

1 KING STREET, CONCORD WEST PLANNING PROPOSAL

Urban Design Report

We acknowledge First Nations peoples and their continuing connection to land, waters and culture, because we strongly believe in reconciliation and collaborative engagement for a better future.

We pay our respects to Elders past, present and emerging, whose knowledge, traditions and stories guide custodianship on what will always be their ancestral lands.

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EXECUTIVE SUMMARY

This Urban Design Report has been prepared on behalf of Billbergia to support a planning proposal for amendments to the Canada Bay Local Environmental Plan 2013 for the site 1 King Street, Concord West.

Document Purpose and Structure

The purpose of this report is to accompany a planning proposal for 1 King Street, Concord West.

This report will provide an architectural and urban design justification for amendments to the Canada Bay LEP 2013, and will demonstrate that the proposal has integrated key site opportunities to respond to contextual constraints, both within its current and future context outlined under the Parramatta Road Urban Transformation Strategy (PRCUTS).

This report includes an urban design analysis, urban design principles, an indicative master plan concept and a compliance assessment to further justify the proposal.

The proposal integrates key site considerations which have impacted the design process including:

- An understanding of local and state government strategic planning vision and ambitions.
- The broad aims of state design guidelines.
- The site's location within its urban context.
- The site's location within the wider PRCUTS planning framework.
- The site's physical characteristics and immediate local character.

This report is structured to demonstrate:

- A response to the site's physical contextual character and opportunities, and its strategic merit.
- The design process by which the indicative master plan has been developed.
- Explain the indicative master plan informing the planning proposal and;
- Demonstrate compliance with local and state government building practices.

The Site

The site, 1 King Street, Concord West is currently zoned IN1 for General Industrial use, and comprises of a large single office building located on a single lot.

Concord West is situated approximately 11.5km west of the Sydney CBD, within the City of Canada Bay Local Government Area (LGA), which is bound by the Parramatta River to its north.

The site is located within the Homebush North Precinct of the Parramatta Road Urban Transformation Strategy, which is subject to future planning controls outlined under the Stage One Homebush North Precinct Master Plan.

The Homebush North Precinct is subject to significant development in future as part of an urban renewal strategy, which will see an intensification of retail and mixed-use activation and greater housing density.

Current controls for the site outlined in the Homebush North Precinct Master Plan and PRCUTS propose a retention of its current IN1 zoning, as well as current height and FSR controls.

Overview of the Proposal

The indicative master plan seeks to demonstrate that the proposed amendments to the Canada Bay LEP 2013 can be achieved successfully in its urban design response and built form proposal.

The proposal includes 10 buildings spread evenly throughout the site, up to 12 storeys in height along the adjacent rail corridor, reducing to six storeys in height along George Street, the site's primary frontage.

The proposal features activated retail frontages within a station precinct concentrated in proximity to Concord West Train Station, an urban village consisting of town house style frontages and residential amenity, and a parkland living precinct which abuts its central green connector.

Including a large central lot within a wider precinct undergoing significant growth, the proposal will contribute to greater activation of the public domain, improve overall interconnectivity along the rail line, and contribute to Canada Bay Council's desired housing stock in terms of quantity, quality, and variety.

The Report Objectives may be summarised as;

- 1

Investigating and understanding the strategic context of Concord West, particularly its role in achieving PRCUTS objectives
- 2

Demonstrating alignment with the strategic planning context, local character and planning controls
- 3

Understand in detail, the features and character of the site, its opportunities and constraints and potential for redevelopment
- 4

Identify appropriate urban design and built form principles that ensure an appropriate contextual fit
- 5

Develop urban design principles to ensure implementation of key design moves
- 6

Test potential development scenarios against the urban design principles to articulate neighbourhood precincts
- 7

Prepare an indicative concept design that demonstrates the development potential of the site and the most appropriate built form and public domain response
- 8

Provide a preferred planning and urban design recommendation that achieves the best outcome for both the site and the community.





1.0 INTRODUCTION

01

1.1 INTRODUCTION

This Urban Design report has been prepared by GroupGSA on behalf of Billbergia for 1 King Street, Concord West.

The primary purpose of this report is to accompany a Planning Proposal for the subject site. Grounded on a robust analysis and urban design principles, the report also includes a reference design to demonstrate that the proposed distribution of height and floor space ratio is contextually appropriate for Concord West.

The indicative concept plan shows one way in which the site could be redeveloped under the controls sought by the Planning Proposal. It indicates potential distribution of land uses, massing, building form, and an overall building height and floor space ratio for the site. This has been developed with consideration of adequate building separation, and assessment of solar impacts both within the site and neighbouring properties.

Additionally, potential basement car parking arrangements, ground level street address, above ground podium including non-residential uses and community benefit, and residential uses above have been considered to contribute to activating the precinct and making a positive contribution to community infrastructure.

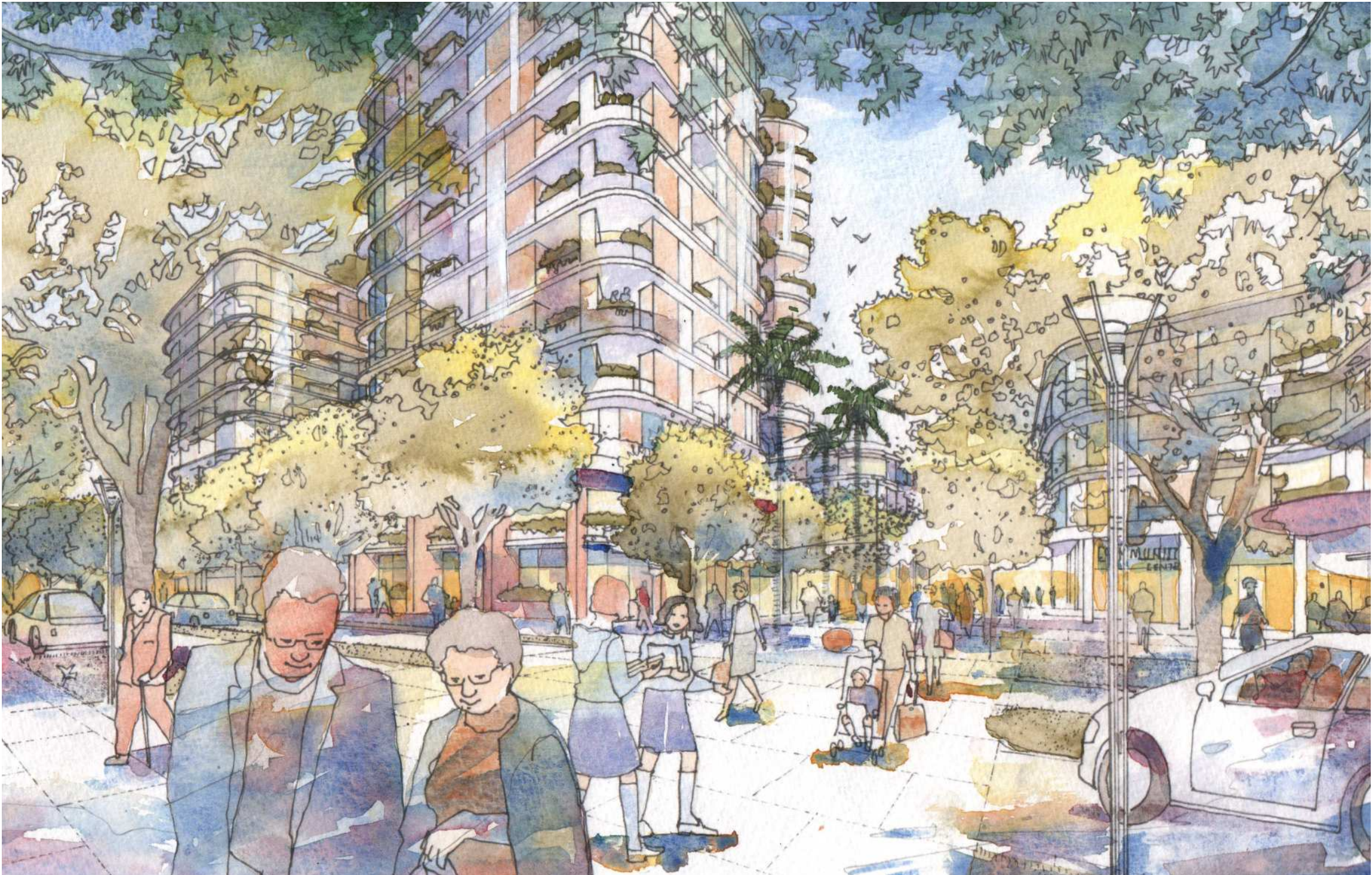
Similarly, an illustrative public domain plan has been developed to demonstrate the place based outcomes articulated in the urban design principles. Considerations of the future internal street network demonstrate the intended village typology, with setbacks and approach to fine grain that is consistent with PRCUTS and City of Canada Bay design guidelines.

The proposed masterplan reflects council's recommendations as per Peer Review and is consistent with recommended maximum heights limits and FSR.

Project Background

The current site consists of a single, fit for purpose building approximately 1.5 storeys tall. The building has previously had a single tenant, and is not publicly accessible, due to perimeter fencing that follows the boundary line on all interfaces. The site is currently empty and remains under utilised, given its location in a state government identified precinct and proximity to the Concord West Train Station.

This proposal aims to renew the site and obtain maximum and highest use to meet the increasing resident population, demand and market growth. The proposed development will be staged to ensure minimum disruption to the existing residents and community.



1.2 THE SITE

The site is located in Concord West, 11km west of the Sydney Central Business District.

It is located within the City of Canada Bay Local Government Area, north of Parramatta Road, and immediately east of Sydney Olympic Park.

The site is located in the Homebush Precinct, which was identified as one of 15 precincts that will catalyse the renewal for Parramatta Road. This strategic significance provides considerable opportunity for the site and its future renewal, in addition to its location adjacent the Concord West Train Station.

Concord West is located on the T9 Northern Line, which links to the future Metro West track via North Strathfield Station, one stop south. The future Metro line is a city and corridor shaping opportunity for many PRCUTS identified precincts.

Concord West is primarily residential, characterised by low-scale development in medium a density pattern, including some strata properties and low-rise apartments. There exists few opportunities in the precinct for significant redevelopment to meet dwelling targets.

The site retains a strong connection to the Bakehouse Quarter to its south in Homebush North via George Street, the suburb's primary north-south thoroughfare west of the rail line, and Rhodes strategic town centre via Homebush Bay Drive. These areas are subject to a number of ongoing development strategies which will feature an increase in density, improved activation and various public domain upgrades.



LEGEND

Site

Open Space

Water

Lots

Arterial Road

Sydney Olympic Park Master Plan 2030

LGA Boundary

T Train Line

M Future Metro Line

The site comprises a single lot, bound by the Rail Corridor to the East, George Street to the West, with no through site connections.

The site is currently accessed via George Street which runs along its western interface and continues southwards towards the Homebush Bakehouse Quarter.

It is within close proximity of Concord West Train Station to its immediate north-west, to which an existing access point faces. The site is not publicly accessible, being currently vacant and previously leased to a single tenant.

Existing built form consists of a single large warehouse style business park.

The site information may be summarised as follows;

Address	1 King Street Concord West NSW 2138
Lot/Section/DP	101/DP791908
Total area	31,360 m ²



Concord West features a variety of building typologies and neighbourhood characters, which surround the central train station and retail precinct.

The site is situated at the heart of the local centre, within walking distance of the suburb's commercial core and adjacent to the rail line.

Concord West is set to undergo significant development over the coming decade under the PRCUTS as the Homebush North Precinct, with some existing mid-rise mixed-use development indicative of the suburb's future character.

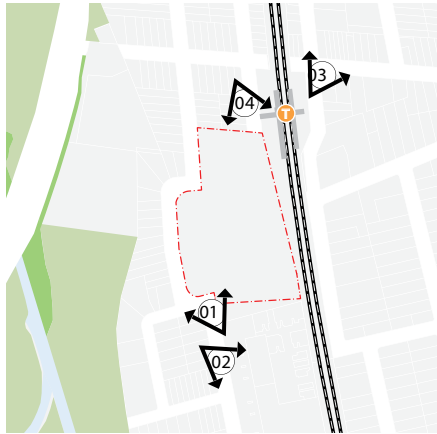
Growth will be concentrated around George Street, the region's primary north-south thoroughfare, which continues southbound towards North Strathfield.



1. George Street is Concord West's main north-south thoroughfare



2. George Street's north features mid-rise apartment developments, with active frontages to George Street



3. Concord West's commercial activity is concentrated east of the rail line



4. Concord West Train Station is to the site's north and links across the rail line

The site constitutes the largest single lot within the Homebush North Precinct, and is situated on its main road.

The adjacent mixed-use development overlooks the site's southern interface and is up to seven storeys in height.

There are four current access points to the site, one of which is located on King Street at the entrance to Concord West Train Station, providing convenient access to public transport.

There is a substation along the site's south, buffering the adjacent mixed-use development.



1. The north of the site intersects King Street at the entry to Concord West Train Station



2. The adjacent mixed-use apartment development is up to seven storeys in height.



3. Primary access is located on George Street



4. There are four existing access points



5. The site interfaces a substation to its south.





2.0 STRATEGIC CONTEXT

02

2.1 METROPOLITAN PLANNING CONTEXT

Our Greater Sydney 2056 - Eastern City District Plan

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney.

The Eastern City District is predicted to grow with demand for an additional 157,500 dwellings between 2016-2036. This will be provided through urban renewal around new and existing infrastructure and infill development. The focus of growth is identified to be on well-connected walkable places that build on local strengths and deliver quality places.

The Strategy identifies the adjacent suburb of Sydney Olympic Park as strategic centre and Rhodes as a strategic health and education precinct with expected growth within its proximity as an Urban Renewal Area associated with the introduction of the Sydney Metro West line. Those two centres are predicted to grow significantly with increased infrastructure, services, housing, and employment, contributing to growth throughout the region. The focus of growth is identified to be on well-connected walkable places that build on local strengths and deliver quality places.

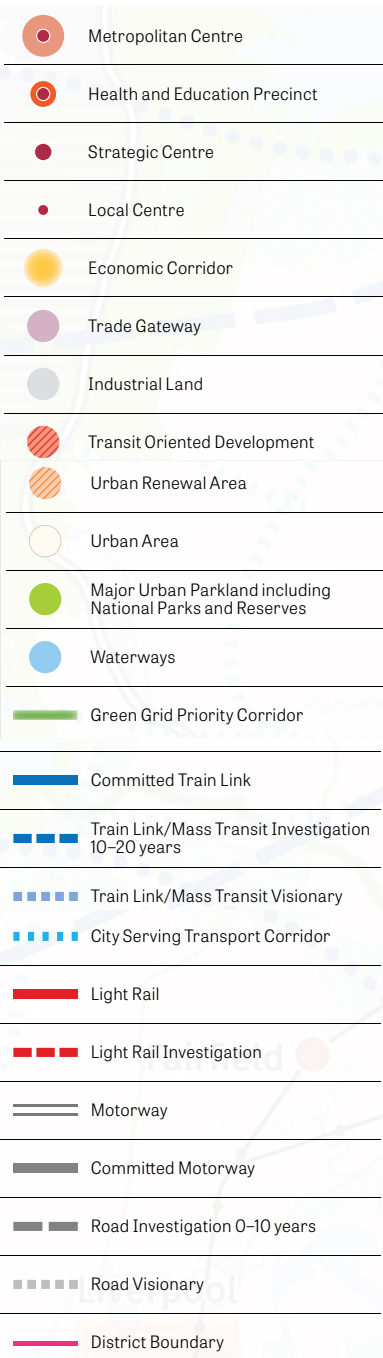
Additional community oriented facilities alongside supporting employment opportunities are required to support Canada Bay's steadily growing population, especially within its urban centres where residential densification is most prominent.

The subject site is situated at the heart of Eastern District Plan and Central District Plan. Expected growth within its proximity are identified in Central District Plan from the GPOP Economic Corridor and Sydney Olympic Park. 72,000 new homes and 110,000 jobs are forecasted in GPOP by 2036. Sydney Olympic Park will develop into a lifestyle precinct with boosted economic opportunities.

The centre's proximity to GPOP and Sydney Olympic Park set the potential for Concord West to grow with increased capacity for housing, employment opportunities and more diverse and affordable housing.

This submission responds to the following strategic objectives outlined in the Plan;

- Planning Priority E2, Objective 5
Benefits of growth realised by collaboration of governments, community and business.
- Planning Priority E3, Objective 6
Services and infrastructure meet communities' changing needs.
- Planning Priority E4, Objectives 7,8 and 9
Fostering healthy, creative, culturally rich and socially connected communities
- Planning Priority E5, Objectives 10 and 11
Providing housing supply, choice and affordability, with access to jobs, services and public transport.
- Planning Priority E6, Objective 12
Great places that bring people together.
- Planning Priority E10, Objective 14
Integrated land use and transport creates walkable and 30-minute cities
- Planning Priority E17, Objective 30 and 32
Urban tree canopy cover is increased and the Green Grid links parks, open spaces, bushland and walking and cycling paths
- Planning Priority E18, Objective 31
Public open space is accessible, protected and enhanced.



2.2 PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is the long-term vision for developing population and employment growth in the Parramatta Road Corridor.

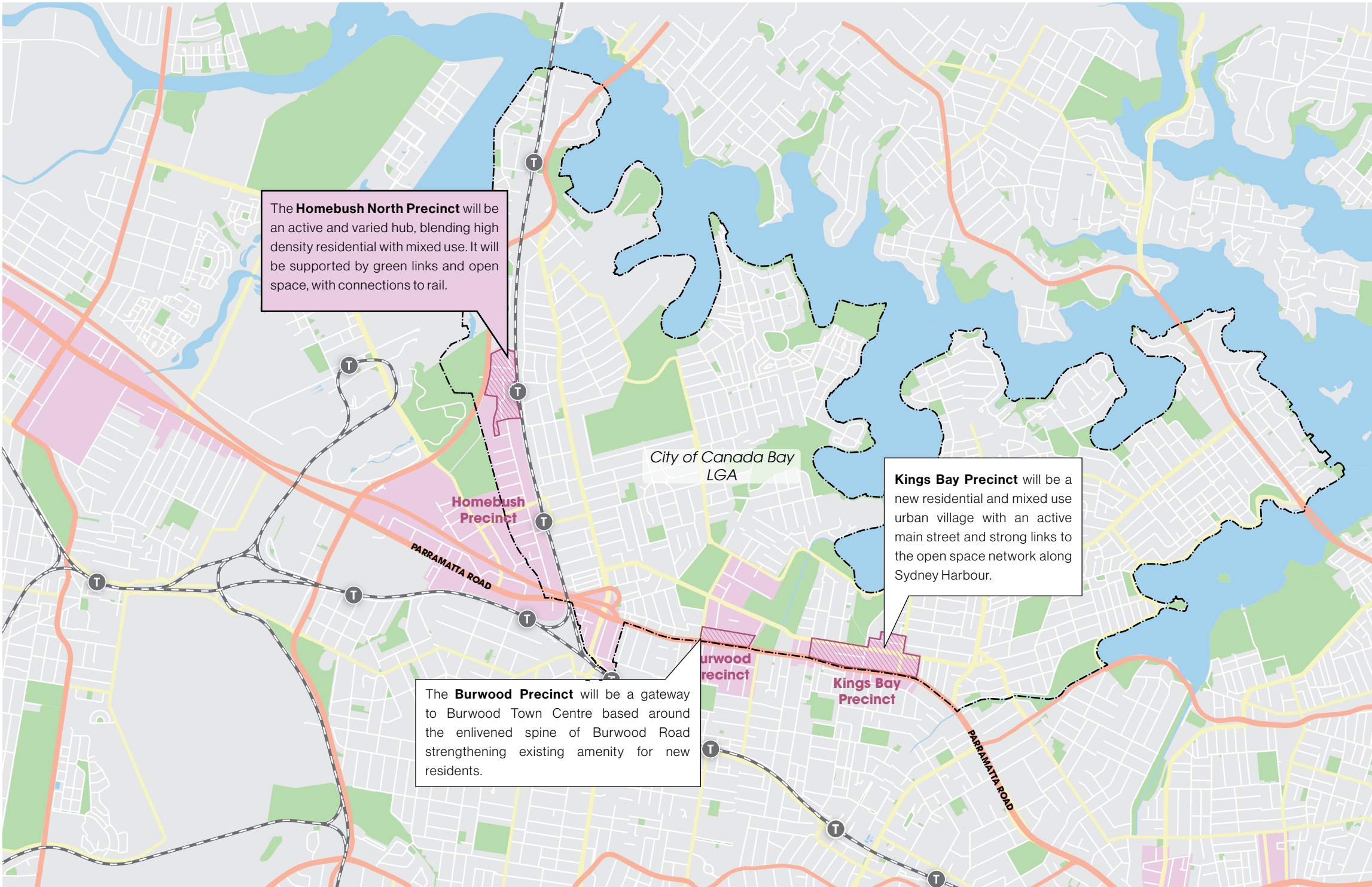
While the Strategy does not directly rezone land, it establishes the framework for land use and transport planning to guide, coordinate and facilitate changes to local planning controls that will lead to the Corridor's transformation. The Strategy will be implemented through planning proposals prepared by landowners or developers, comprehensive local environmental plan reviews undertaken by councils, and State environmental planning policies for future Priority Precincts.

The strategy sets out a vision for the corridor of tomorrow which have been key considerations of this proposal:

- housing choice and affordability
- diverse and resilient economy
- accessible and connected
- vibrant communities and places
- green spaces and links
- sustainability and resilience
- delivery

Future Homebush Precinct is identified as a major high-density mixed-use precinct strategically located between Sydney's two main CBDs focused on providing employment and housing opportunities supported by extensive open space network and efficient vehicular, active, and public transport linkages.

Located within Homebush North Precinct, the subject site contributes to reimagine the future character as a mixed use precinct housing a community of residents attracted to the area for its high amenity and access to employment at Sydney Olympic Park and Parramatta CBD.



Reference: GroupGSA Homebush North Precinct Report for City of Canada Bay

PRCUTS identifies 15 precincts along the Corridor that will catalyse the transformation. Homebush was selected as one of these.

Homebush Precinct

The Homebush Precinct will be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations at Concord West, North Strathfield, Homebush and North Strathfield.

The activity hub of the Precinct will be located between Homebush Station, North Strathfield Station and Strathfield Station.

This area will have a revitalised and active urban mixed-use character with both Parramatta Road and George Street forming main street spines that build on the character and attraction of the Bakehouse Quarter and the curved alignment of Parramatta Road. Taller residential buildings will mark the core of the Precinct near all three stations.

A dense network of streets will extend northward and westward from the activity hub through the Precinct to provide walkable medium-density residential neighbourhoods oriented to the open space network. The green corridor of Powell's Creek will reach from the heart of the Precinct to Sydney Olympic Park and Homebush Bay beyond.

- Population: 19,500 by 2050
- Homes: 9,500 by 2050
- Jobs: 12,900 by 2050

PRCUTS Planning and Design Guidelines

The purpose of the Parramatta Road Corridor Planning and Design Guidelines is to:

- describe the priorities and principles that will ensure future development achieves high design quality and design excellence
- guide the rapidly changing character of the Corridor whilst ensuring future development responds to the distinct character and identity along different parts of the Corridor

The subject site forms part of the Homebush precinct that supports the focus for a high density housing and activity. The guidelines also recommend key built form controls that have been adopted to contextual fit in the reference scheme in this submission.



2.3 NSW DESIGN GUIDELINES

The site is subject to a number of state policies and guidelines that have informed this proposal.

The Sydney Green Grid

The Sydney Green Grid promotes the creation of a network of high quality open spaces that support recreation, biodiversity, and waterway health. The Green Grid creates a network that connects strategic, district and local centres, public domain transport hubs and residential areas.

The site is located in the Central Districts project opportunity clusters. Specifically open spaces along Powells Creek, which is identified as part of the key ecological and recreational grids.

The Framework presents the opportunities identified by various interest groups and governments as potential priority projects (refer to map adjacent).

Project opportunity clusters identified in the framework in area include:

- Urban greening improvements along major transport corridors that bisect the Inner West including Parramatta Road and rail lines to enhance connectivity
- Support work already being undertaken in the corridor establishing the Parramatta River as a key active recreation link and regional open space corridor between the city and the west. Opportunities for improved connections and foreshore parkland should be investigated.

