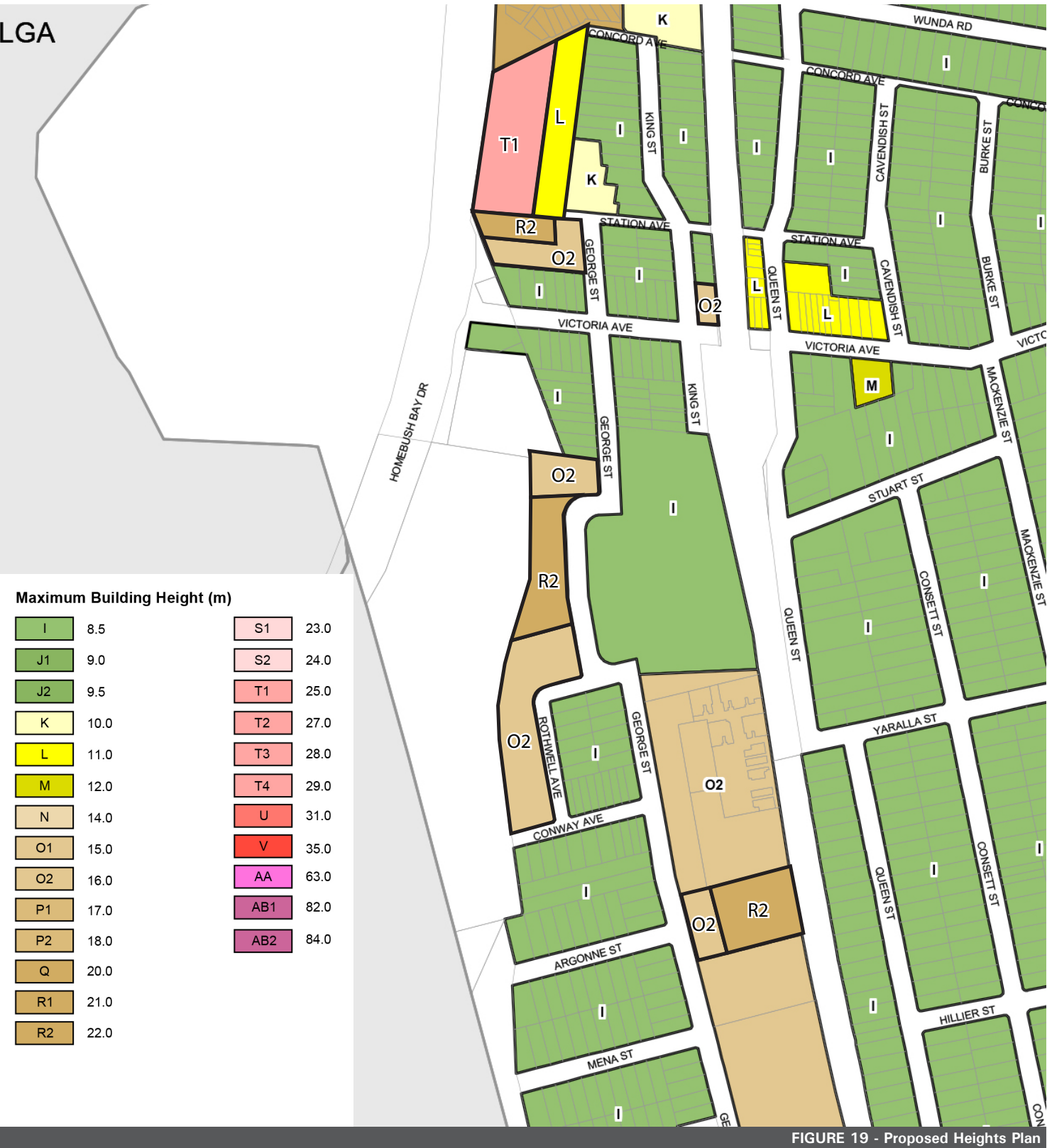
TABLE 1 - Development Summary Balance								
Site	Address	Dwelling Yield	FSR : 1	Site Area	% Industrial Area	% Dwelling Yield	% Yield - % Area	Notes
1	7 Concord Ave.	255	1.6	14968m²	33.0%	32.5%	- 0.5%	neutral
2	204 - 210 George St.	86	1.6	5028m²	11.0%	11.0%	0%	neutral
3	3 King St.	20	2.3	809m²	1.8%	2.5%	+ 0.72%	Lower constraints due to reduced setbacks that are based on the existing building footprint & mixed use.
4	1 King Street (Westpac)	n/a	n/a	n/a	n/a	n/a	n/a	Zoned B7 - No residential
5	176 - 184 George St.	157	1.9	7806m²	17.2%	20.0%	+ 2.8%	Site 5 is the least constrained site due to minimal proximity to existing low scale residential and thus achieves a slightly higher dwelling yield.
6	2 - 10 Rothwell St.	141	1.4	9404m²	20.7%	18.0%	- 2.7%	Site 6 is the most constrained site due to proximity to existing low scale residential and thus achieved a slightly lower dwelling yield.
7	25 George St.	126	1.6	7402m²	16.3%	16.0%	- 0.3%	neutral
TOTAL		785 units		45417m²	100%	100%	0%	Excludes Westpac site