Of greatest relevance to the subject site is the following projects:

- 4. Sydney Harbour Foreshore and Parramatta River Walk
- 22. Rhodes and Concord Open Space and Hospital Precincts
- 24. Powells Creek and Mason Park, Strathfield

Better Placed

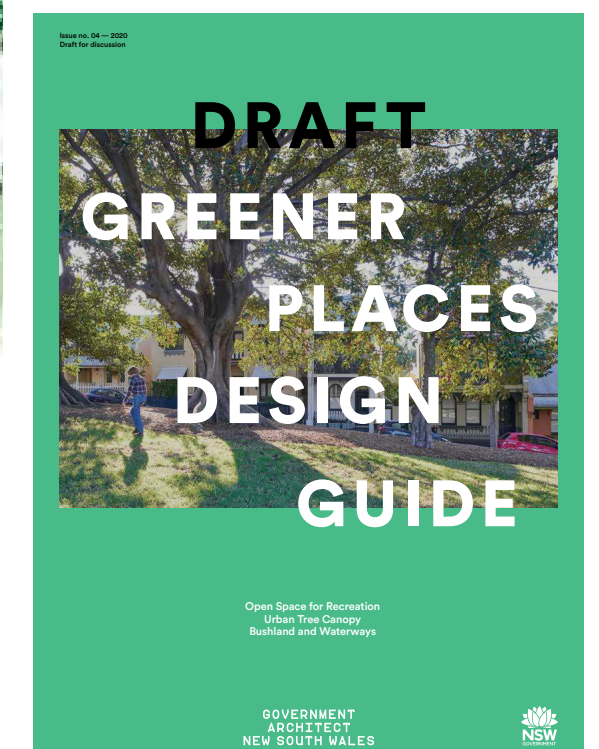
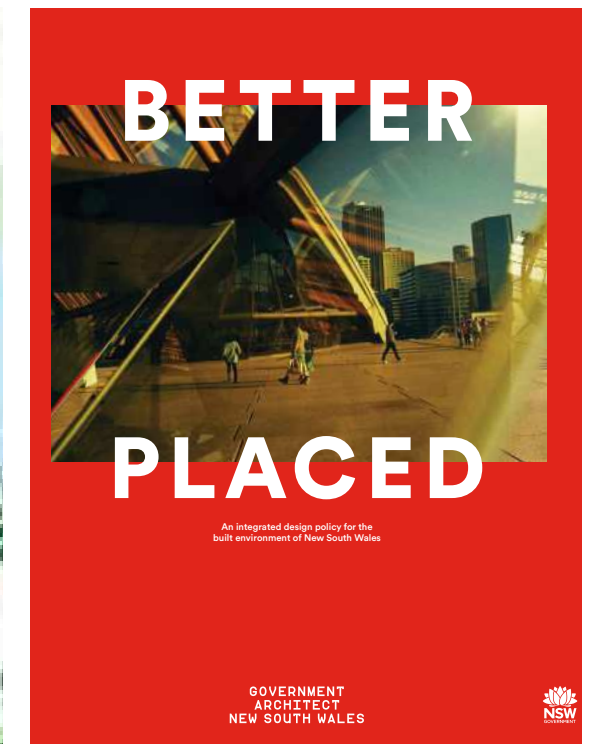
An integrated design policy for the built environment of NSW. It captures the collective aspiration and expectations for the places where we work, live and play. It creates a clear approach to ensure good design that will deliver the architecture, public places and environments we want to inhabit now and those we make for the future.

Our urban design principles for this project have been referenced against the Better Placed document to ensure that the reference design achieves a contextually appropriate fit for Concord West.

Greener Places

Greener Places provides information on how to design, plan, and implement green infrastructure in urban areas throughout NSW. Greener Places explains green infrastructure, why we need it, and the benefits of providing it.

Our proposal includes green infrastructure, that contributes to existing identified green links.



2.4 LOCAL COUNCIL STRATEGIES

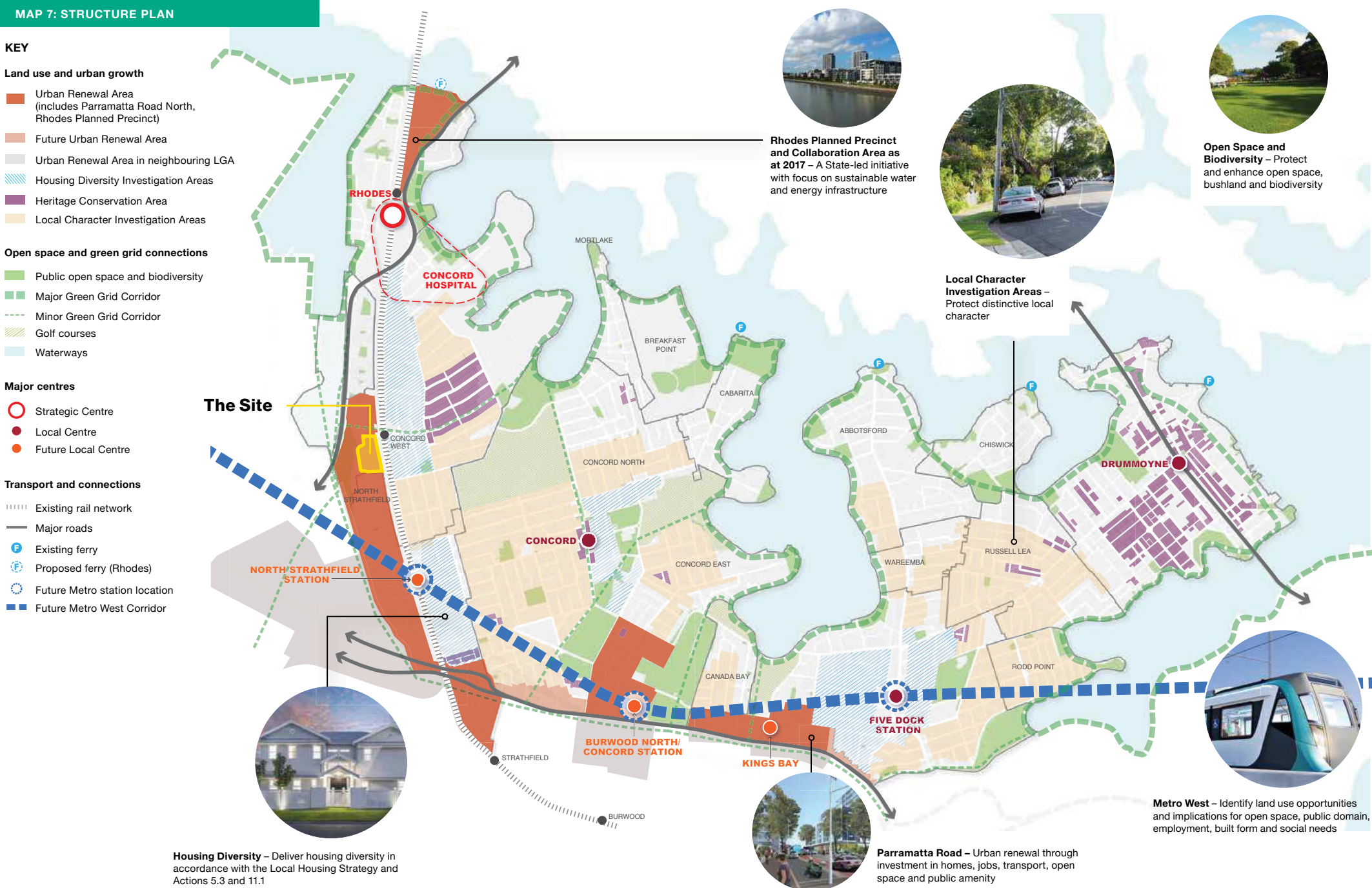
Local Strategic Planning Statement (LSPS)

The LSPS is the core strategic planning document for the City of Canada Bay. It guides the character of the centres and neighbourhoods into the future.

The LSPS brings together and builds on planning work found in Council's other plans, studies and strategies such as the Local Environmental Plan (LEP), Development Control Plans (DCP) and Contributions Plans. The LSPS will be used to update key components of these plans.

The LSPS identifies the subject site as located within a key urban renewal area which extends throughout Homebush and the Bakehouse Quarter. This urban renewal area extends along the Parramatta Road Corridor and between the employment hubs of Burwood, Strathfield, and Olympic Park, and along the T9 Northern Line.

The submission responds to and strengthens the land use vision set by the LSPS that aligns growth with the delivery of infrastructure and PRCUTS. It also supports a number of Priorities identified in the LSPS provide housing supply, choice and affordability around key transport nodes, corridor and centres, and improve connectivity throughout Canada Bay.



2.5 HOMEBUSH NORTH MASTER PLAN

(by GroupGSA for City of Canada Bay)

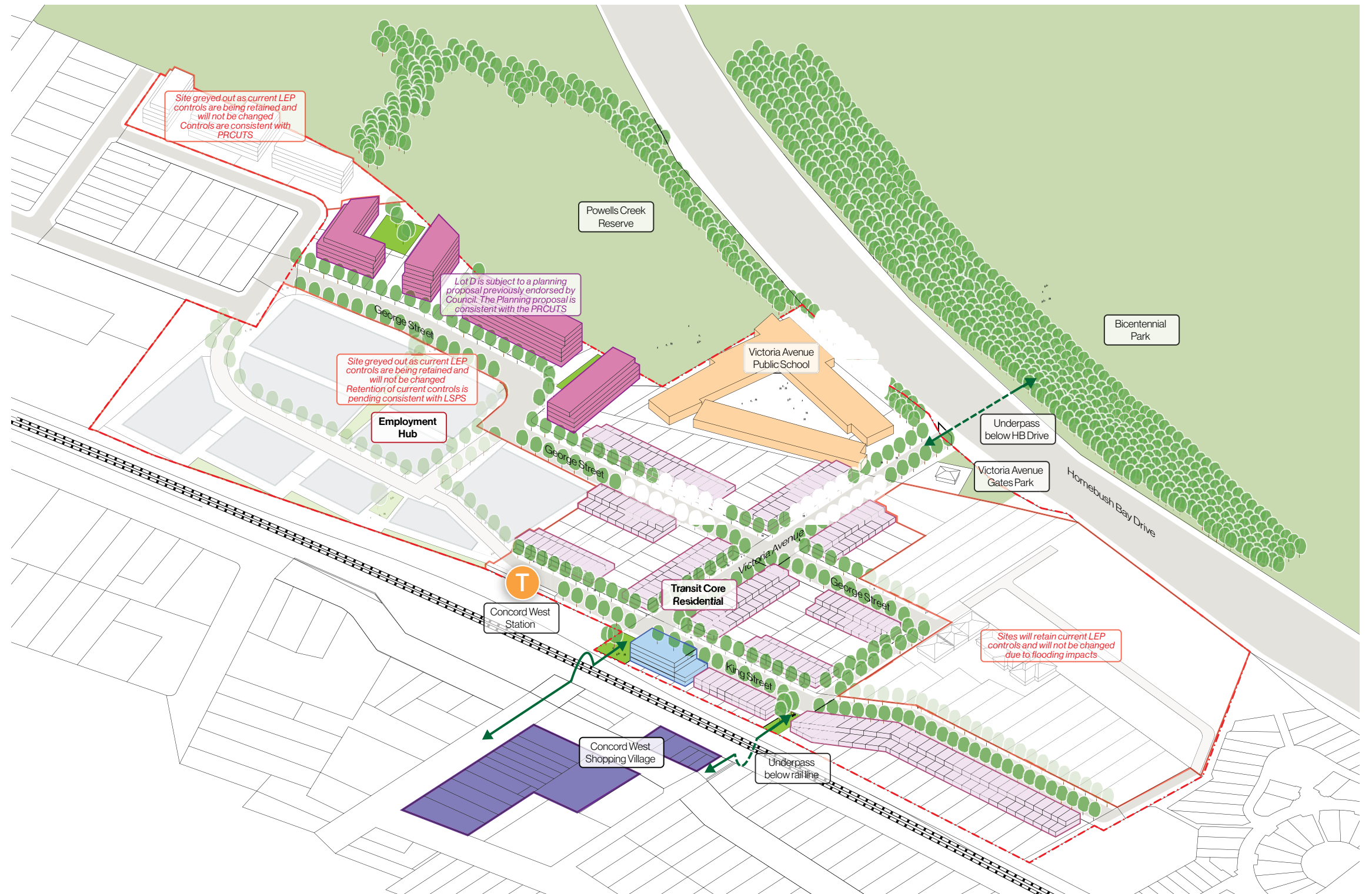
The Master Plan reimagines the future character of Homebush North Precinct as a new, mixed use precinct housing a new community of residents attracted to the area for its high amenity and access to employment at Parramatta CBD and Sydney Olympic Park. The precinct provides a long term supply of housing stock to meet increasing demand as Sydney Olympic Park grows into a new city.

In response to PRCUTS, the City of Canada Bay has commenced additional urban design, traffic and transportation investigations for 3 precincts: Burwood, Homebush and Kings Bay. This work seeks to ensure that all future decisions to rezone land will be made with a thorough understanding of potential cumulative impacts and will achieve orderly, transparent and high-quality design outcomes.

The Master plan consolidates the PRCUTS with other studies and plans that Council has produced that support the implementation of the PRCUTS. It is intended to guide the future built form and urban environment and to inform amendments to the Canada Bay LEP 2013, DCP and contributions plan.

The Homebush North Master Plan illustrates how the precinct proximal to Concord West Station could be redeveloped to increase resident density and transform existing industrial lots into new commercial and residential uses. Select lots are amalgamated in the precinct to facilitate medium density residential and commercial redevelopment.

The submission responds to the vision and strategies in the Master Plan that informed by the PRCUTS design guidelines, context interface, open space and links, and utilisation of land.



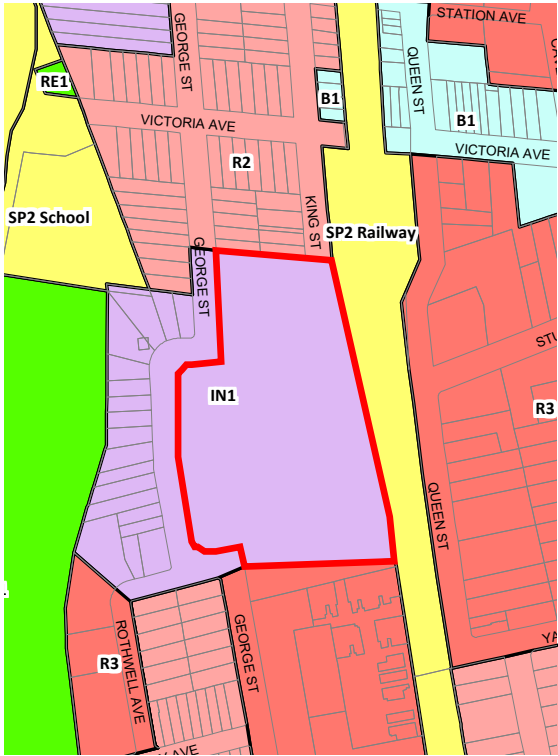
2.6 LOCAL ENVIRONMENTAL PLAN

Canada Bay Local Environmental Plan 2013

The site is subject to a number of controls as per the Canada Bay LEP 2013 which determine its current function and potential density.

The site is currently zoned IN1 General Industrial allowing for only light to heavy industrial employment and businesses.

The site has a maximum building height of 8.5m and an FSR of 1:1, allowing for a low-scale, sparse built form which reflects its current suburban character, but does reflect the site's desired future content under the PRCUT Strategy vision.



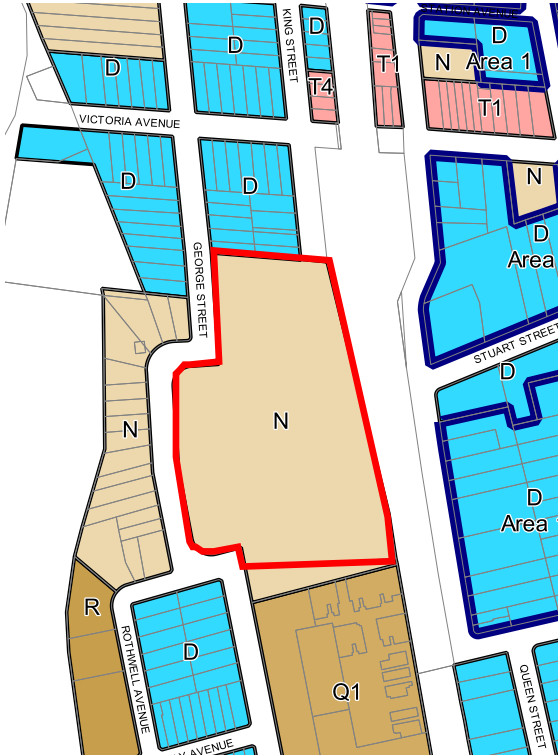
Land Zoning

B1	Neighbourhood Centre
B3	Commercial Core
B4	Mixed Use
B6	Enterprise Corridor
B7	Business Park
E2	Environmental Conservation
IN1	General Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure



Height of Buildings

A	0.00
I	8.50
J	9.50
K1	10.00
K2	10.50
L	11.00
M	12.00
N	14.00
O1	15.00
O2	16.00



Floor Space Ratio

A	0.00	T1	2.00
D	0.50	T2	2.10
F	0.60	T3	2.20
H	0.70	T4	2.26
I	0.75	T5	2.30
L	0.90		
N	1.00		
O	1.10		
P	1.20		
Q1	1.30		
Q2	1.35		
R	1.40		





3.0 ANALYSIS

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3.1 CONTEXT ANALYSIS

The subject site is located adjacent to the Concord West Train Station and is identified in the NSW Department of Planning’s Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

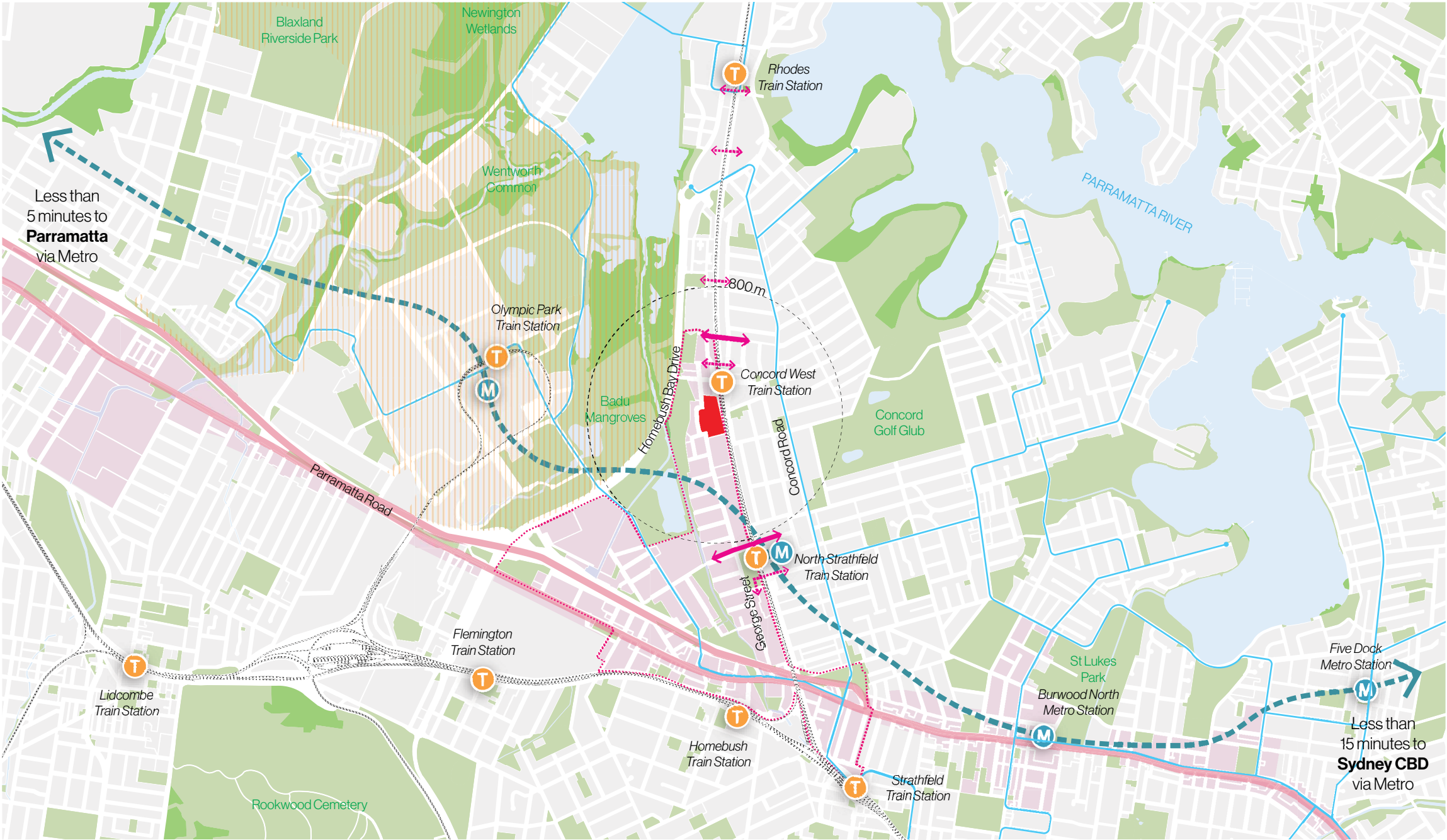
The Parramatta Road Corridor Urban Transformation Strategy is a NSW Government urban renewal strategy which aims to increase amenity and density along the Parramatta Road Corridor and within the region’s local centres.

Concord West is situated within the Homebush North Precinct, a mixed-use mid-rise residential neighbourhood featuring high levels of amenity with access to local employment hubs.

A large recreational precinct including SOPA extends throughout the site’s north-west along the Parramatta River’s banks, providing key access to open space and the regional cycle network.

Concord Road is the region’s primary north-south thoroughfare, linking the site north to Rhodes strategic centre, and south towards Parramatta Road and Strathfield.

The site is situated on George Street, which links southwards to the Bakehouse Quarter, a local employment hub and cultural space. It culminates to the site’s north, where traffic must cross the rail line eastwards along Concord Avenue.



LEGEND

- Site Boundary
- Open Space
- Water
- Lots

- PRCUTS Study Area
- Homebush Precinct
- Sydney Olympic Park Master Plan 2030

- Arterial Road
- Pedestrian Link
- Vehicular Link
- Train Line
- Future Metro Line
- Bus Route

Scale 1: 30,000 @ A3
0m 120 240 600 1200

3.2 STRATEGIC HEIGHT CONTEXT SUMMARY

Concord West is situated within a context of growth, with many of the surrounding local and strategic centres subject to considerable uplift under the PRCUTS.

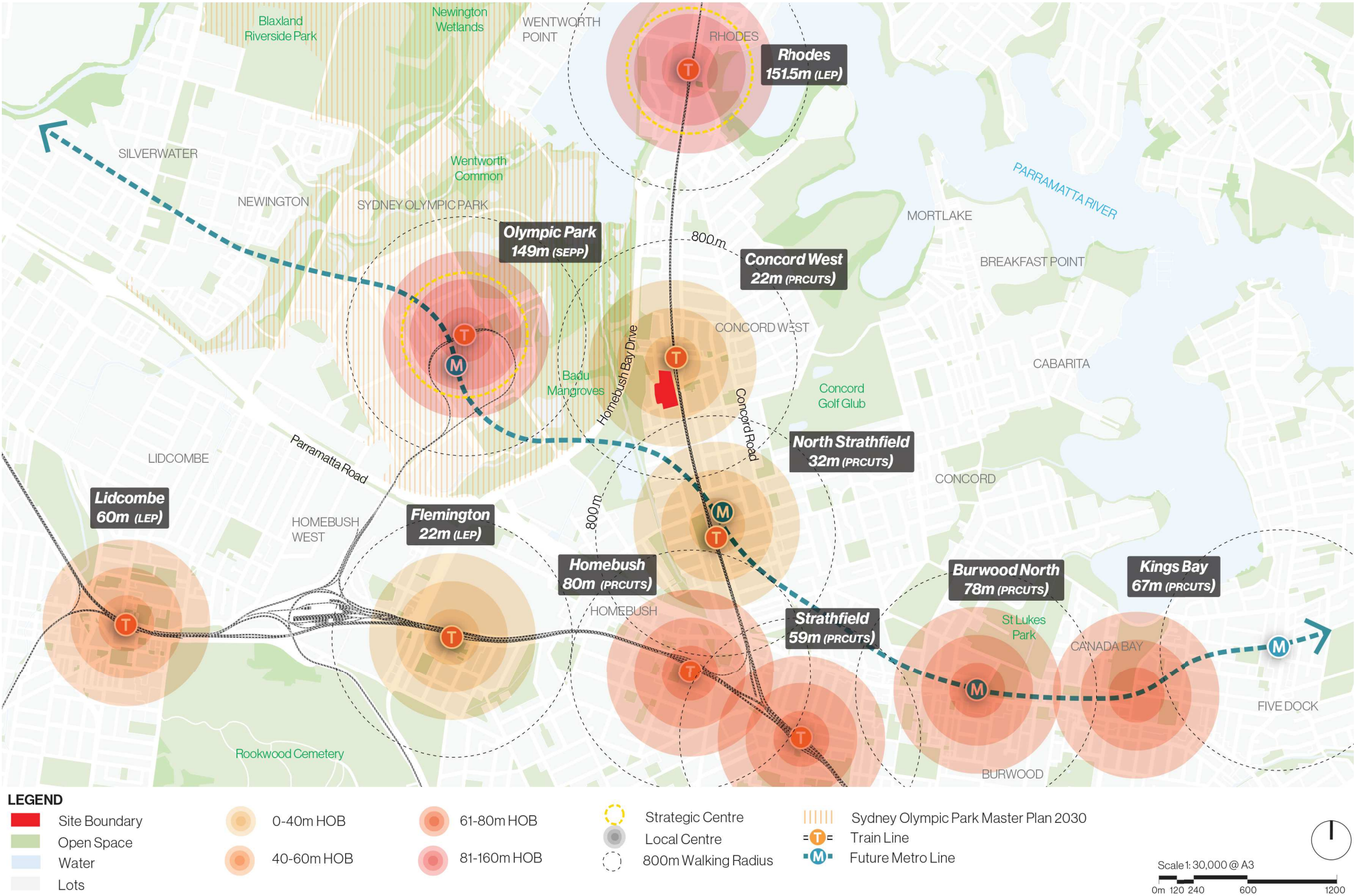
A Metropolis of Three Cities identifies Olympic Park and Rhodes as future strategic centres, afforded a height allowance of 149m and 151.5m respectively. These heights reflect their desired character as dense metropolitan areas which are regionally significant.

Smaller local centres of a similar size and prominence as Concord West include Kings Bay and Burwood North which are to undergo significant transformation under the PRCUT Strategy, experiencing uplift to a height allowance of 67m and 78m respectively.

While the local centre of North Strathfield is limited to a height allowance of 32m, it is constrained by the historical prominence and cultural value of the Bakehouse Quarter precinct, where increased heights may impact the integrity of heritage items.

The PRCUTS Homebush North Precinct Master Plan assigns a maximum height allowance of 22m within the vicinity of the Concord West local centre, considerably less than surrounding centres of a similar size.

Concord West however currently lacks the appropriate maximum building height allowances under existing LEP controls or those proposed by the Homebush North Precinct Master Plan to reflect ongoing growth within its regional context.



Local Centres and PRCUTS

The Homebush North Precinct is afforded a proposed maximum building height allowance which is significantly less than that of surrounding local centres.

Current proposed controls considerably limit the precinct's potential to meet PRCUTS desired housing stock, with opportunity for increased height and density.

The Homebush North Precinct is most aptly contrasted to the Stage One Burwood Precinct and Kings Bay Precinct, which are similarly peripheral local centres set to undergo considerable growth within the upcoming decades.

The Burwood North Precinct and Kings Bay Precinct set a precedent for the expected scale and pattern of growth within the PRCUTS study area, to which the Homebush North Precinct currently does not reflect.

Maximum height allowances within the Burwood North Precinct and Kings Bay Precinct are 78m and 67m respectively, with the tallest heights concentrated within vicinity of the precinct's local centre. In the Burwood Precinct, height is concentrated within the Burwood Metro Station precinct, while in the Kings Bay Precinct height surrounds its commercial core.

The site is situated similarly to the Homebush North Precinct local centre, within close proximity of Concord West Train Station and located amidst the precinct's most significant developments.

Unlike the Homebush North Precinct, other surrounding local centres included in the PRCUTS which currently do not reflect similar uplift, do not have the same development potential, due to their current character or lack of capacity.

North Strathfield, while close to the site and comprising the majority of the wider Homebush Precinct, currently is proposed a maximum building height of 32m. This height reflects its vast low-scale residential community, and the potential for significant impact on the heritage integrity of the Bakehouse Quarter.

Similarly, the local centre of Clyde situated within the wider Granville Precinct is proposed a maximum building height of 15m, reflecting its predominantly industrial land usage and lack of development potential nor demand.

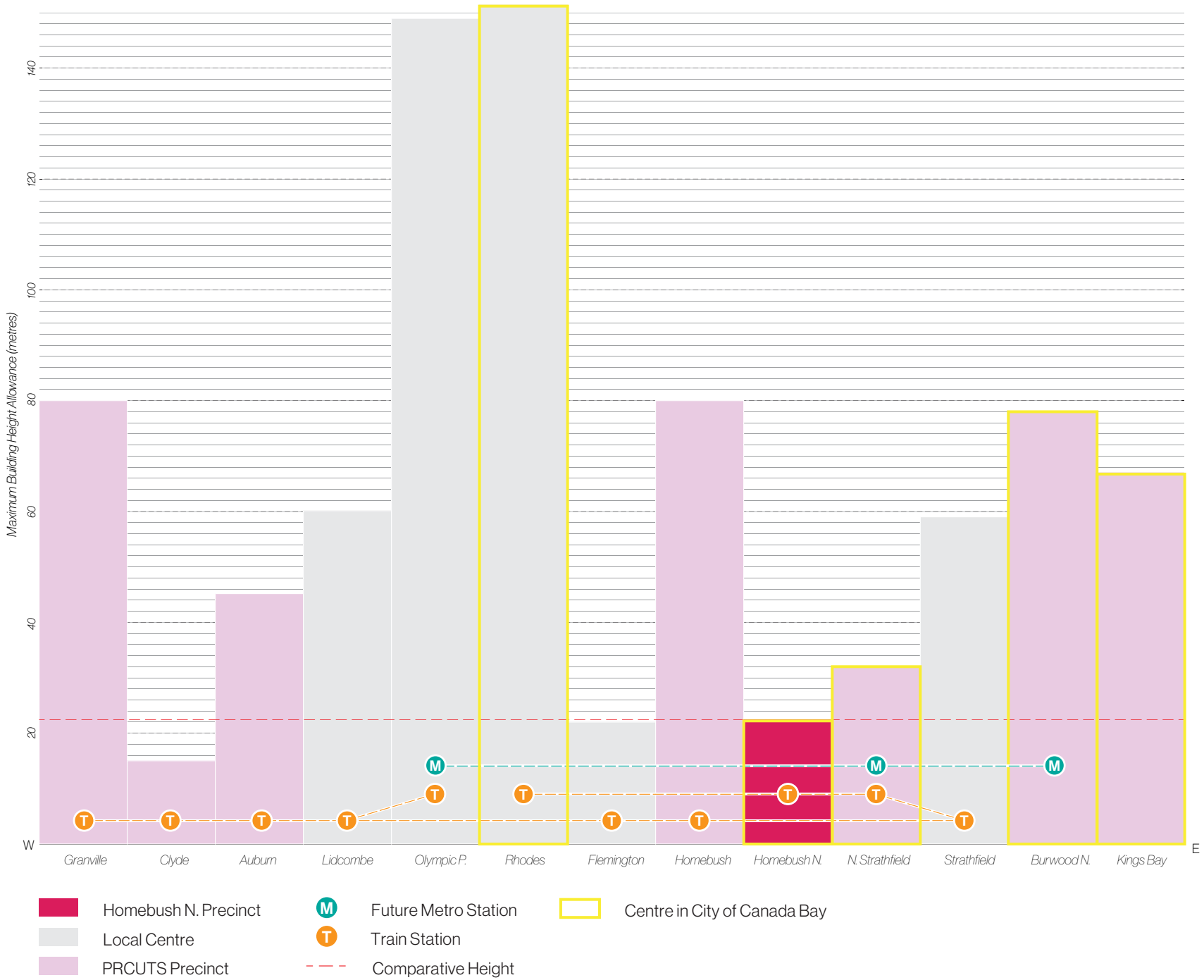
There are no such limitations on the redevelopment of the site and the uplift of the Homebush North Precinct, which lacks a similarly sensitive local character or predominant land use.

Those strategic centres not included as part of the PRCUTS including Rhodes and Olympic Park are subject to much greater uplift of up to 151.5m in building height. These heights reflect the much greater capacity required within centres expected to function as employment hubs and high density residential areas.

The Homebush North Precinct however functions as a local centre, with a capacity which more appropriately reflects the PRCUTS precincts.

While currently the site is proposed to maintain its current height and FSR controls, it presents a key opportunity for residential redevelopment, to be consistent with the scale and future character of other similar PRCUTS precincts, and to contribute to the activation and capacity of the Homebush North Precinct local centre.

Comparison of proposed maximum height allowances of local centres within the Parramatta Road corridor.



3.3 SITE ANALYSIS

Land Use

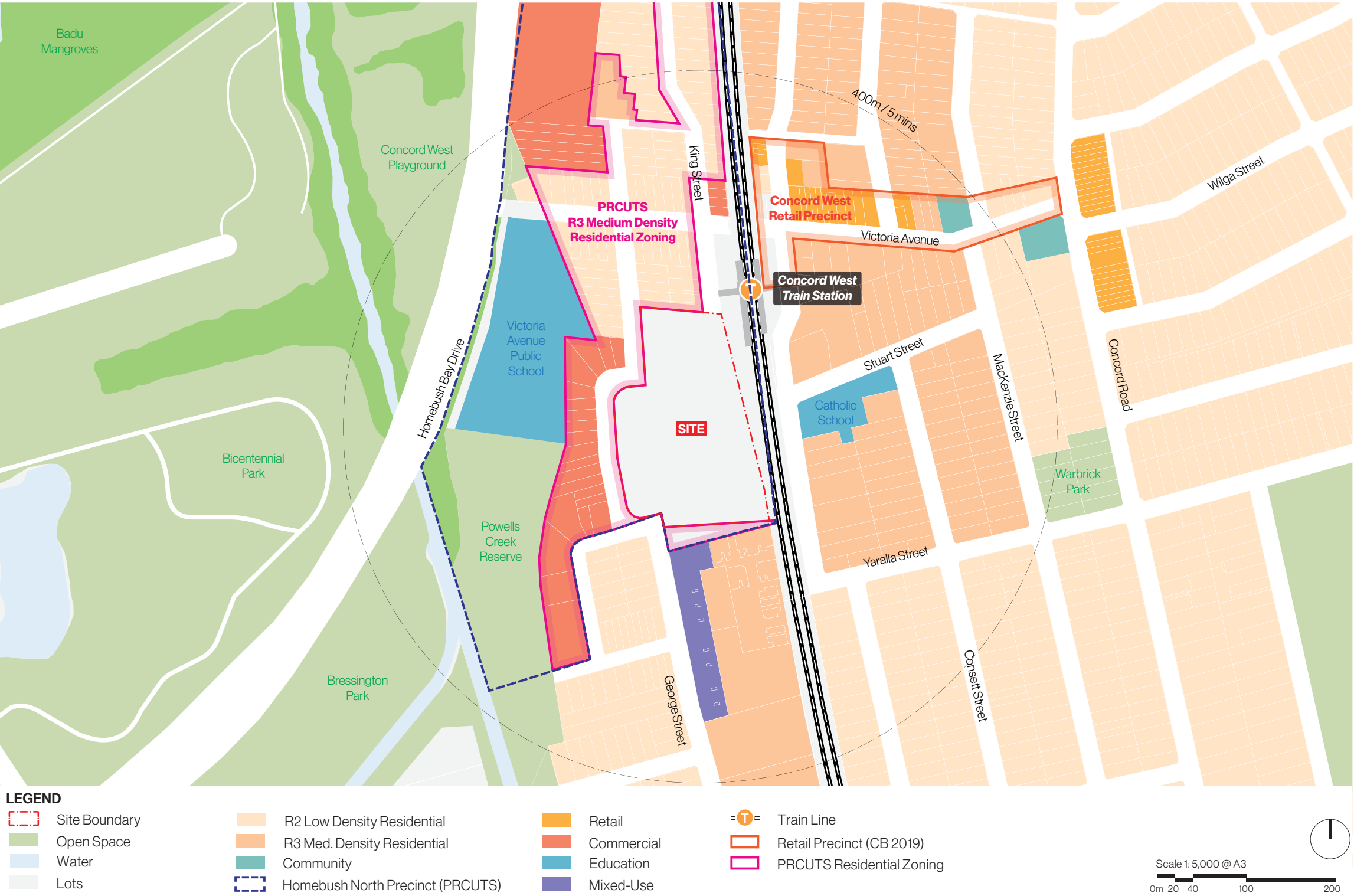
The surrounding context features a wide variety of land uses, with some commercial activity to the site's west, and a small mid-rise mixed-use precinct to its immediate south.

Retail activity and activation of the ground plane is concentrated within the Concord West Retail Precinct which currently lacks strong connection to the Homebush North Precinct.

The site's immediate context is to be rezoned R3 Medium Density Residential under the Homebush North Precinct Master Plan, contributing to greater housing density and population increase.

Proposed commercial floor space and retail activity within the Homebush North Precinct is sparse, and currently the proposal will not appropriately cater for expected population growth.

The site itself currently functions as commercial/industrial floor space, which under the current master plan is not intended to be rezoned and will remain for industrial use.





LEGEND

	Site Boundary		Lot Size 0-750m²		Train Line
	Open Space		Lot Size 750-1,500m²		Lot Size 6,000-12,000m²
	Water		Lot Size 1,500-3,000m²		Lot Size 12,000-24,000m²
	Lots		Lot Size 3,000-6,000m²		Lot Size 24,000-48,000m²

Lot Sizes

The site is the largest private single-owned lot within the Concord West local centre, with greater development potential than much of its context.

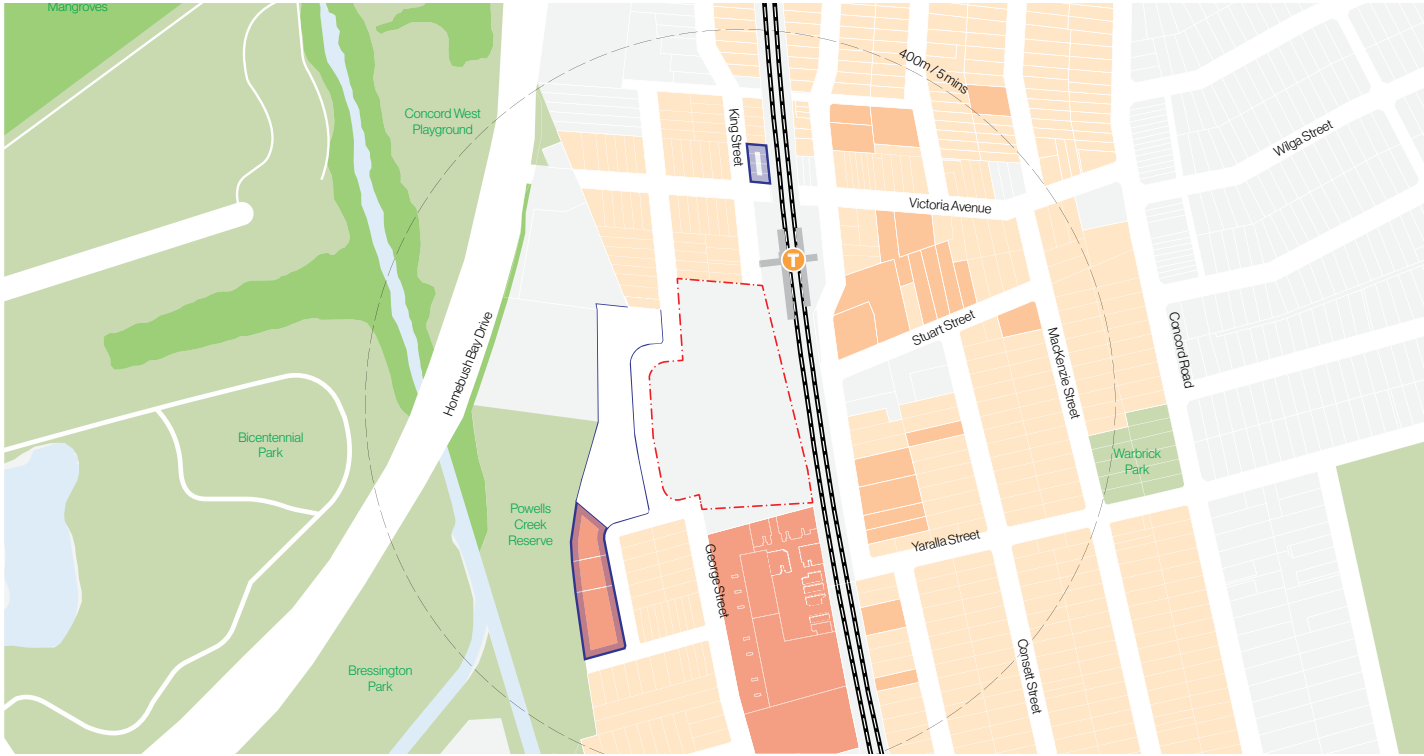
The site is 31,391m² in total area, which is more than twice the size of the next largest lot within proximity of the local centre, located to its far north-west.

Much of the rest of the surrounding context consists of single lots less than 750m² in size, accommodating a single dwelling.

Strata lots are common within Concord West, featuring a number of individual dwellings within a commonly owned building and lot. These range up to 1500m² in size and lack potential for further development.

Larger lot sizes are to be found west of the train line, due to the small existing commercial precinct present, and recent amalgamations for mixed-use development.

The site is therefore situated within a precinct which can in future accommodate for greater growth than much of the surrounding area, due to the presence of larger lots with development potential.



LEGEND

	Site Boundary		Amalgamated Lot (PRCUTS)		Train Line
	Open Space		Single Dwellings		
	Water		Strata Property		
	Lots		Apartment		

Land Ownership

Concord West is primarily residential in character, with a variety of dwelling typologies and ownership patterns.

Strata lots are more common throughout the local centre east of the rail line, accommodating multiple resident groups per lot. This area however lacks apartment dwellings, which are prominent west of the rail line.

Under the PRCUTS, four lots within the Homebush North Precinct are to be amalgamated, introducing a great number of apartment style dwellings to the local centre, responding to existing development south of the site.

As a result, the neighbourhood character of the surrounding area is due to change, placing the site within a cluster of apartment dwellings.

Single owner dwellings are more common throughout the local centre's east, constituting a majority of lots, on which due to the rail line, development within its western half will have little impact.

Road Hierarchy and Public Transport

Vehicular and pedestrian connectivity is limited across the rail line, with cul-de-sacs which impede movement and divide the local centre in two.

There are two pedestrian links across the rail line within vicinity of the site; the train station walkway and Station Avenue link, which lack amenity and activation.

A stronger link between Concord West's eastern retail precinct and the Homebush North Precinct is key to the precinct's success as a local centre to support its medium density residential neighbourhood.

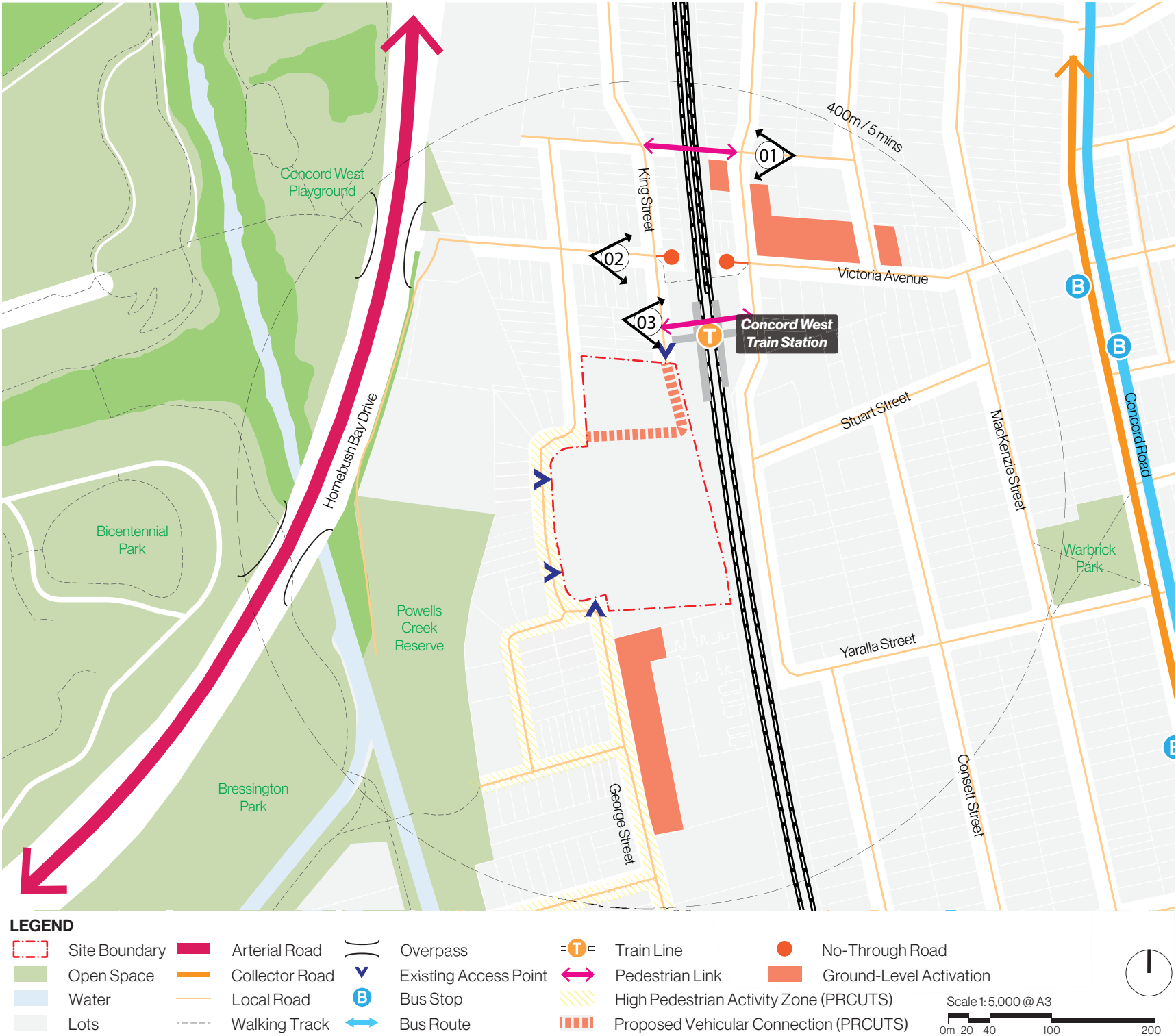
Within PRCUTS, greater vehicular connectivity throughout the precinct is proposed, with an indicative link road through the site connecting King Street to George Street via the train station.

There are four existing access points to the site, three of which are located on George Street, and one of which is accessed via the adjacent train station, though its northern entry is proposed to form part of the future vehicular connection.

The primary north-south arterial Homebush Bay Drive cannot be accessed via Victoria Avenue, leaving the precinct at present isolated from much of the surrounding area.

George Street features some ground level activation along its eastern edge, increasing pedestrian foot traffic, though this does not currently extend northwards.

There exists significant opportunity to unlock the site, create new links that connect and activate Concord West.



1. Station Avenue pedestrian link



2. Victoria Avenue dead-end



3. Concord West Station pedestrian link

Open Space and Active Transport

The site represents a key opportunity for greater active transport, with a proposed through-site link connecting George Street to the train station.

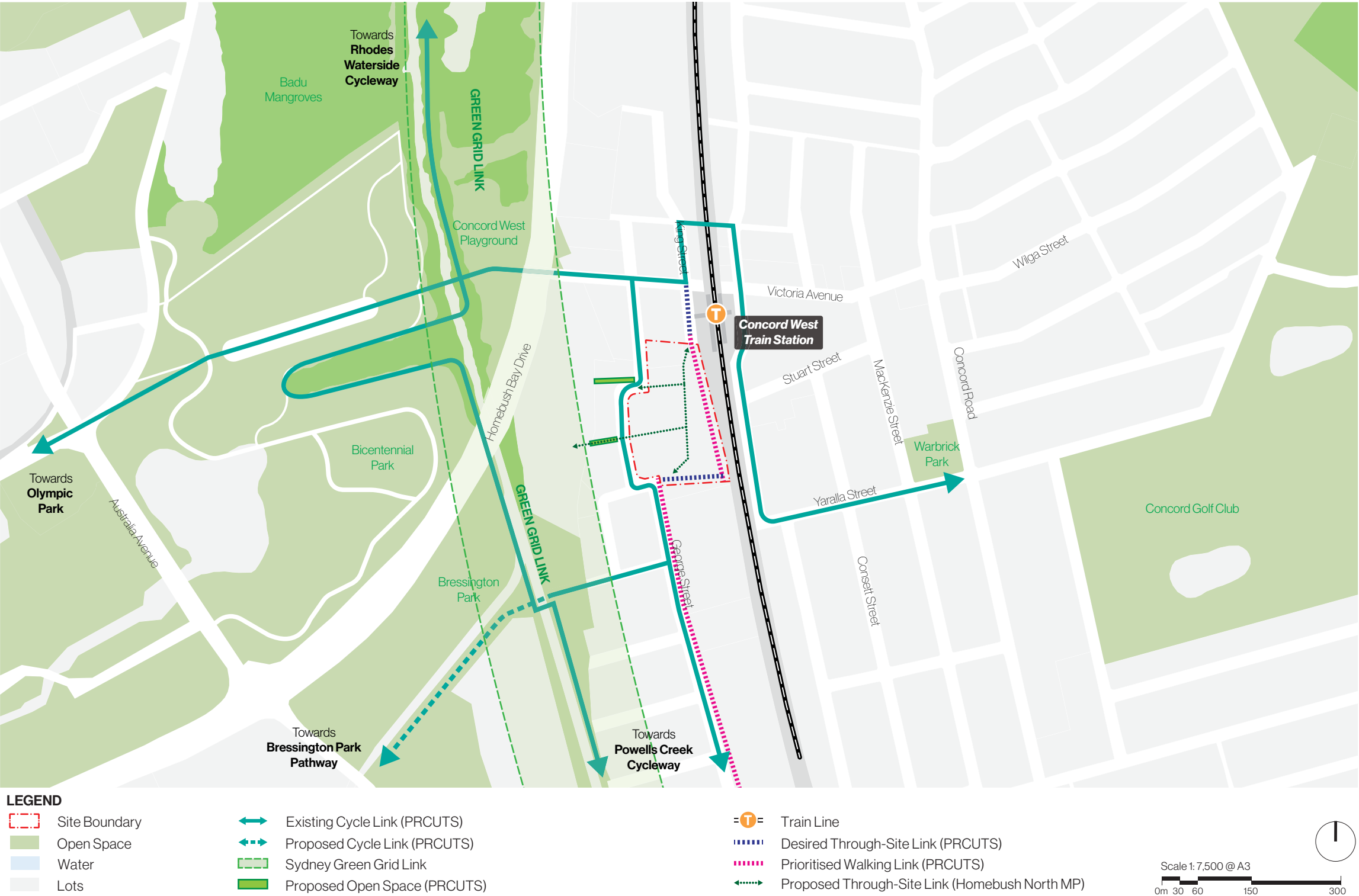
An indicative desired through-site link proposed by the PRCUTS links George Street to King Street along the site's boundaries, while the PRCUTS Public Domain Plan proposes a diagonal link.