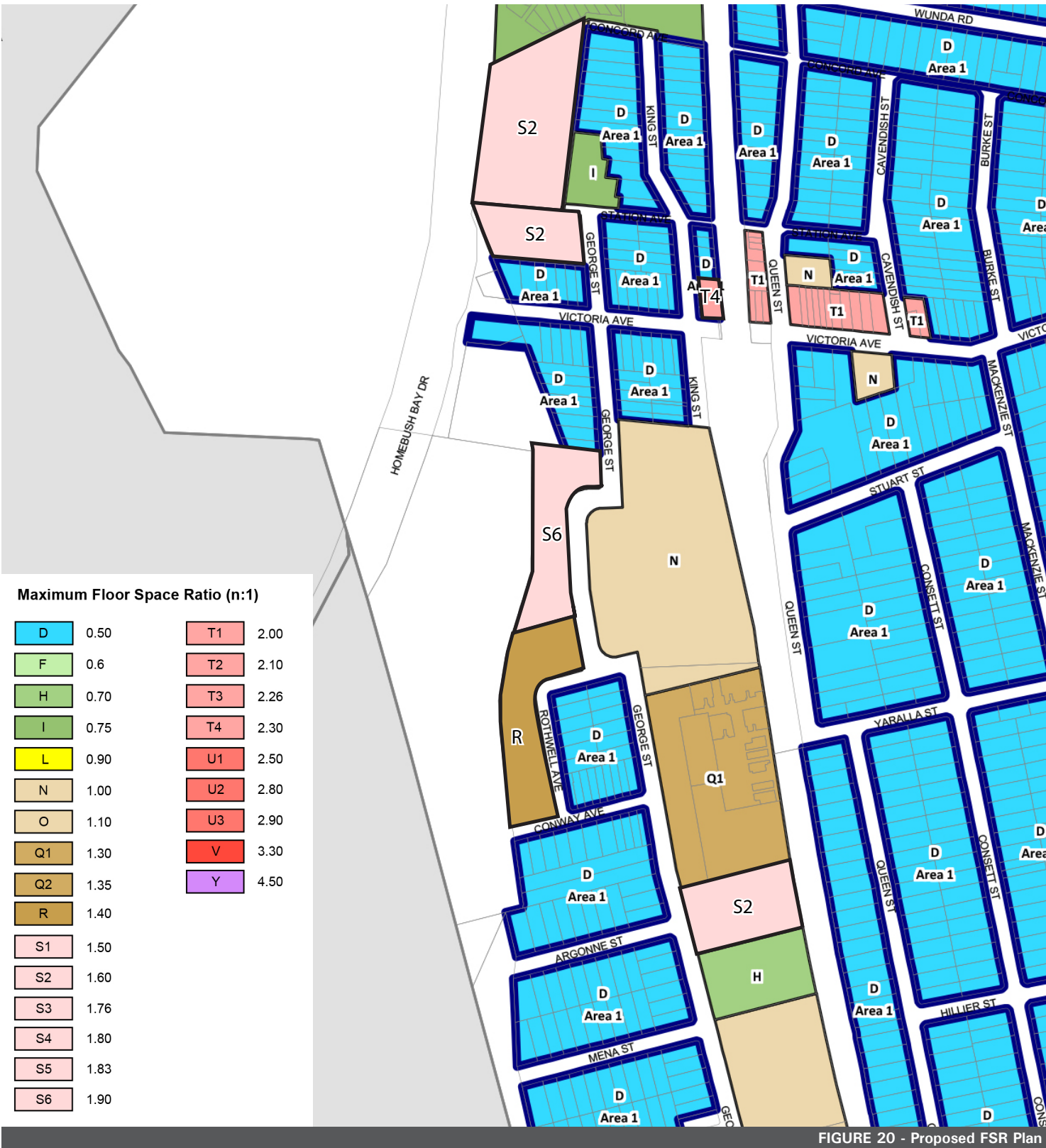
FIGURE 18 - Indicative Yield Plan

LEP Planning Controls - proposed

Height of Buildings



Floor Space Ratio



Conclusions

The culmination of the master plan process has led to a vision for the industrial sites that have achieved the stated aims and objectives to:

- deliver high quality urban design and appropriate **built form controls** that are considerate of surrounding built form;
- **mitigate impacts** in relation to the use of private motor vehicles and promote the use of public transport, walking and cycling;
- identify opportunities for **public domain improvements** and connections;
- **balance** city-wide and regional goals with the existing community and its context;
- provide a **coordinated planning approach** to the redevelopment of the area;
- provide a **sound methodology** and a thorough, evidence based justification for recommendations provided; and
- undertake the study with Council community and stakeholder **engagement**.

The process involved all stakeholders in an open, transparent and inclusive process which has led to a robust outcome.

The master plan has acknowledged the competing regional and local issues and provides sound development principles that illustrates a coordinated planning approach and a balanced development outcome for the industrial sites.



Site



Principles



Plan



Vision