This pedestrian connection would significantly strengthen the connectivity of the public domain which currently requires pedestrians to loop around the site's north to access George Street.

The existing cycle network is largely unformalised throughout Concord West's residential areas, though the adjacent Bicentennial Park features an extensive grid of recreational cycling paths.

This recreational grid links Rhodes strategic centre to the Bakehouse Quarter via Powells Creek cycleway, which is situated within a key Sydney Green Grid connection.

Though vehicular connectivity is currently lacking within the Homebush North Precinct, it is supported by an extensive cycle network and various east-west pedestrian links.



Built Form and Neighbourhood Character

The built form and neighbourhood character in Concord West varies from single lot to residential, to pockets of redevelopment, but there is overall limited activation at ground level.

The Homebush North Precinct is not considered to be a local character area by Canada Bay Council, and is set to be redeveloped under the PRCUTS to provide greater amenity and long-term medium density housing for the region's growing community.

This neighbourhood's character will transition significantly within the near future, to one of increased density and activation.

The Homebush North Precinct's residential community is proposed in the Public Domain Plan to be characterised as within either the Residential Nexus or within the Transit Core close to the train station.

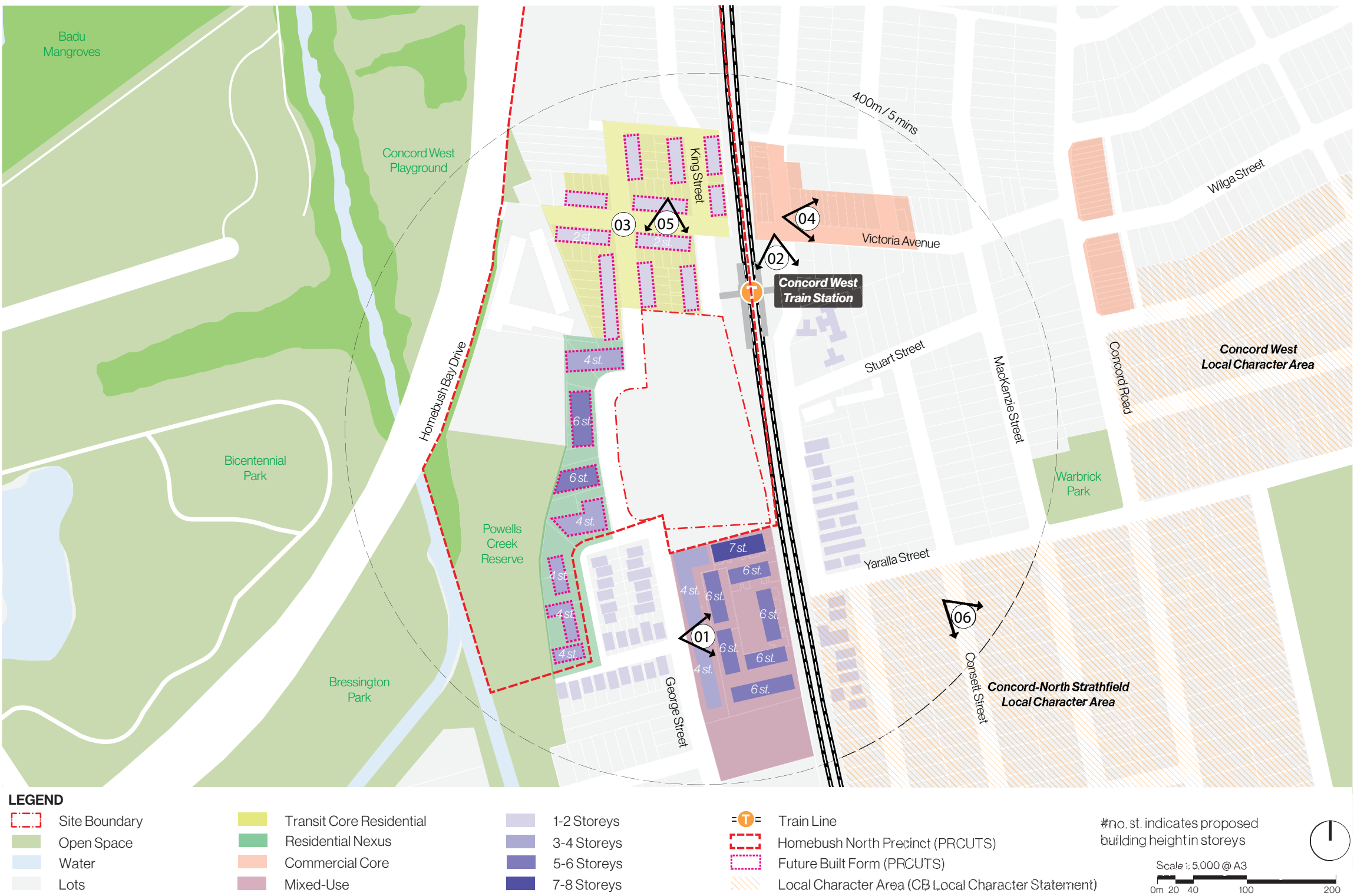
Though both areas are wholly residential in land usage, the Transit Core features two-storey townhouse style dwellings, while the Residential Nexus features up to six storey apartments which differ in building foot print and scale.

The Residential Nexus character area is similarly proposed within the PRCUTS Kings Bay Precinct, which features development up to 8 storeys in height.

There is potential for increased height within the site to reflect its central location within the precinct, reflecting height allowance patterns found in the Kings Bay Precinct and other PRCUTS master plans.

As the site is situated adjacent to the Residential Nexus and the mixed-use site to its south, proposed building foot-prints should be consistent with the size and scale of future developments.

Increased ground level retail activation throughout the site will link the suburb's commercial core to its southerly mixed-use precinct, extending activation across the rail line.





1. Existing mixed-use development to site's south



2. Concord West Train Station links across the rail line



3. Proposed Transit Core building typology (Source: Homebush North DCP, CB Council)



4. Concord West Retail Precinct is the suburb's key commercial core



5. Existing residential character of the Homebush North Precinct



6. Concord-North Strathfield Local Character Area is not within the site's vicinity, but definitive of the suburb's residences

Heritage

Concord West features a number of minor heritage items throughout its residential areas, and some larger landscape heritage items within walking distance of the site.

The Powells Creek Reserve landscape heritage item is a significant recreational space which includes the Victoria Avenue Public School, various active open spaces, and a portion of the Powells Creek cycleway.

Other minor landscape heritage elements within the site's vicinity include Warbrick Park and the Concord West Railway Station Park.

Protection of views to key heritage items is essential to maintaining the existing characteristics of Concord West's residential areas.

There are no built form heritage items within close proximity of the site, and further development of the site will thus have little impact on the suburb's heritage character.



LEGEND

- | | | |
|---------------|-------------------------|------------|
| Site Boundary | Heritage Item | Train Line |
| Open Space | Landscape Heritage Item | |
| Water | | |
| Lots | | |



1. Concord West Railway Station Park



2. Powells Creek Reserve



3. Heritage house in suburban Concord West

Topography and Views

Situated at the southern end of the Rhodes Peninsula, the site is positioned to capture views to surrounding natural and urban features, overlooking its low-rise context.

Due to the site's proximity to nearby parklands, from ground level up to six storeys the adjacent Powells Creek and features of the ecological corridor are visible.

Above six storeys, development has the potential to access wide vistas, as this will extend above proposed built form within the site's vicinity.

Urban skylines including Rhodes, Olympic Park, and the Bakehouse Quarter are visible at high-rise, as well as Concord's residential areas.

Views of the Powells Creek ecological corridor improve, and looking over the residential areas, views of the Parramatta River become apparent.

Situated next to the Powells Creek wetlands, there is a natural topographic decline in a westerly direction, with Concord West located along a ridge line.

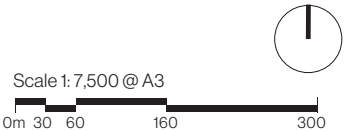
Low-Rise (1-6 Storeys)



LEGEND

 	Site Boundary		Contours 2m	T	Train Line
	Open Space		Built Form	→	View Vistas
	Water				
	Lots				

High-Rise (>6 Storeys)



Social and Cultural Infrastructure

To support the site’s primarily residential character, there are a number of community oriented spaces, recreational areas and schools.

Recreational spaces within proximity of the site that cater towards the communities are found to the south-west, including the Powells Creek Tennis Centre and adjacent off-leash dog park, which function as active amenities, rather than passive open space.

Victoria Avenue Public School and the St Ambrose Catholic School to the site’s east are some of the suburb’s only educational centres, with other public schools of a similar size located out of walking distance.

There is a small community hall in the Victoria Avenue Public School which functions as a community centre and leasable venue.

There are two religious centres within walking distance of the site, a Catholic church and an Anglican church on the eastern side of the rail line.

There is opportunity to provide additional community infrastructure to support the suburb’s growth in population, reducing impact on existing infrastructure, and becoming key to the community’s future.



1. Victoria Avenue Public School and Community Hall



2. Powells Creek Reserve, Tennis Centre, and Dog Park



3. St Ambrose Catholic Primary School

3.4 OPPORTUNITIES

Connectivity

Additional pedestrian and vehicular links will contribute to the overall connectivity of the surrounding streetscape, improving movement across the rail line and activating the public domain.

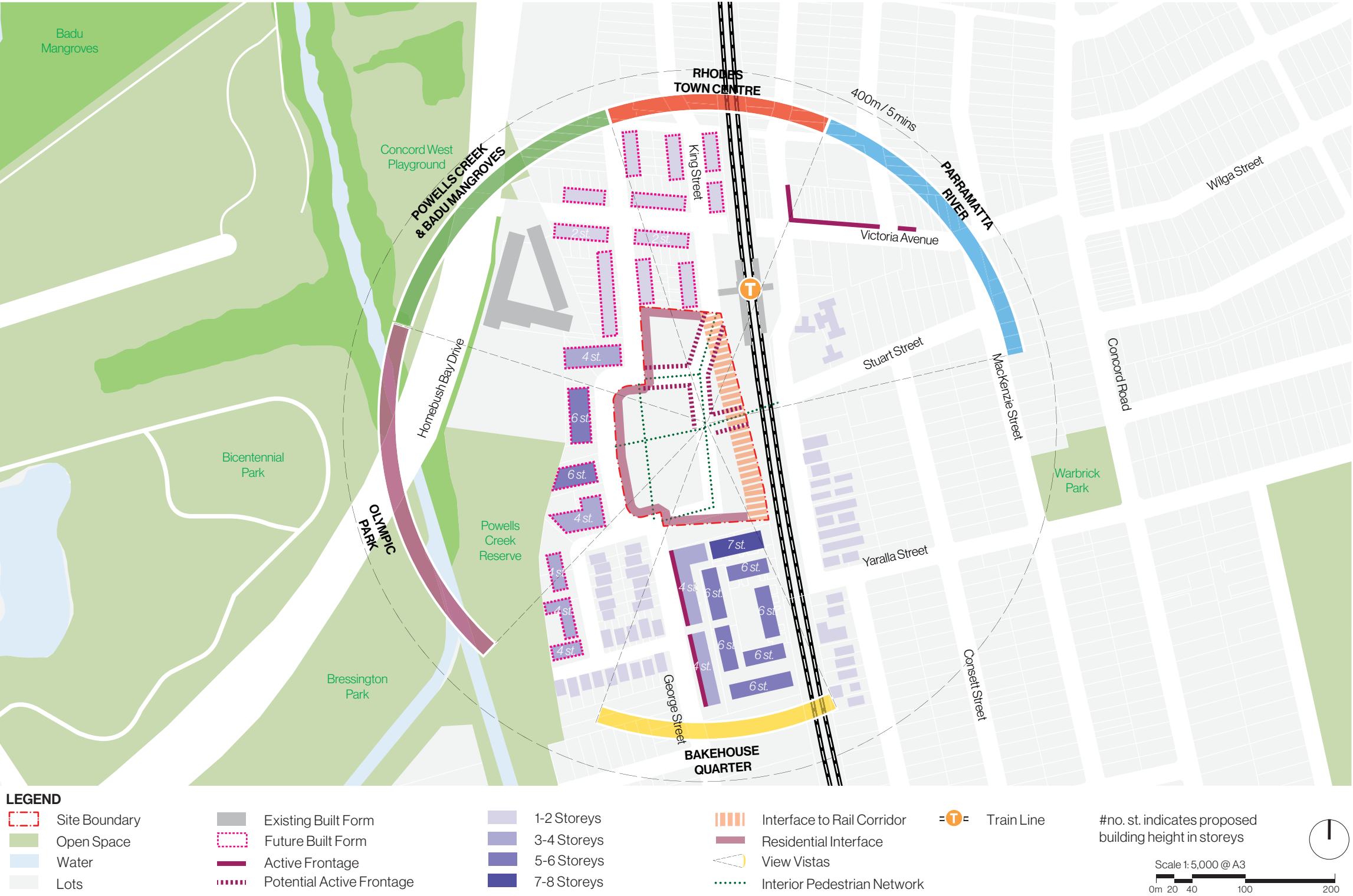
- The site is the largest single land holding and lot within the vicinity of Concord West Train Station, and has the greatest potential for residential development.
- It is situated within a context of growth, as the Homebush North Precinct is to undergo upzoning under the PRCUTS.
- Leverage recreational and community facilities present within walking distance of the site, potential to provide additional community infrastructure.
- Integrate through site links proposed within the Homebush North Precinct Master Plan, linking George Street to the train station and improving overall connectivity.
- Introduce a diagonal through-link to the proposed open space located on George Street, increasing overall connectivity.
- Align proposed internal roads with the existing contextual street grid pattern, realigning the original grid and increasing connectivity.
- Extend an active transport link consistent with George Street, creating a more legible cycle network.



Built Form and Interfaces

Responding to a variety of boundary interfaces, building heights have the potential to be highest along the rail corridor, transitioning towards the south of the site.

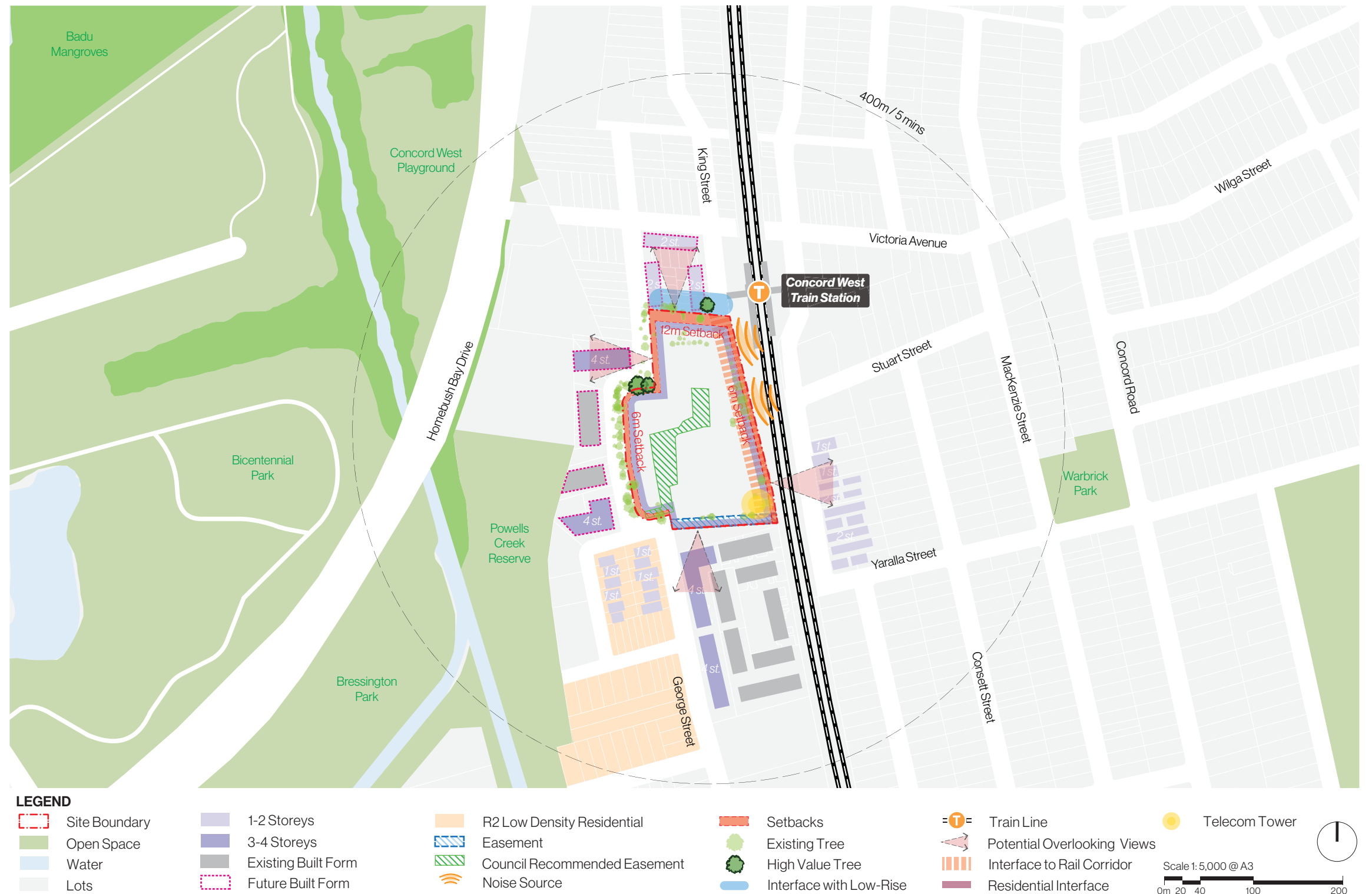
- Tallest internal building heights to be situated along the site's eastern boundary interface with the rail corridor, providing a buffer for the internal public domain.
- Concentrating height away from surrounding residential context will reduce visual impact and potential overshadowing. This will mean that the new precinct does not impact the existing low density residential lots.
- Locate built form to the site's western and southern boundaries respectively, responding to the adjacent mid-rise built form and creating a consistent street-scape.
- Capture key view vistas towards Olympic Park and the Bakehouse Quarter, above adjacent built form.
- Activate the ground plane with retail frontages surrounding the proposed interior pedestrian network, concentrated around the Concord West Train Station. This will assist in creating a lively precinct, bringing need activation on the western side of the rail line.
- Indicative building footprints to respond to size and scale of future and existing built form to ensure a consistent streetscape. These have the potential to respond to the PRCUTS strategy in terms of setbacks, both ground and upper level to achieve an outcome that is consistent with Council's desired future character.



3.5 CHALLENGES

The site represents a number of challenges, that will inform how height, density, and transition of scale is approached on the site.

- Low-rise housing is situated along the site's northern most interface and to its south-west on the eastern edge of George Street, aside which heights will be reduced.
- Incoming noise disturbance from the adjacent train line will require mitigation through the architectural design report.
- Built form along George Street will require articulation and separation at the ground level to ensure a pedestrian-scale of development. This is critical to ensuring that the site transitions with the existing neighbourhood to create a contextual response.
- Potential overshadowing and overlooking views to the site's immediate south, requiring reduced heights at this interface. Solar access and amenity will be a consideration for this interface in particular.
- High value trees located along the site's boundary which will require conservation. This also provides an opportunity to integrate with future public domain design to retain some of the existing character.
- An approximately 10.5m wide easement along the site's southern boundary provides access to a telecom tower which supports the adjacent communication site, and may be need to be preserved.
- Council recommended increased width of north-south central open space and easement to be coordinated into design, supporting the creation of a more generous green space.







4.0 VISION AND PRINCIPLES

04

4.1 VISION

Concord West Station Precinct will be a new vibrant mixed-use community. It will be a sustainable, transit oriented development that re integrates the site into its surrounds, and provides activation, green infrastructure and civic spaces.

The new precinct will;

- Improve the pedestrian environment and residential amenity through increased urban permeability and improved connectivity to both existing and future local amenity.
- Be a walkable centre which is easily accessible to regional open space and surrounding centres
- Providing greater choice in housing and a wider variety in local employment near to the station
- Give residents the opportunity to walk to work or catch public transport with improved access to the train station and forthcoming metro station, only one stop away and;
- Provide important civic and community spaces to support the needs of the changing community.



4.2 URBAN DESIGN PRINCIPLES



01\

An Active Spine

A new spine provides a direct connection from the South and towards the Station, and formalises movements through the site.

An activated ground plane will provide the connection between street and the community, and will enhance the experience of those traversing the site.

An additional north-south link between George Street and the Concord West Station western entry point will encourage public transport use and reduce reliance on vehicular movement locally.

Further development will expand around this central spine, acting as the site's primary through-way and communal area, with a retail ground plane and significant public domain enhancements.

Vehicular through-traffic will continue to follow George Street, freeing up the site's internal spine for primarily pedestrian usage.



02\

Adopt the Existing Urban Grid

Adopting both geometries of urban grids to the North and South, the new and connections integrate and enhances the local context.

The proposed network of cross connections open the site and provide a permeability and clink to the wider community.

The surrounding context is characterised by a uniform system of roads organised in a perpendicular grid which run in a north-easterly direction.

Continuation of this urban grid will allow the proposal to seamlessly integrate into its context, increasing general legibility and ease of movement.



03\

Prioritise Pedestrian Connectivity

A new pedestrian link between King Street and George Street, connecting Concord West Station with residents to the South

New pedestrian / cycleway for ease of North-South movements, resolving the George Street kink and anomaly with the existing road alignment.

Aligning with the PRCUTS strategy, existing cycle links will be integrated into the proposal and enhanced with some public domain improvements and EOI facilities.

The internal active spine will further act as a primary ecological corridor with some street planting, contributing the existing retained canopy and the site's considerably environmental context,



04\

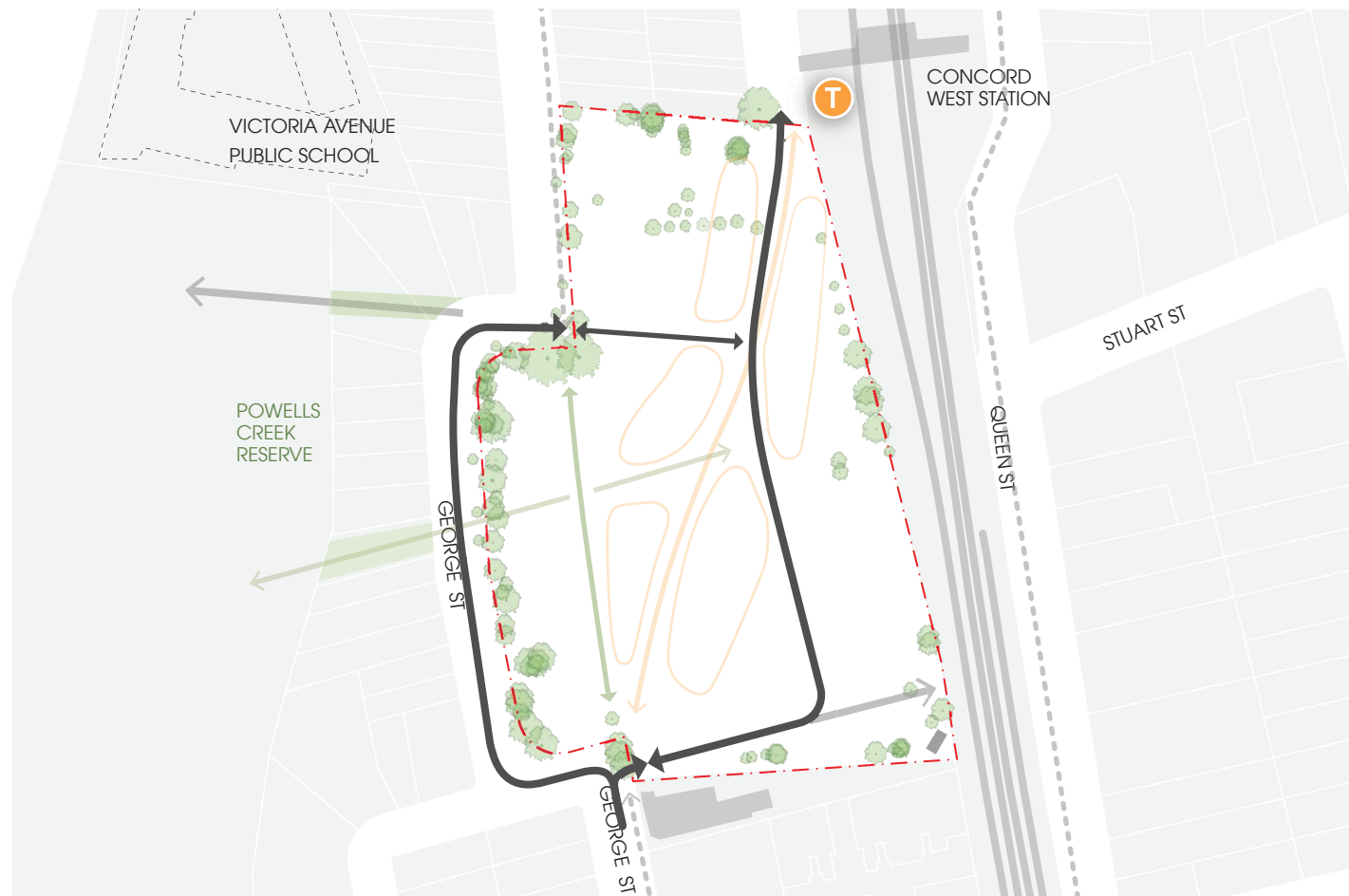
Enhance the Public Domain

Focused around the key movements through and within the site, a series of new public spaces and experiences are proposed.

Proposed public domain improvements include additional urban tree planting which will extend along the central spine and local internal roads, contributing to the local green grid and ensuring an amiable public domain experience.

Retail activation at the ground level will contribute to the site's important community function, acting a gathering place for internal residents and the community at large.

Community activity will be focussed within the site's centre, being a highly legible space easily accessible from the surrounding streets.



05\

Establish Legible Road Network

The new road network will simplify traffic movements within and around the site and integrate seamlessly into the site's surrounding streetscape.

An extension of King Street and the proposed Station shared zone will move associated vehicles through the site with ease in alignment with the existing north-south George Street connection, as well as an additional link through the site's internal spine.

The internal spine however this focus primarily on pedestrian amenity and safety as George Street retains its primarily vehicular function.



06\

Station-Focused Mixed-Use

Retail activity will be concentrated within the site's north adjacent to the Concord West Train Station, functioning as a community area and transport precinct.

This area will feature considerable ground level activation and anchor retailers, providing some employment at the local level and further activating West Concord Train Station and its easterly retail precinct.

The site's residential addresses are concentrated throughout its south at a further distance from the train station and adjacent to the existing residential premises.

This area will feature sparser activation, but with a greater concentration of community amenities, recreational spaces, and meeting places.

[Redacted]





5.0 MASTER PLAN CONCEPT

05

5.1 ILLUSTRATIVE MASTER PLAN

The master plan illustrates the conversion of the large industrial lot to accommodate higher density, high amenity, highly connected urban renewal area for a new vibrant mixed used community.

Indicative No. Dwellings: 618

Realised in a considered master plan of 10 buildings, ranging from 4-12 storeys, this concept proposes for approximately new dwellings, ranging from 1,2, & 3 bed apartments and townhouses.

Density: 2.23 :1 FSR

With a site area of 31,400m² and a proposed GFA of approximately 69982 m² this site can deliver a density that is appropriate for a high amenity, highly connected, urban renewal site of this nature.

Green Connector : 2,500m²

A Green Connector will rectify the alignment anomaly of the George Street kink, and provide ease of access for pedestrians and cyclists travelling in a North - South direction.

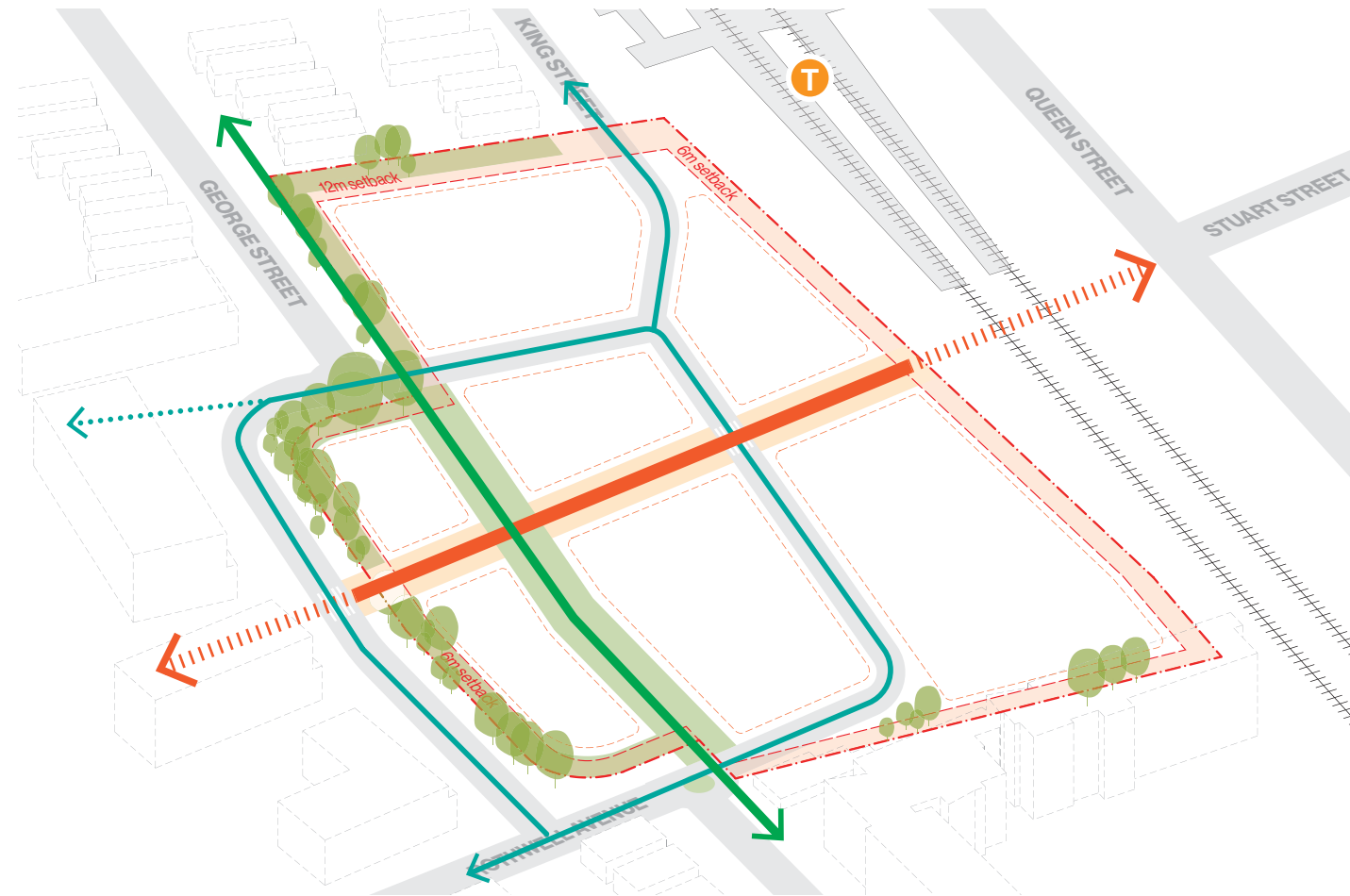
Located at the junction and desire line with the station, a new pocket park will provide new open space for the new & existing community of this area

Station Precinct

To support the vision for the new community within and surrounding this station precinct, the master plan proposes for a range of non-residential floorspace that will provide a variety of retail, food & beverage, medical, health and childcare offerings, focused along the Active Spine and proposed new Public Open Space.



5.2 BUILT FORM AND HEIGHT STRATEGY



01\

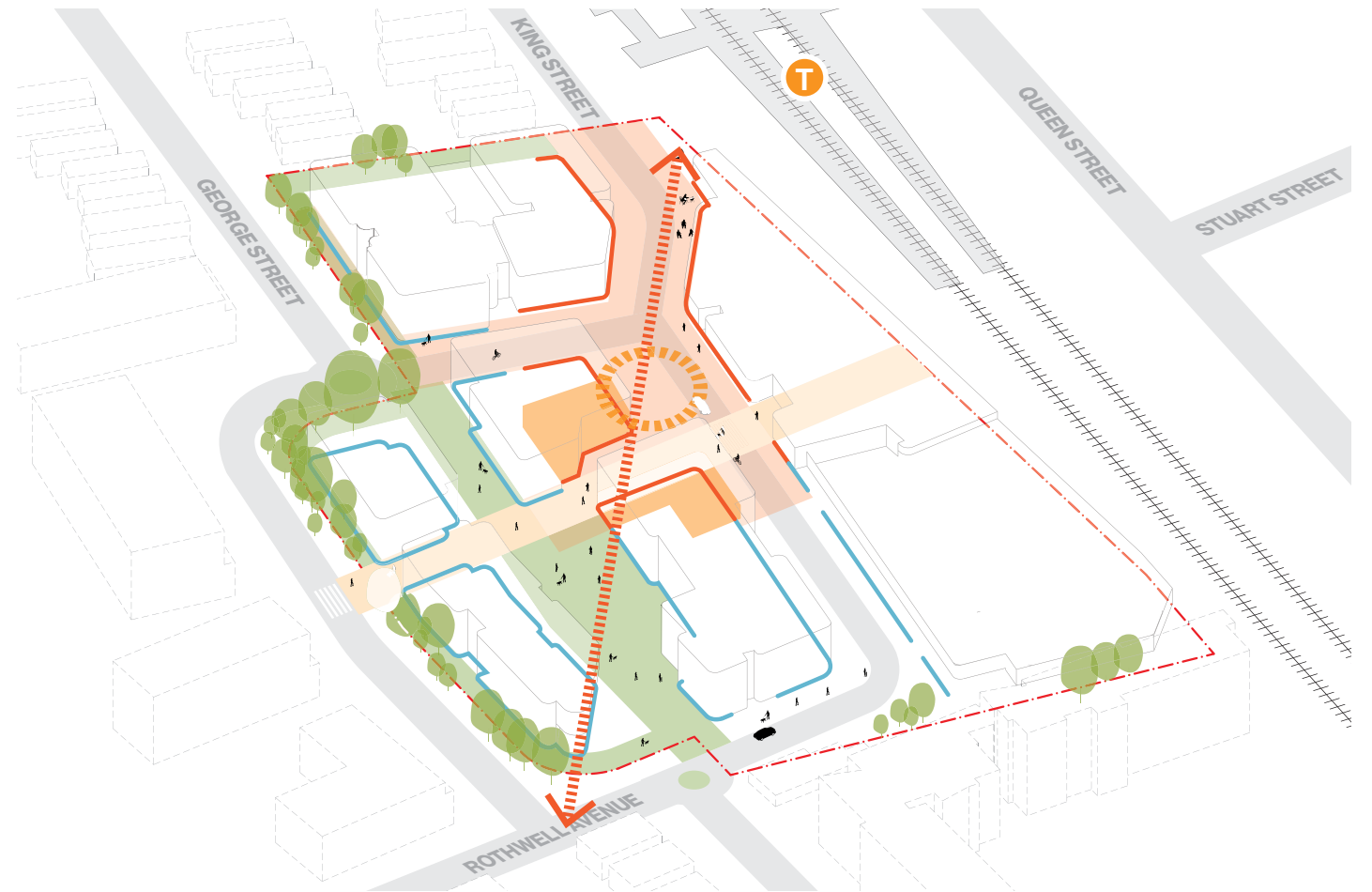
Extend the Urban Grid

The proposal will become integral to the surrounding streetscape, extending the existing urban grid to create a connected precinct.

An additional pedestrian link across the intersecting rail line forms the proposal's primary thoroughfare, connecting to Stuart Street to the site's east.

This link intersects the green connector, a corridor of open space which extends George Street directly, creating a seamless north-south link through the site and returning the streetscape to the public domain.

Vehicular movement is directed by a hierarchy of roads which link King Street to George Street and to Rothwell Avenue, maintaining existing alignments and integrating into its context.



02\

Create an Active Heart

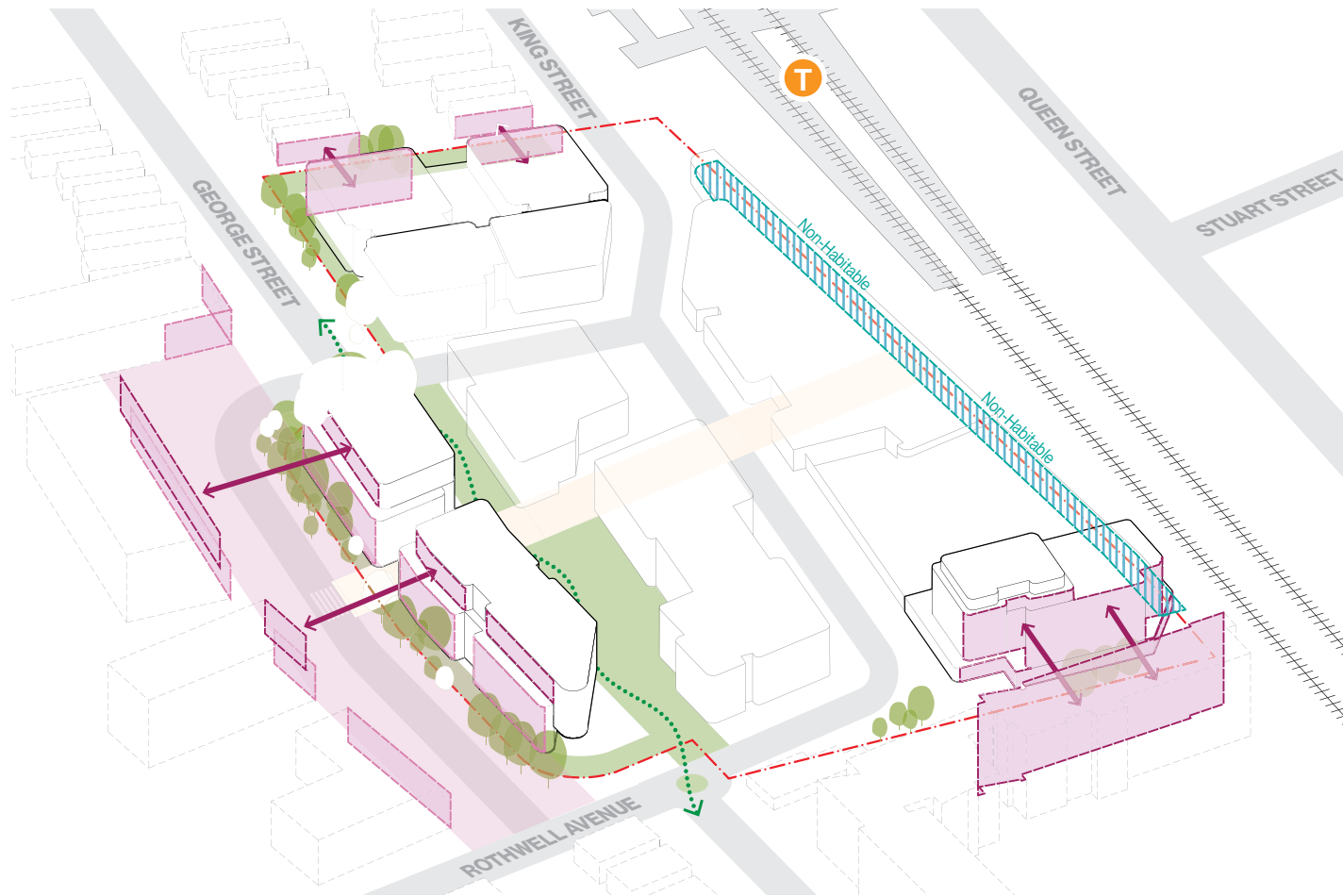
Ground level activation will be concentrated to the north of the site, at the edges of its diagonal connection, which links Concord West Train Station to George Street directly.

Active edges encourage greater engagement with the public domain, and community spaces located within the site's centre which form its heart.

Alongside the proposal's east-west link and the green connector, the grand diagonal is a key pedestrian thoroughfare and visual sight-line around which surrounding built form has been developed.

Residential frontages are concentrated throughout the site's south and along its interface with George Street, with the site's community heart acting as a unifying space between its inner precincts.

Much of the site's centre is hence dedicated to pedestrian activity, with vehicles circumnavigating its central heart.



03\

Respond to Interfaces

Proposed built form along the site's sensitive interfaces responds to its future and existing context, maintaining a consistent streetscape at the pedestrian scale.

Built form along George Street is limited to six storeys in building height in response to proposed developments within the Homebush North Precinct Master Plan, ensuring a consistent street-wall which similarly features upper-setbacks at the podium level.

To the site's south interface with the adjacent seven storey mixed-use development, height has been limited to ensure the privacy of residents and to minimise overshadowing, whilst transitioning height to context.

Along the length of the rail corridor, habitable space will be setback to provide a buffer of non-habitable space at the podium level, reducing incoming noise within the site.

Above four storeys in height, built form is setback from the street edge to maintain a pedestrian scale and ensure a consistent street-wall throughout the site.



04\

Situate Heights to Transition to Context

Height has been located within the site's centre adjacent to the train station, which will transition downwards to respond to surrounding context.

As the site's most active and least outwardly sensitive interface, height will be concentrated along the rail corridor and adjacent to Concord West Train Station.

Surrounding built form to the site's south and west is up to seven storeys in height, which is reflected in the proposed building heights at these interfaces, which increases incrementally towards the site's centre.

This transitional height ensures that existing and proposed street-wall heights are maintained, and that overshadowing of adjacent properties is minimised.

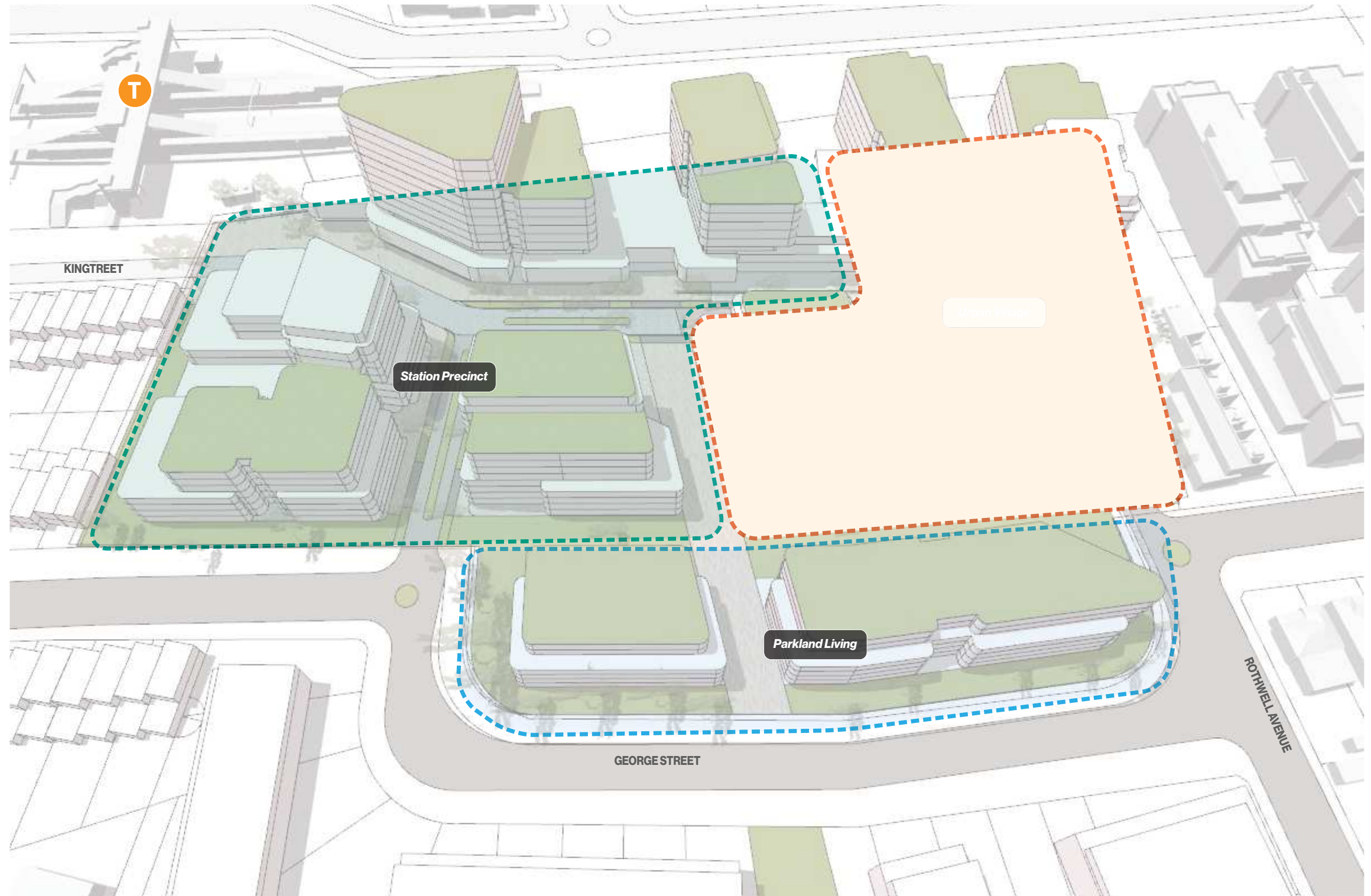
5.3 NEIGHBOURHOOD PRECINCTS

The proposal will deliver new strata residential, community facilities, retail and green infrastructure that will offer greater housing choice in Sydney's central west.

The master plan is divided into three neighbourhood precincts, each with a unique character. These include; Station Precinct, Urban Village and Parkland Living. The form and massing approach to each responds to its interface to ensure contextual fit to the future Concord West Town Centre and PRCUTS Homebush Precinct.

At the heart of the three precincts is the central community hub, a public open space that creates a large urban room and frames the interface between the podiums and the informal recreation and gathering.

Each residential building offers a diverse and contextually-appropriate design, reflecting the diversity of residents and their needs.





01\

Station Precinct

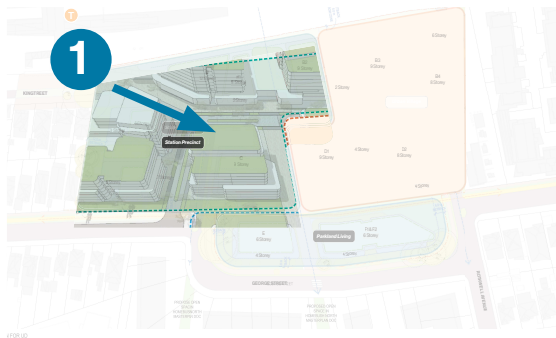
Ground floor activation will be concentrated around the northern end of the site, to support and enliven the connection to the train station.

The Station Precinct features considerable ground level activation and anchor retail, providing employment at the local level and further activating West Concord Train Station and its easterly retail precinct. Safe walking and cycling routes are provided throughout the precinct between west and east of Concord West Station, enhancing the connectivity and walking experience, and encouraging public transport use.

The greatest height is concentrated along the site's eastern interface adjacent to the rail line, reducing the impact of potential noise disturbance on the site's interior and throughout its context.

Additional urban tree planting extends along the central spine and local internal roads, contributing to the local green grid and ensuring an amiable public domain experience. The proposed tree planting creates a consistent journey and identifiable place experience that facilitates travel directly to the station.





Street level activation of Food and Beverage Premises

Shared space for pedestrian, cyclists and vehicular uses

Food and Beverage Premises

02\

Urban Village

A mixed use and residential urban village is proposed at the southern end of the site. The neighbourhood provides a diversity of residential homes and additional social infrastructure such as medical centre and childcare to support population growth in Concord West.

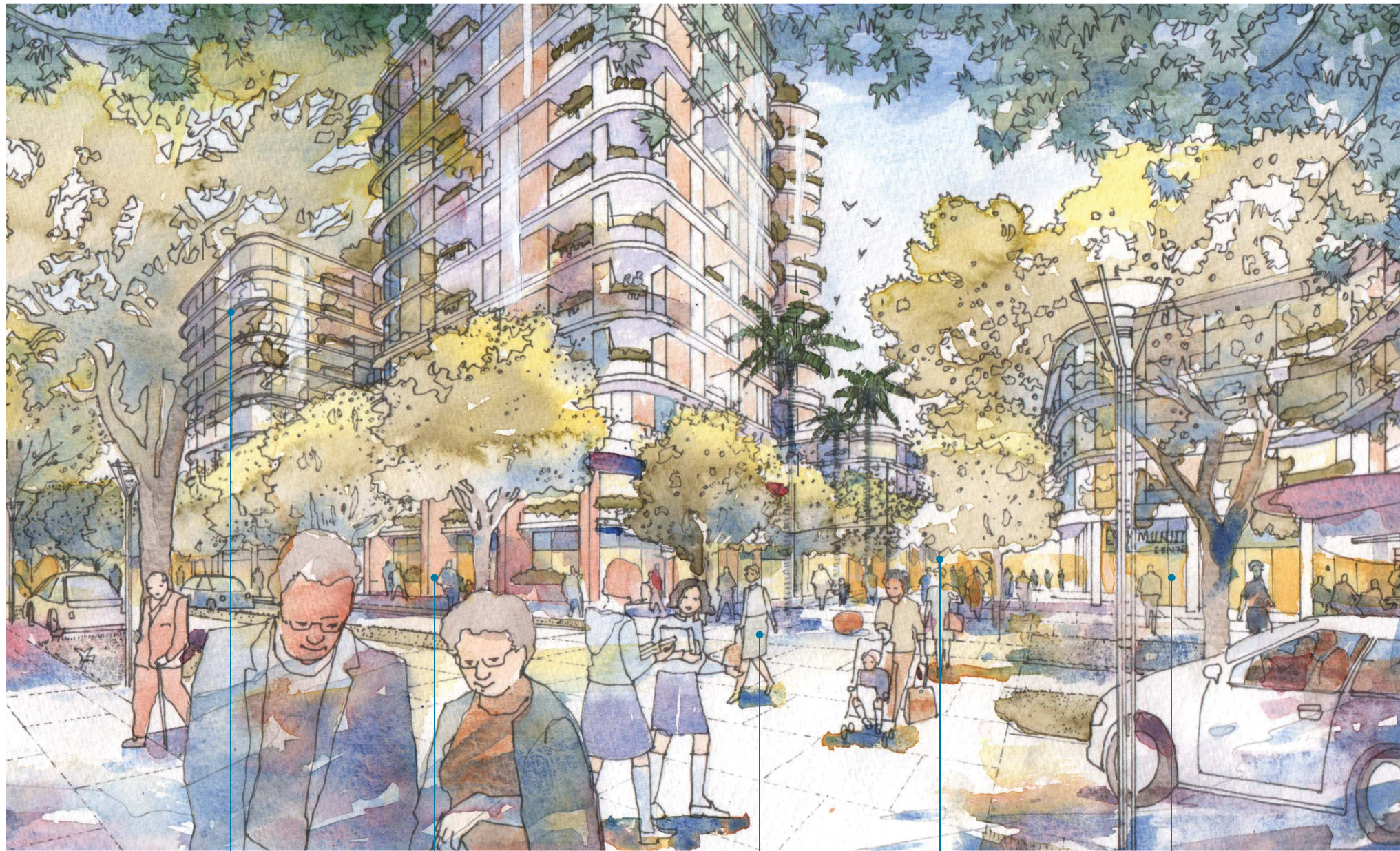
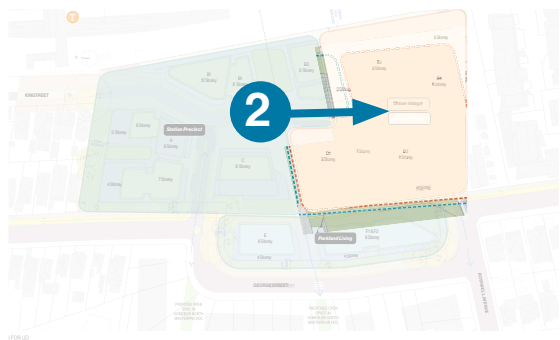
Community activities are focussed within the site's centre supported by an active main street. Retail activation at the ground level acts a gathering place for internal residents and the community at large.

A village-style experience is introduced with limited street-wall heights, that align with the PRCUTS design guidelines and Council's Homebush North Master Plan. The urban village promotes a unique place experience with townhouse typologies at ground floor and consistent street wall height.

Street-wall heights have been limited along the site's key internal road to introduce a village-style experience, with a low-rise podium supporting active frontages, and recessed tower forms.

Existing trees are retained at the site boundary edge, maintaining mature growth and ensuring ample visual separation between residential dwellings and adjacent developments.





Residential

Community Centre

Active main street

Townhouses

Retail active frontages

03\

Parkland Living

The Parkland Living neighbourhood is a cluster of medium density residential buildings with large green open space. It provides access to the future PRCUTS Homebush North precinct and strong links to the open space network.

As the precinct is located within a medium scale residential context to the west, stepped built form of 6 storey residential buildings are proposed along George Street. Key views towards Bicentennial Parklands and Olympic Park town centre are ensured with a westerly reduction in height, allowing proposed towers in the site's east to view over adjacent built form.

An enhanced green network of open and communal space is integrated in this neighbourhood, providing opportunities for recreation and activities, social interaction, connection to the outdoors and the natural environment to Powells Creek green corridor.

Along King Street existing vegetation is retained, introducing a considerable setback from the street-edge and a dense boundary canopy of mature trees. Alongside planting within ground floor open space, this creates a green, liveable edge distinguished from its surrounding context.

Proposed green links to the site's west open towards the Public Open Space, providing a direct connection through to Powell's Creek Reserve. Extending this link through the site increases the overall permeability of the suburb and integrate the proposal better into its future context.





Street level active frontages

Green connector with enhanced urban canopy and new cycle links

Parkland Living of 6 storey residential buildings

5.4 INDICATIVE CONCEPT PLANS

Ground Floor

A pedestrian focused ground plane distinguishable by permeability and ease of movement, amenity, activated streetscapes, and a safe environment that will enhance the public experience for all.

Clearly adopting the desirable urban design principles for this precinct, the reconnected urban grid, with station focused retail and community infrastructure, is best appreciated at this level.

Elevating the lifestyle for existing and future residents, the improved connectivity within and through the site make sense of this former industrial site, repairing the urban experience and generally improve access to amenity.

Proposed retail, including cafes & restaurants with alfresco dining, community infrastructure, legible apartment entry foyers, and ground terrace housing will all provide activation to make this an enjoyable and safe public domain, promoting the walkability of the neighbourhood, and providing a positive contribution to the wider station precinct.



Typical Low-rise

Two to four storey podium forms serve purpose to hold and define the street edge and dynamic pedestrian thorough-fare connections.

Lifted about the public domain, the residents of low rise apartments will benefit from an extensive tree canopy cover outlook and an ease of access to communal open space which largely dominates podium rooftops.



Typical Mid Rise

Tower forms adopt an articulated floorplan strategy to talk to the grain of the surrounding context, whilst delivering an appropriate density and high amenity.

Orientation, environmental factors, and privacy are just some of the key drivers for siting of the towers, to provide an appropriate built form and to maximize residential amenity.



Typical Upper Rise

Tower forms adopt an articulated floorplan strategy to talk to the grain of the surrounding context, whilst delivering an appropriate density and high amenity.

At upper levels, the residents will benefit from views, solar access, and the smaller tower footprints which provide opportunity for a greater sense of community on a floor-by-floor basis.



5.5 INDICATIVE STREET SECTIONS

Indicative Street Sections

The illustrative plan indicates three internal street characters reflecting the level of use and responding character.

People often recall places because of the memories created by distinctive streetscapes. The overriding landscape character of streets within the project will create a very green leafy atmosphere that is well shaded, reflecting the character of the neighbourhood, and support the neighbourhood precincts.

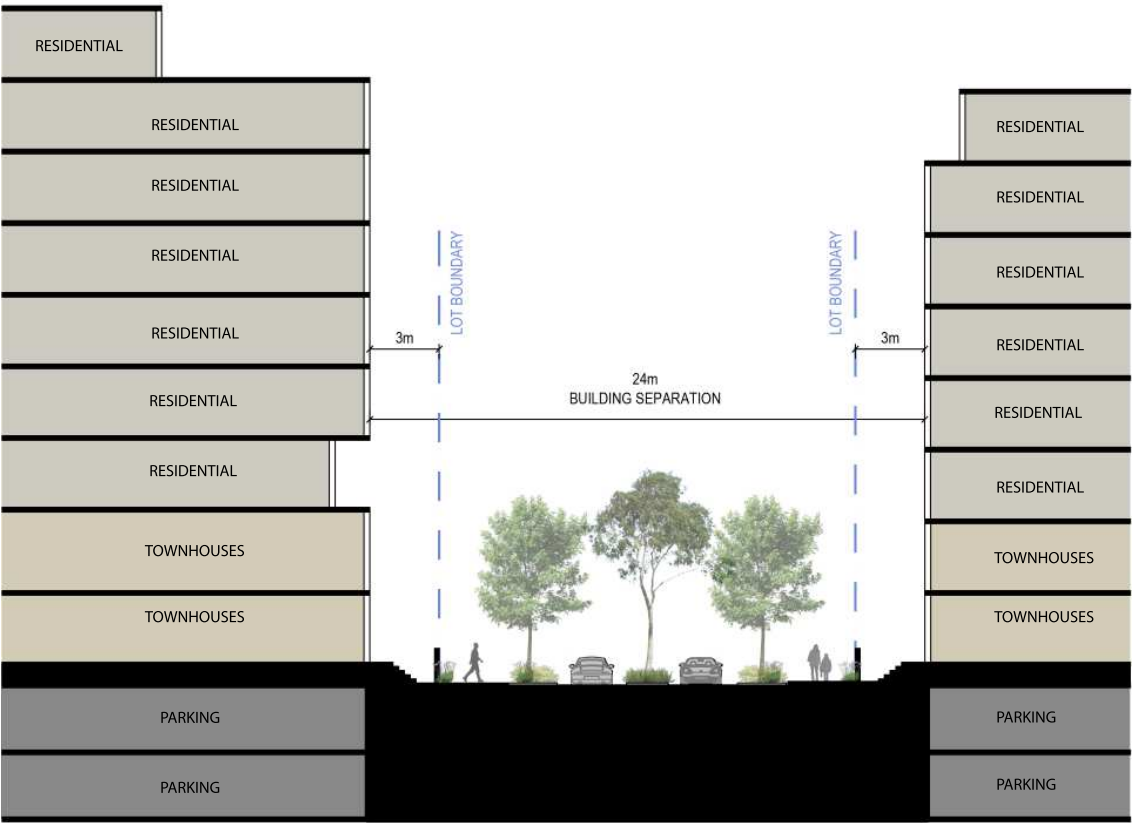
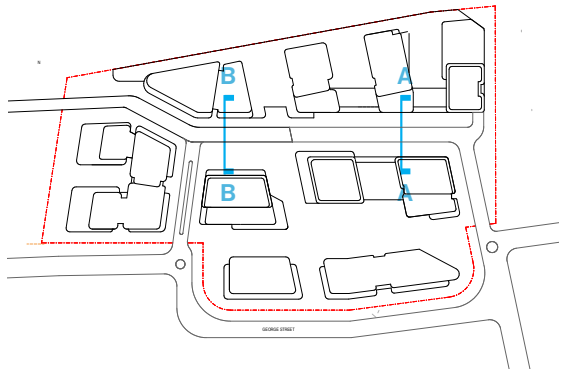
Trees and other landscape elements along the streets will be designed to fostering a community identity through attractive street planting to develop leafy canopies over the site utilising the verge areas for substantial tree planting.

Section A-A

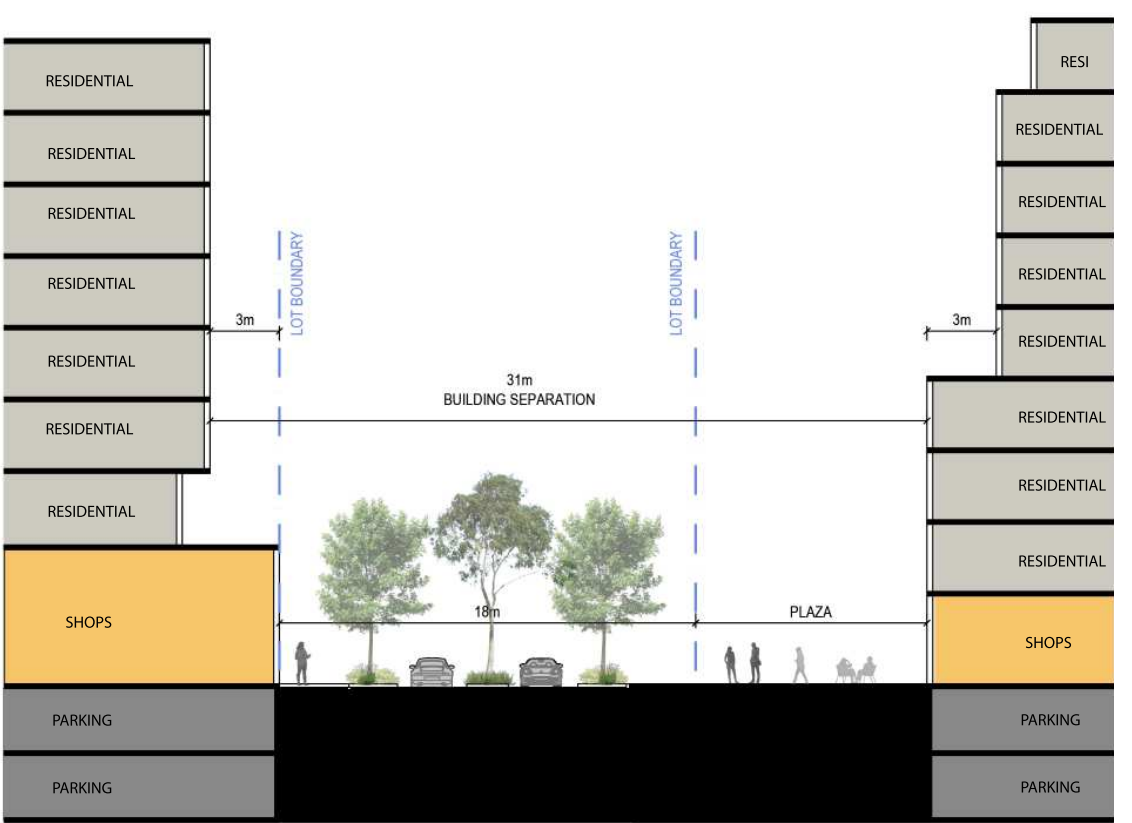
King Street as an active main street, facilitates pedestrian and vehicular movement with enhanced streetscape incorporating landscaping.

Section B-B

Street level activation enhances King Street with mixed use retail and wide public realm for outdoor activities.



Section A-A



Section B-B

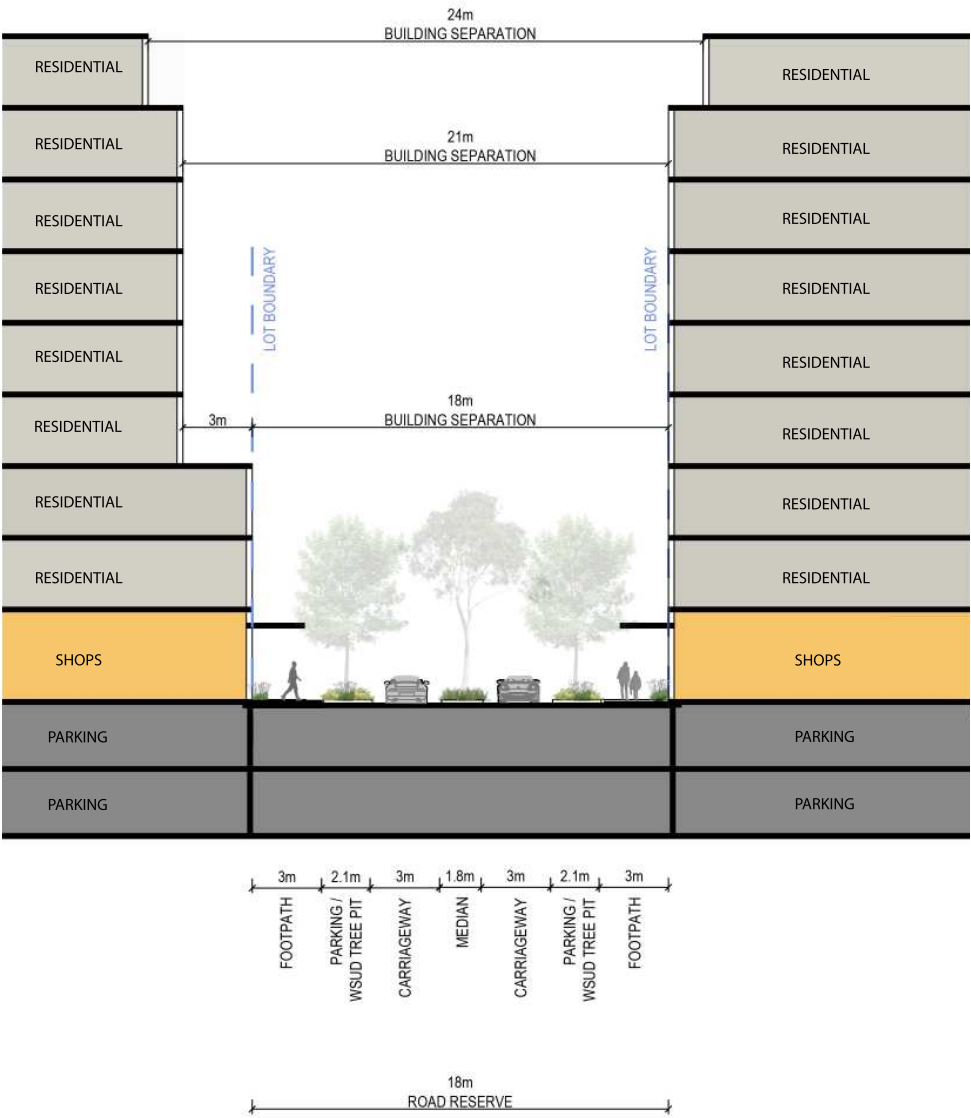
Secondary Street Sections

Section C-C

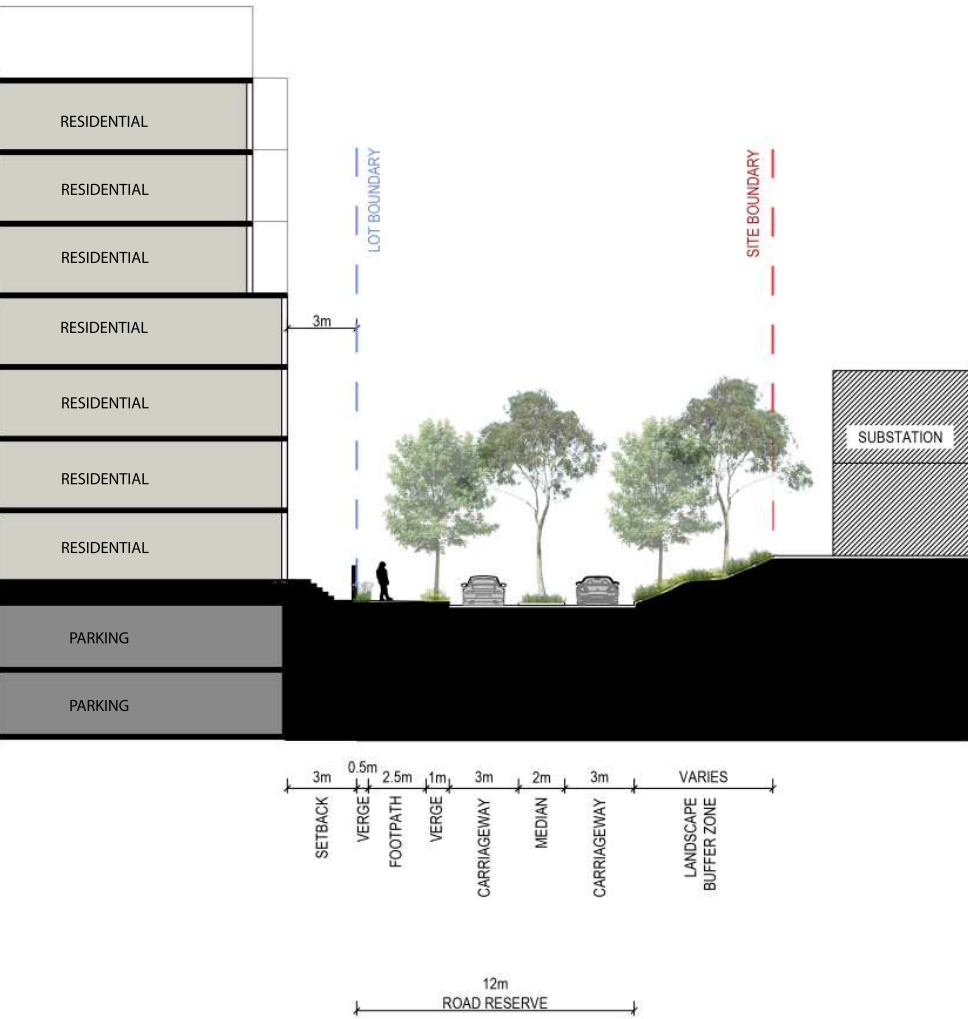
Street level activation are also featured along the secondary street within Station Precinct with mixed use retail. The enhanced streetscape incorporating landscaping and awnings provides a better walking experience for pedestrians.

Section D-D

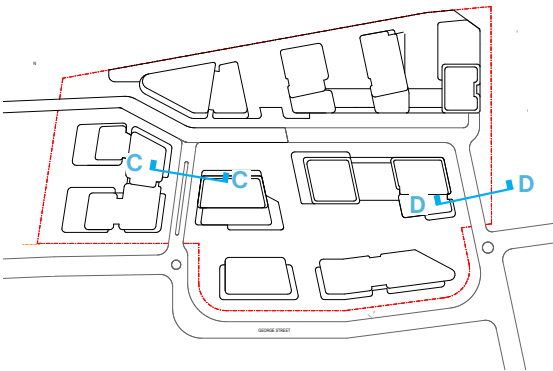
Southern portion of King Street features wide landscape embankment and street trees along the road reserve acting as a buffer at the southern interface.



Section C-C



Section D-D





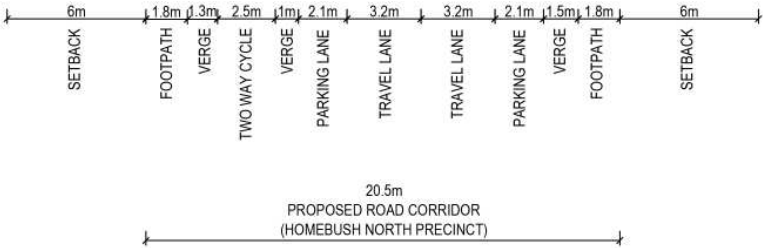
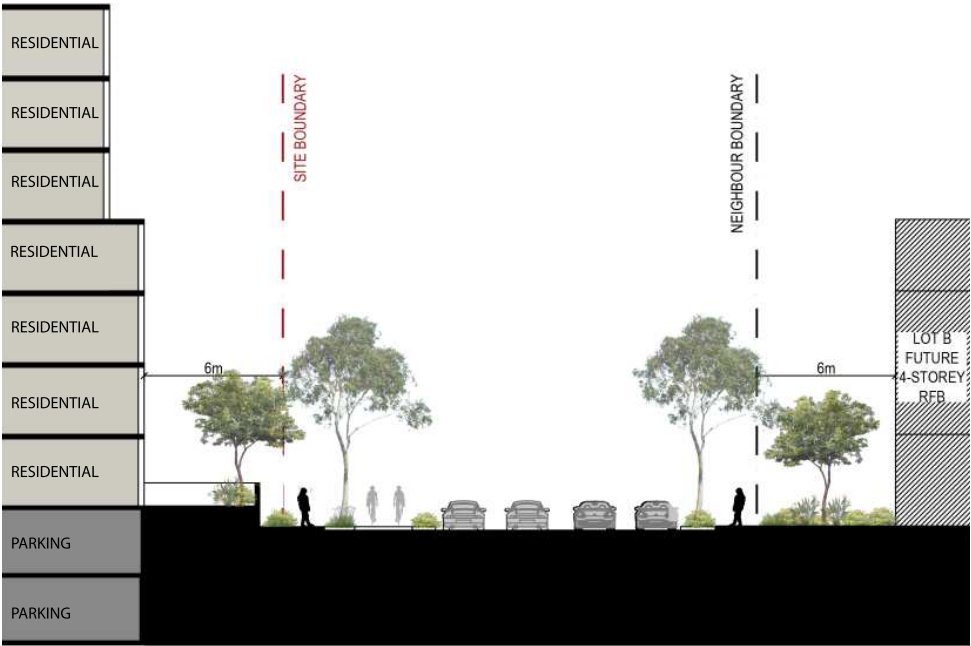
George Street Section

Section E-E & Section F-F

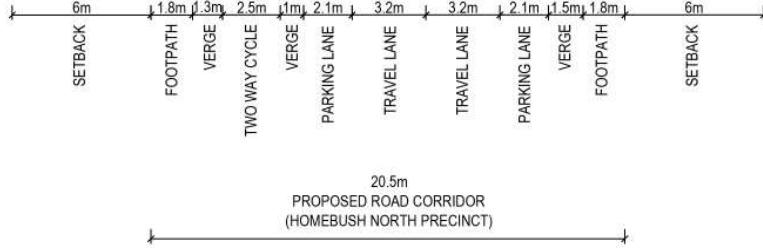
The overall appearance of George Street is enhanced, incorporating significant landscaping and improving paths of travel.

6m setback to George Street provides ample space for public domain and landscaping acting as a buffer to potential noise disturbances. New pedestrian footpath and two way cycleway are proposed for ease of North-South movements.

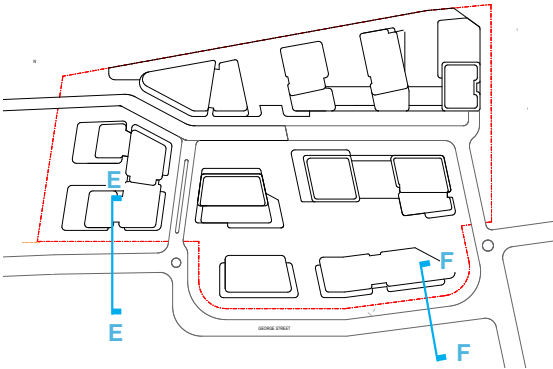
Six-storey residential buildings with four storey podium provides a comfortable street wall at a pedestrian scale and responds to the residential interface.



Section E-E



Section F-F





5.6 PROPOSED BUILDING HEIGHTS

Building Sections

Height Compliance

Proposed Building Heights are within height control required by council. The top of the building and architectural roof feature is compliant with the intent of Clause 5.6 of the LEP.

Canada Bay Local Environmental Plan 2013
Clause 5.6: Architectural roof features

a) to allow minor architectural roof features to exceed height limits,

b) to ensure that any architectural roof feature does not cause an adverse visual impact or adversely affect the amenity of neighbouring properties,

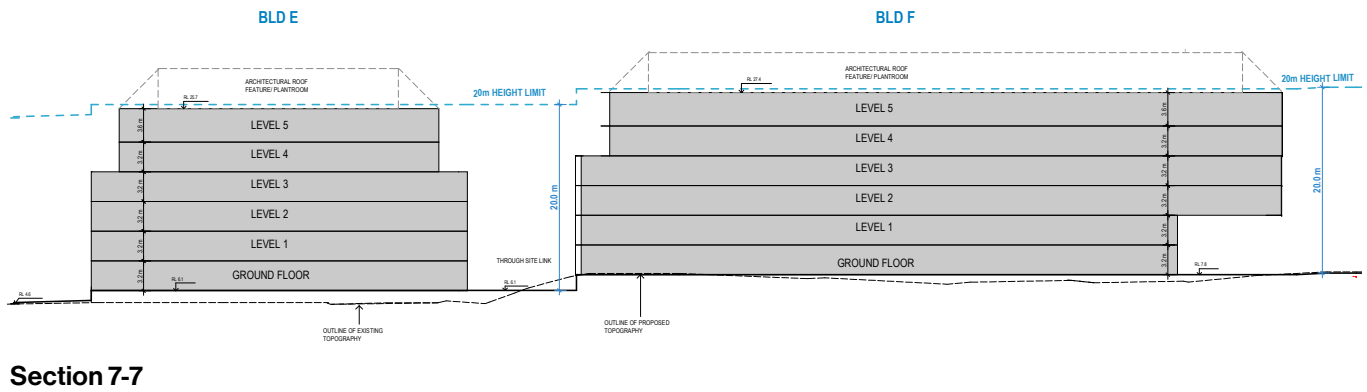
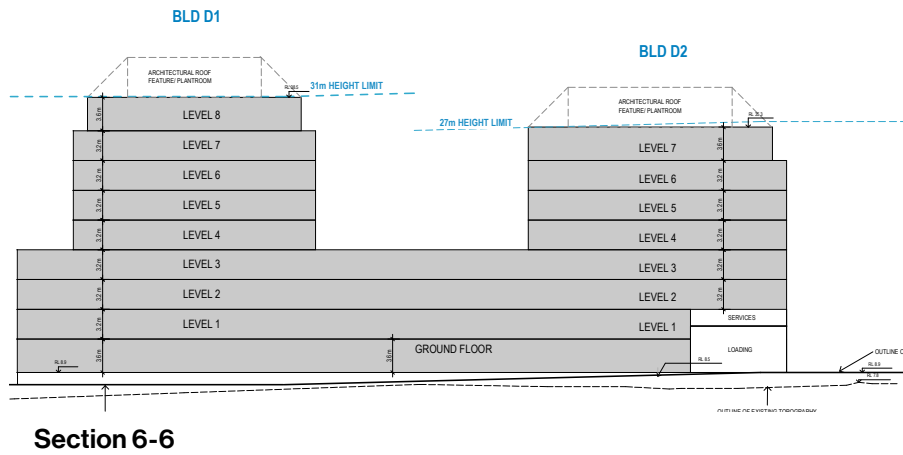
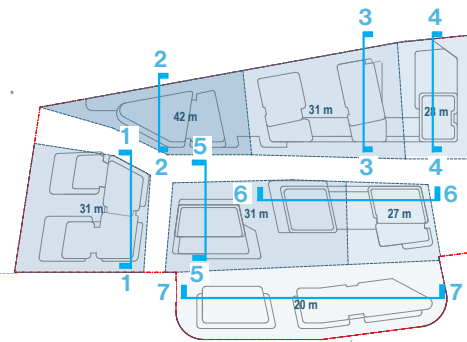
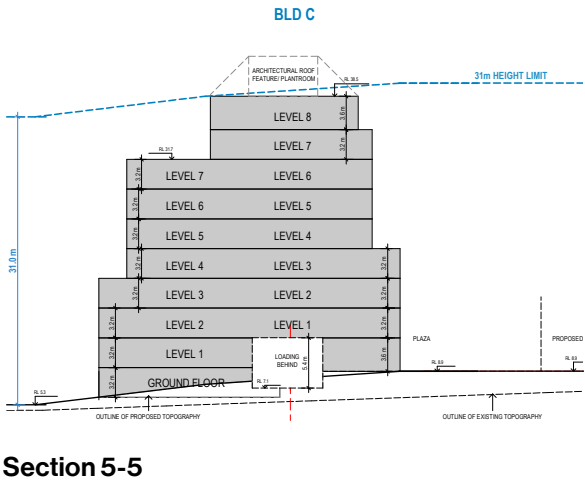
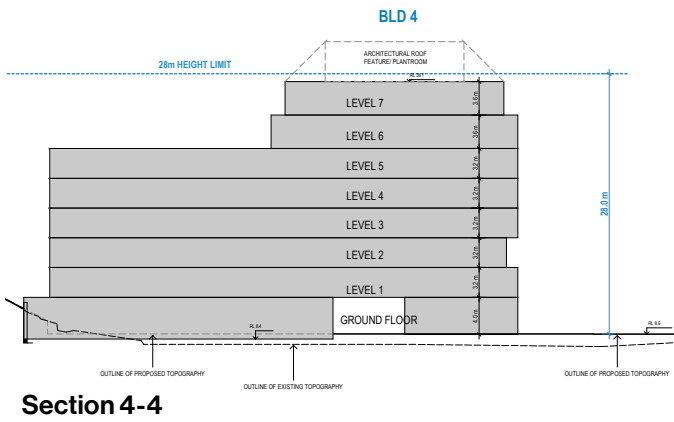
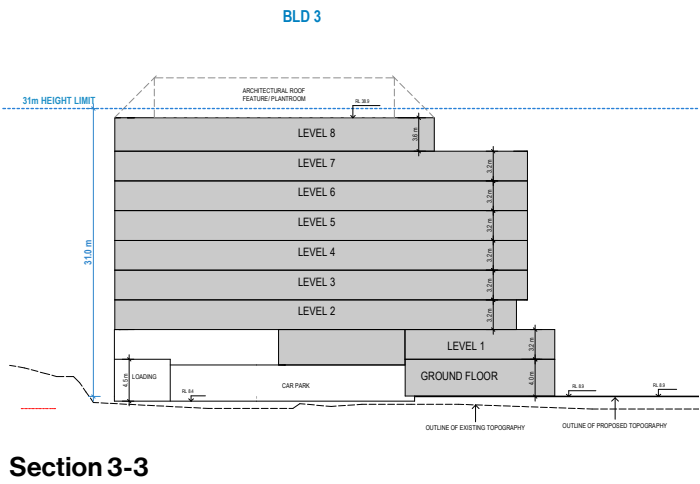
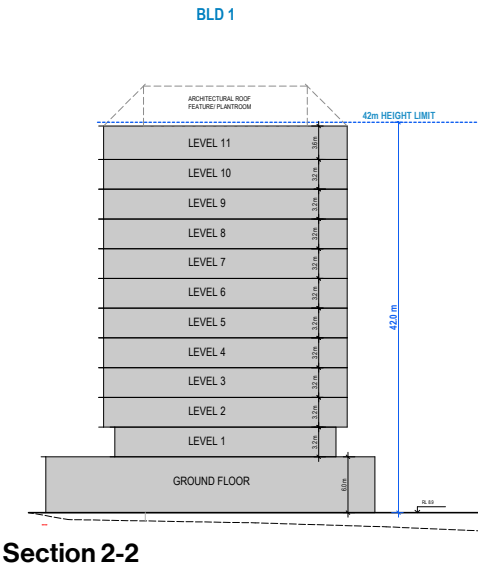
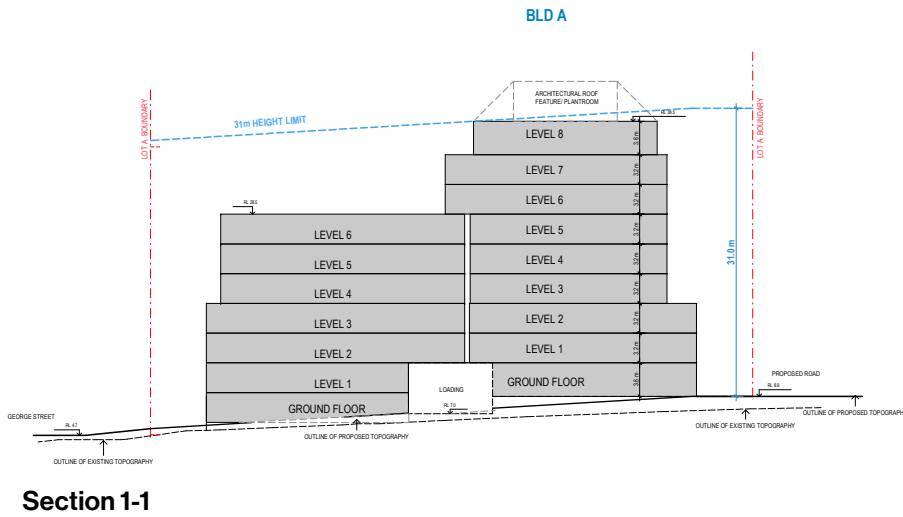
c) to ensure that architectural roof features are considered in the design of a building and form an integral part of a building's design.

Part 3(a) of the Clause further states that the architectural roof feature -

(i) comprises a decorative element on the uppermost portion of a building, and

(ii) is not an advertising structure, and

(iii) does not include floor space - and is not reasonably capable of modification to include floor space area.







6.0 ASSESSMENT

06

6.1 SHADOW ANALYSIS

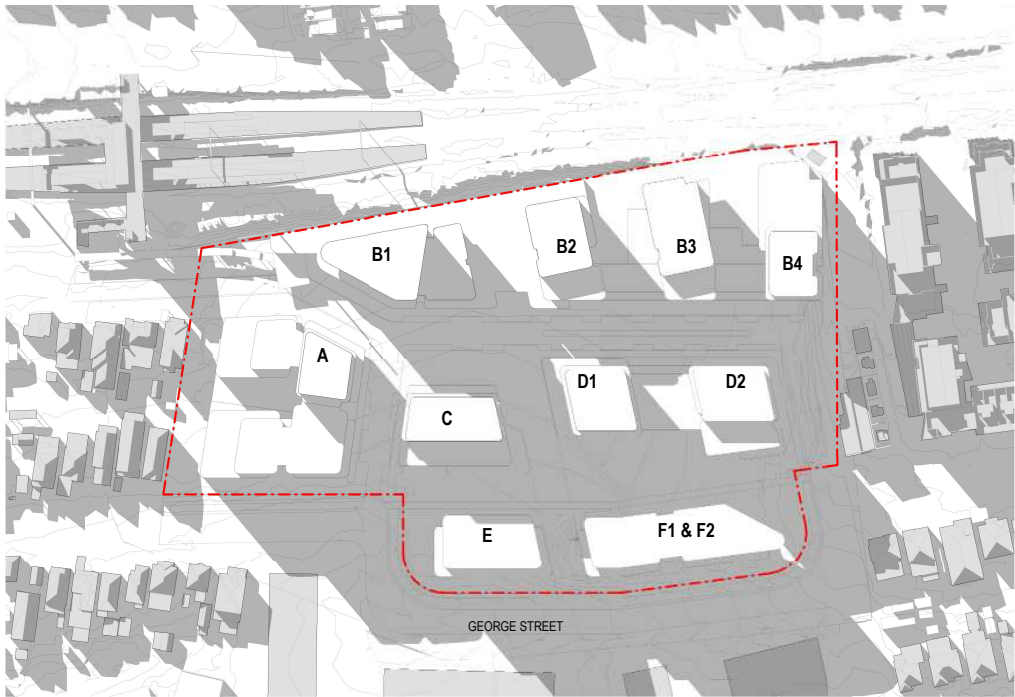
These studies represent the proposed shadows at each hour from 9am to 3pm at Winter Solstice - June 21st.

Whilst the existing mature trees along the Western edge of the site will have George Street in shadow until around 11am, the adjacent study of indicative massing demonstrates that George Street will be relatively free of overshadowing from around 11:15am from the proposed development.

Proposed Main Internal street and Green connector receive most of direct sunlight after 12 PM. Proposed Plaza next to Building C receives 2hrs sunlight from 10 am to 12pm.

The Public Open space will recieve varying degrees of solar access, with Public Open Space , proposed F&B retail and assumed al-fresco dining, achieving over 3 hours of sunlight in mid-winter.

Communal Open Space provided at some podiums and mostly rooftops will receive more than 2hrs of direct sunlight during day.



Shadow Study on 21st June at 9am



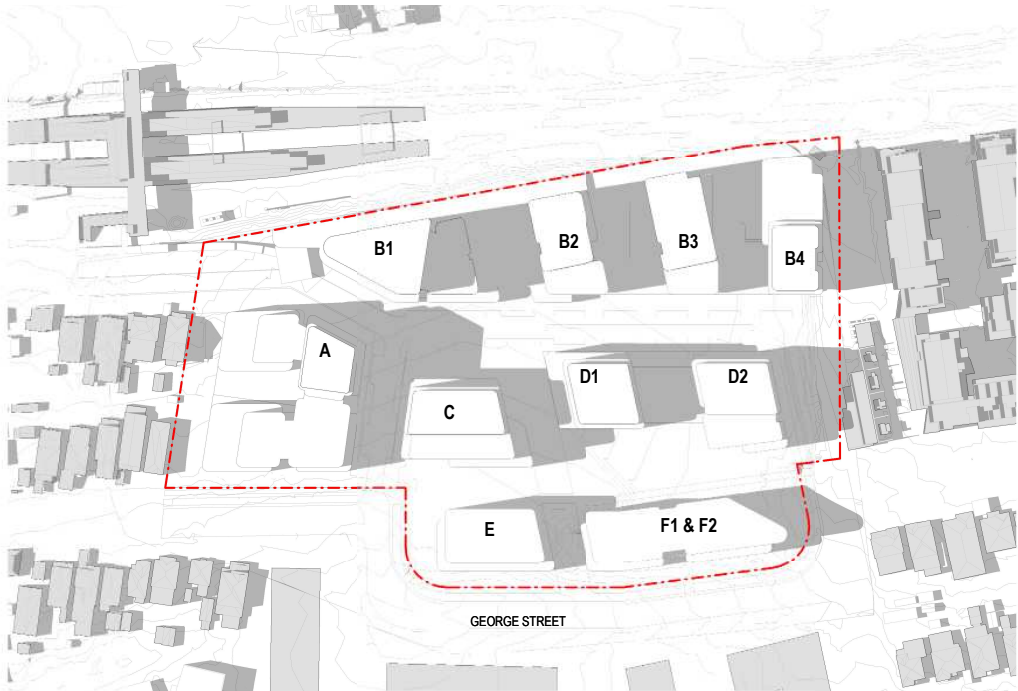
Shadow Study on 21st June at 10am



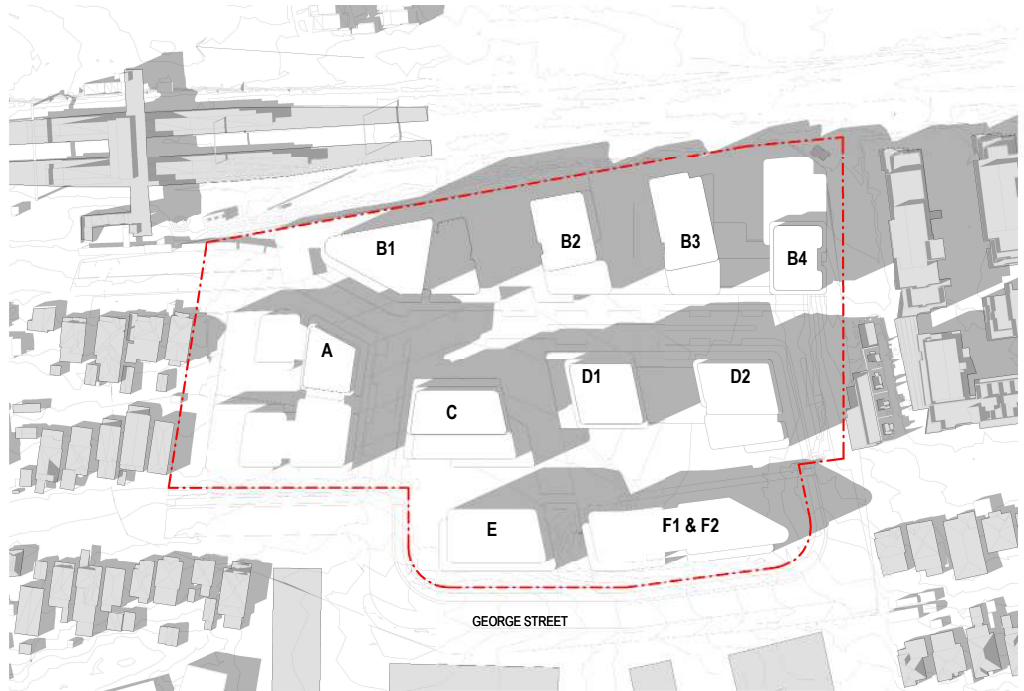
Shadow Study on 21st June at 11am



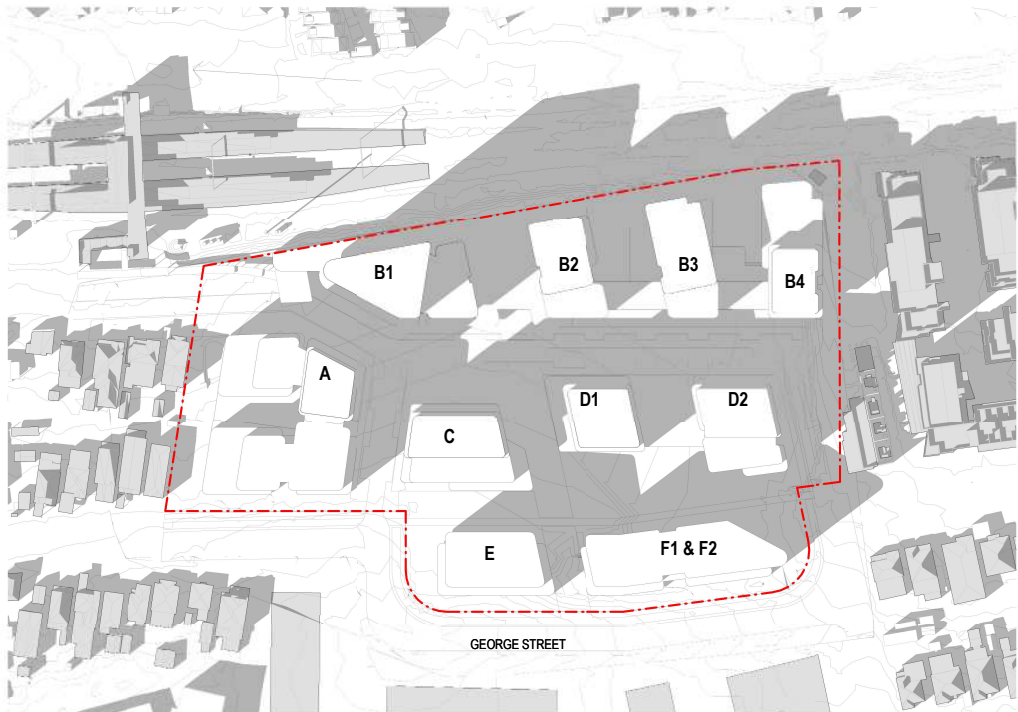
Shadow Study on 21st June at 12pm



Shadow Study on 21st June at 1pm



Shadow Study on 21st June at 2pm



Shadow Study on 21st June at 3pm

6.2 SUN EYE VIEWS

The strong North-South axis of the masterplan, as an extension of the existing street pattern, provides ideal orientation for the proposed new buildings with opportunity to comply with amenity criteria set out in SEPP65 ADG.

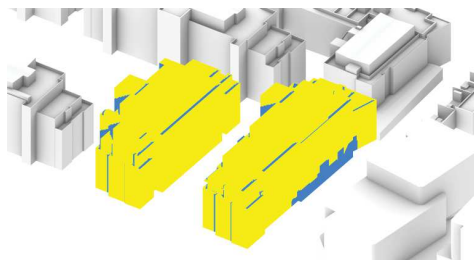
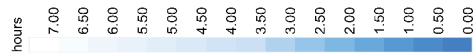
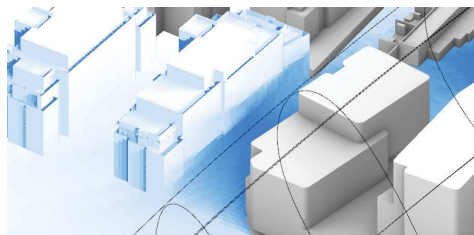
As result of the transitioning scale and generous landscape setbacks, the indicative massing sits comfortably under the sun access planes to neighbouring properties of the South.

These studies represent the view from the sun as an isometric flat view at each hour from 9am to 3pm at Winter Solstice - June 21st. In principle, anything not visible in the view would be covered by a shadow.

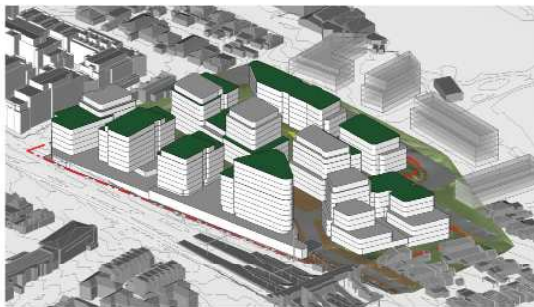
For the purposes of testing shadows, trees and vegetation are not modelled.

The indicative massing was designed to minimize overshadowing to adjoining lots 27-29 George St. As demonstrated, almost 95% of their existing facades that achieve solar access are free from overshadowing of the proposed envelopes, and any future detailed development application will be required to provide detailed analysis and respective shaping of towers to minimise impacts to this neighbouring development to the South and to satisfy the criteria set out in the Apartment Design Guide and Council's DCP.

27-29 George St - Detailed Study



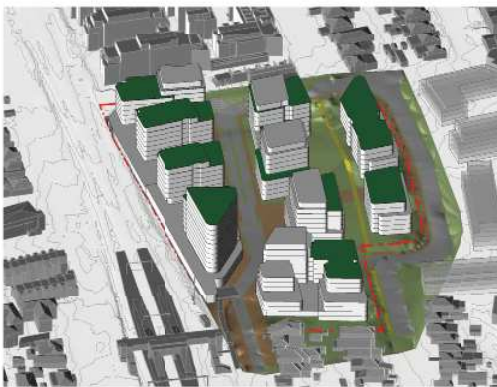
View From Sun- 9am



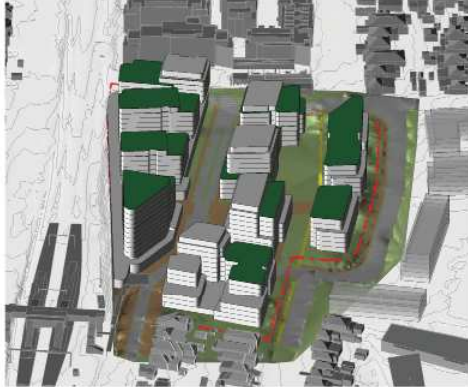
View From Sun - 10am



View From Sun - 11am



View From Sun- 12pm



View From Sun - 1pm



View From Sun - 2pm



View From Sun - 3pm

6.3 DEEP SOIL ZONES

The Master Plan has been developed to optimise the amount and quality of deep soil zones, in line with the objectives of SEPP65 ADG.

The areas of the site which have significant existing trees were prioritized for deep soil zones. Providing planting to communal areas to enable urban greening whileist at the edges providing a landscape buffer to ensure privacy of existing residents to the north and southern ends of the site.



BASEMENT OUTLINE

6.4 COMMUNAL OPEN SPACE

The concept reference scheme proposes a mix of podium and rooftop communal open spaces that take advantage of available views and achieve the required solar access, as an enticing space for the future residents.



6.5 TREE CANOPY COVERAGE

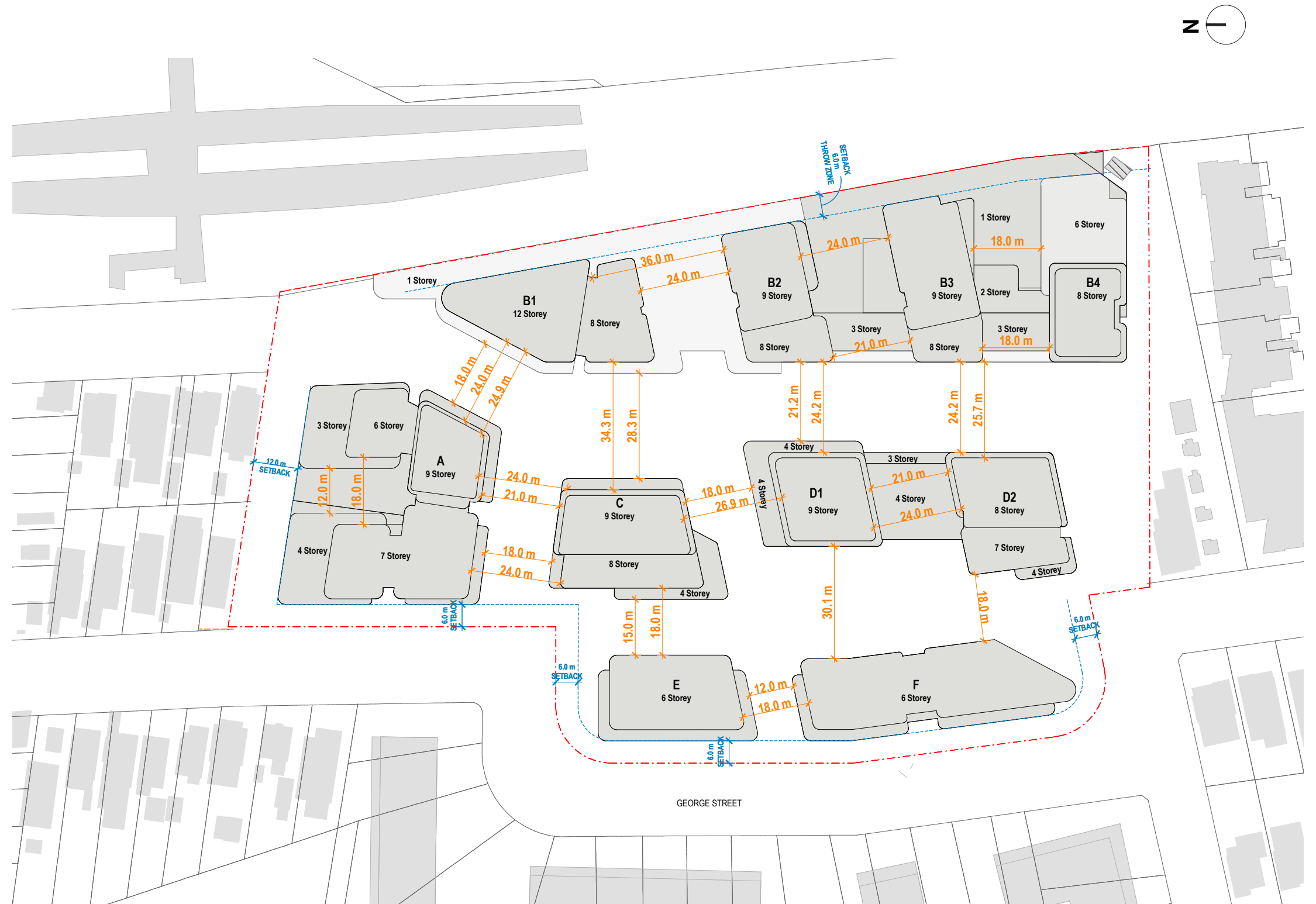
Trees	Total No	Canopy Measurement (m2)	Total Area (m2)	%
PALM TREES	9	14.50	130.50	
EXISTING TREES (grey)		1925.06		6.14
TREE 1 (light green)	62	60.00	3720.00	
TREE 2 (dark green)	42	46.78	1964.76	
TREE 3 (orange)	21	16.85	353.85	
TREE 4 (cyan)	12	35.19	422.28	
TREE 5 (blue)	1	151.65	151.65	
TREE 6 (yellow)	2	26.84	53.68	
TREE 7 (pink)	11	67.10	738.10	
TREE 8 (lime green)	8	21.19	169.52	
TOTAL CANOPY AREA			9629.40	
TOTAL SITE AREA (Inc. road)			31340.00	30.73
TOTAL SITE AREA(Exc. Road)			25840.00	37.27

Aligned to the City of Canada Bay’s Urban Tree Canopy Strategy 2019, whereby the aspirational goal for urban canopy be 25% by 2040, can be achieved with this master plan.



6.6 VISUAL PRIVACY

The indicative masterplan provides the required siting of buildings needed to ensure adequate separation between apartments, aligned with the guidance for residential flat buildings within SEPP65 Apartment Design Guide



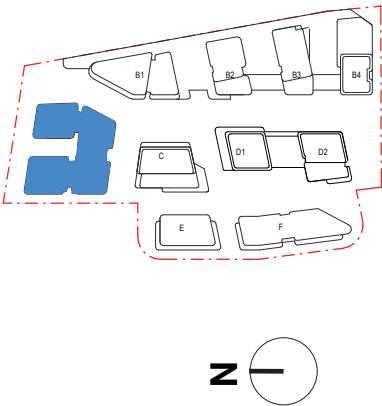
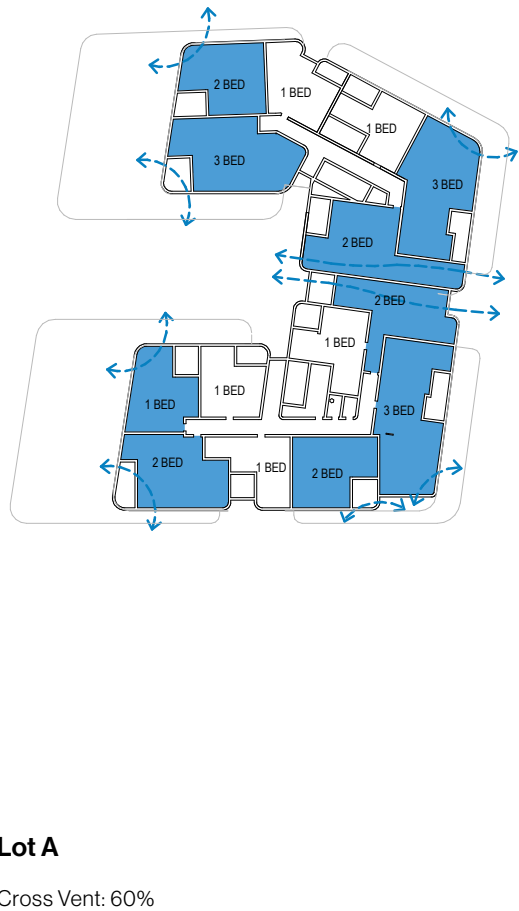
6.7 SOLAR ACCESS & NATURAL VENTILATION

The Master Plan has been developed to optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space, in line with the objectives of SEPP65 ADG.

Solar and daylight access are important for apartment buildings, reducing the reliance on artificial lighting and heating, improving energy efficiency and residential amenity through pleasant conditions to live.

As demonstrated opposite, in the block-by-block typical floor study, compliance with the 2hours direct sunlight criteria would be readily achievable.

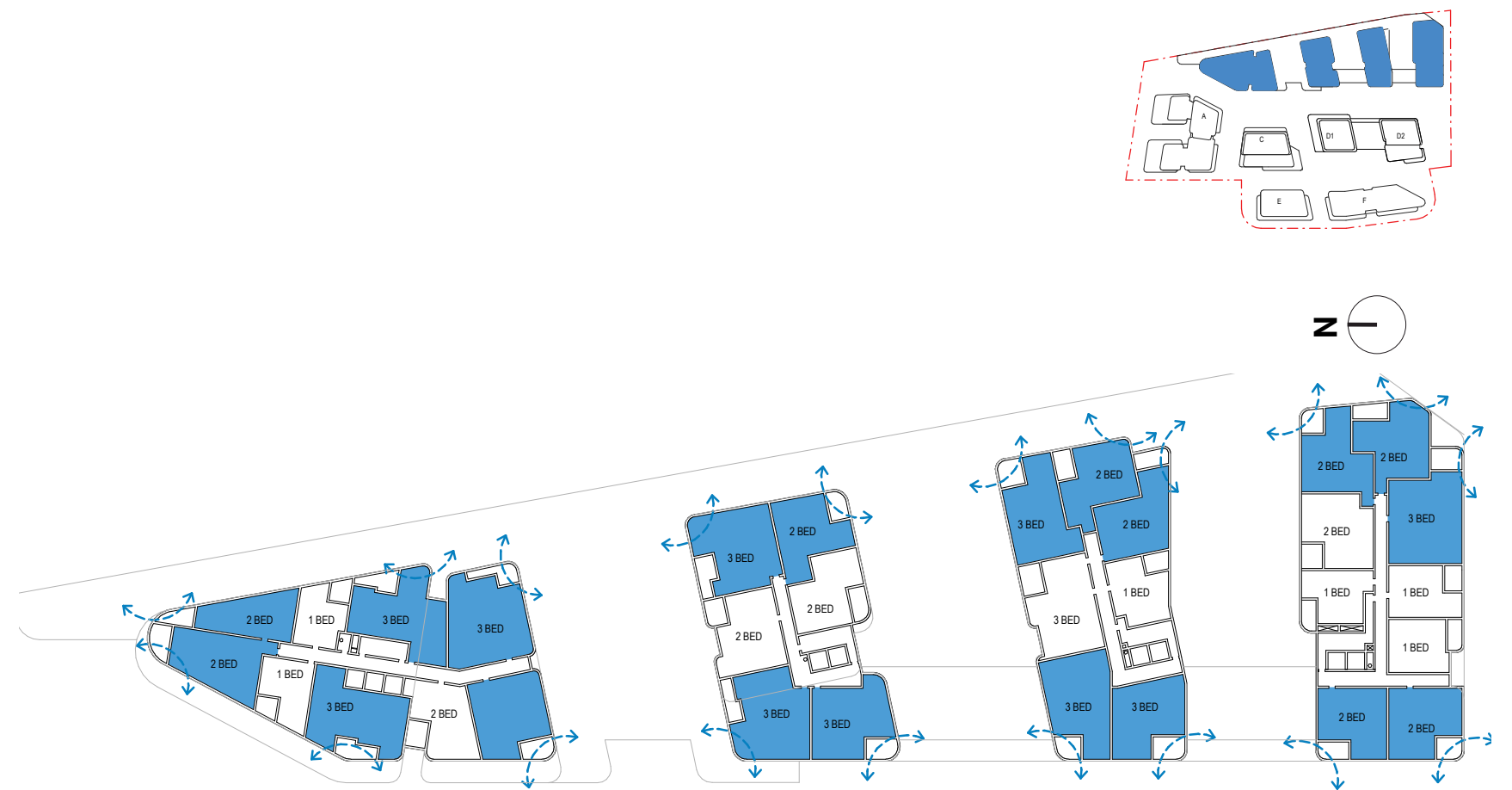
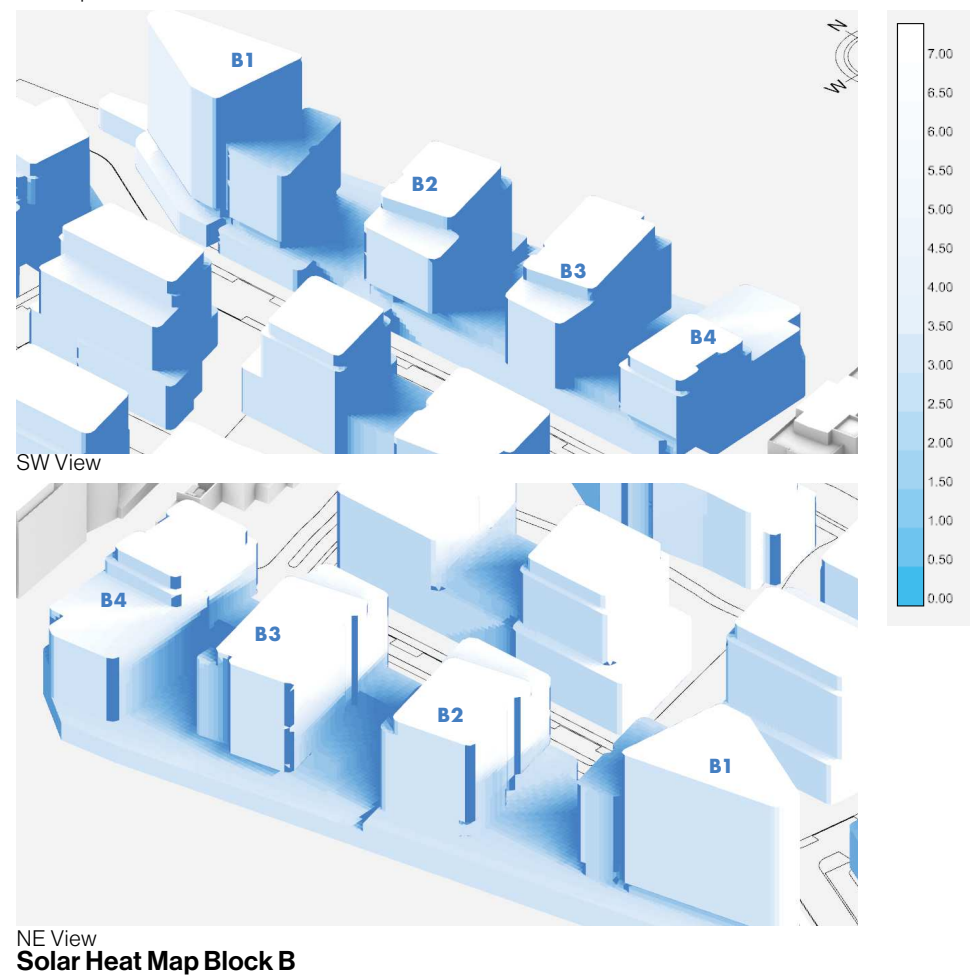
Plan diagrams show solar analysis in each block individually. Solar study including neighbouring blocks is provided through heat map study.



The building envelopes have been optimised for compliance with the ventilation requirements and objectives of SEPP65 ADG.

Natural ventilation is the movement of sufficient volumes of fresh air through an apartment to create a comfortable indoor environment. Sustainable design practice incorporates natural ventilation by responding to the local climate and reduces the need for mechanical ventilation and air conditioning. To achieve adequate natural ventilation, apartment design must address the orientation of the building, the configuration of apartments and the external building envelope

Whilst detailed unit layouts are not part of the master plan assessment, consideration of building footprints has ensured that at least 60% of apartments are naturally cross ventilated. The adjacent study demonstrated the level of compliance readily achievable with the current envelope.

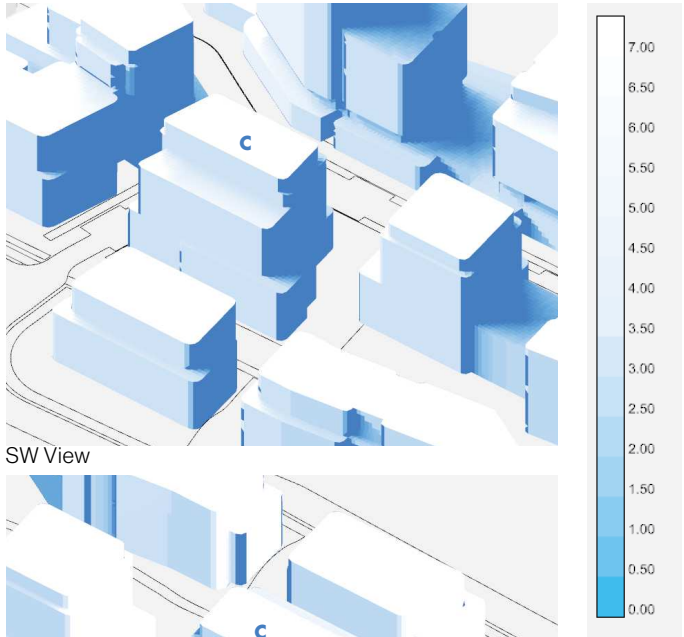
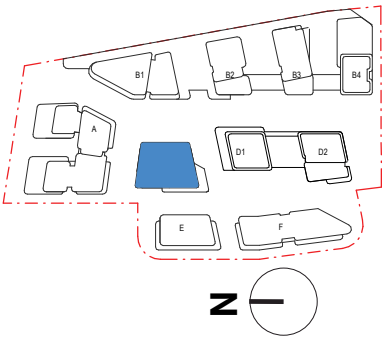


Lot B

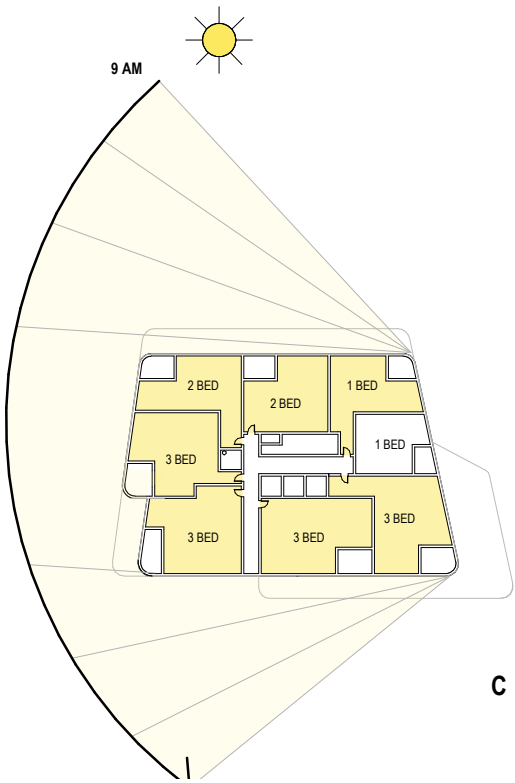
Cross Vent: 66%

1/20/31



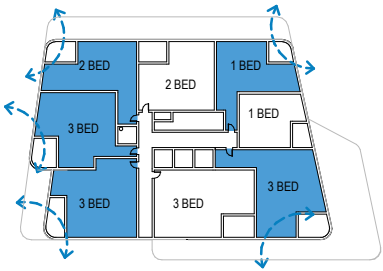


Solar Heat Map Bloc C



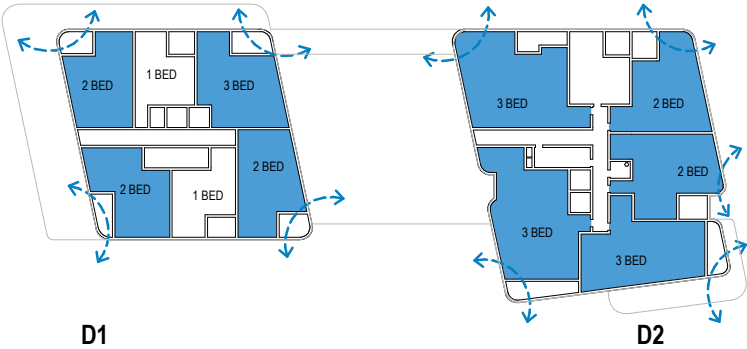
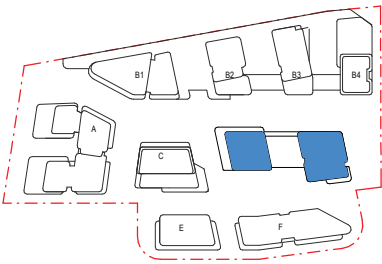
Lot C

Solar: 74%

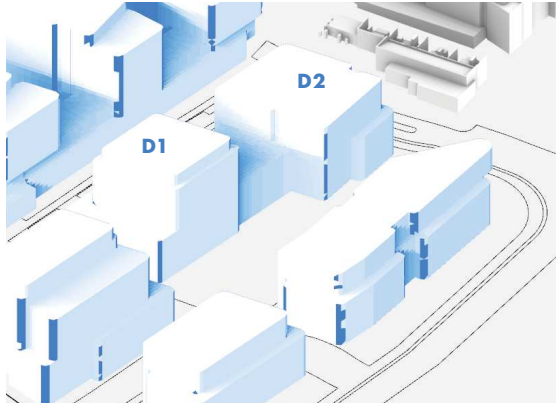


Lot C

Cross Vent: 68%



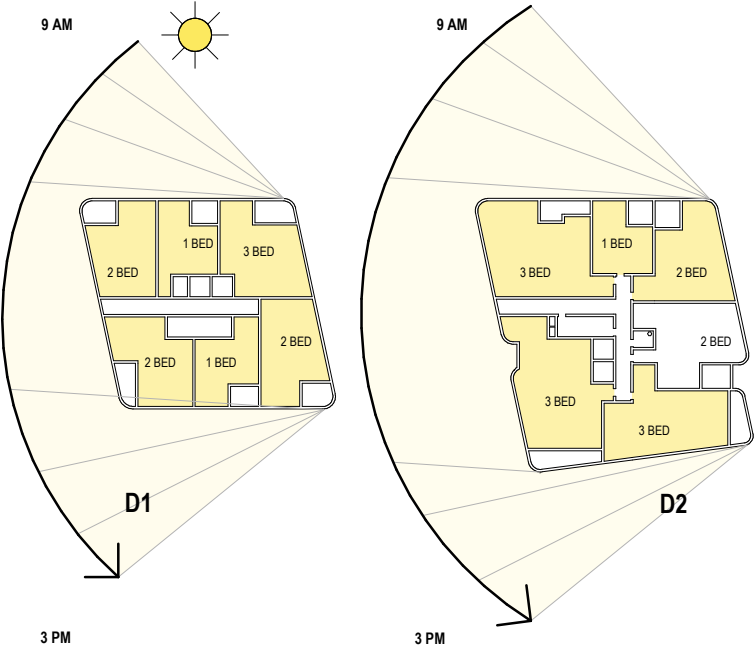
SW View



NE View
Solar Heat Map Block B

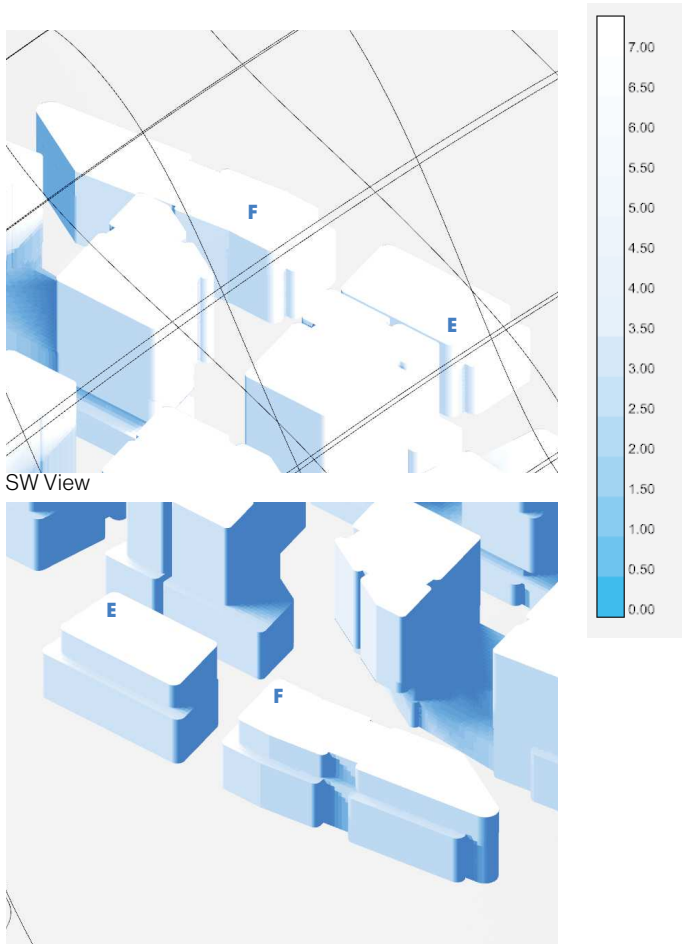
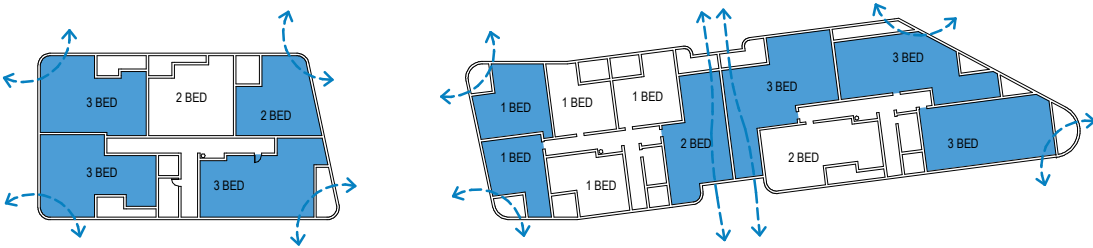
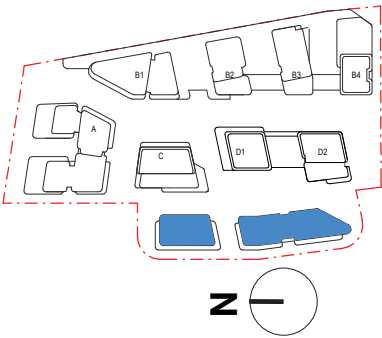
Lot D1 & D2

Cross Vent: 61%



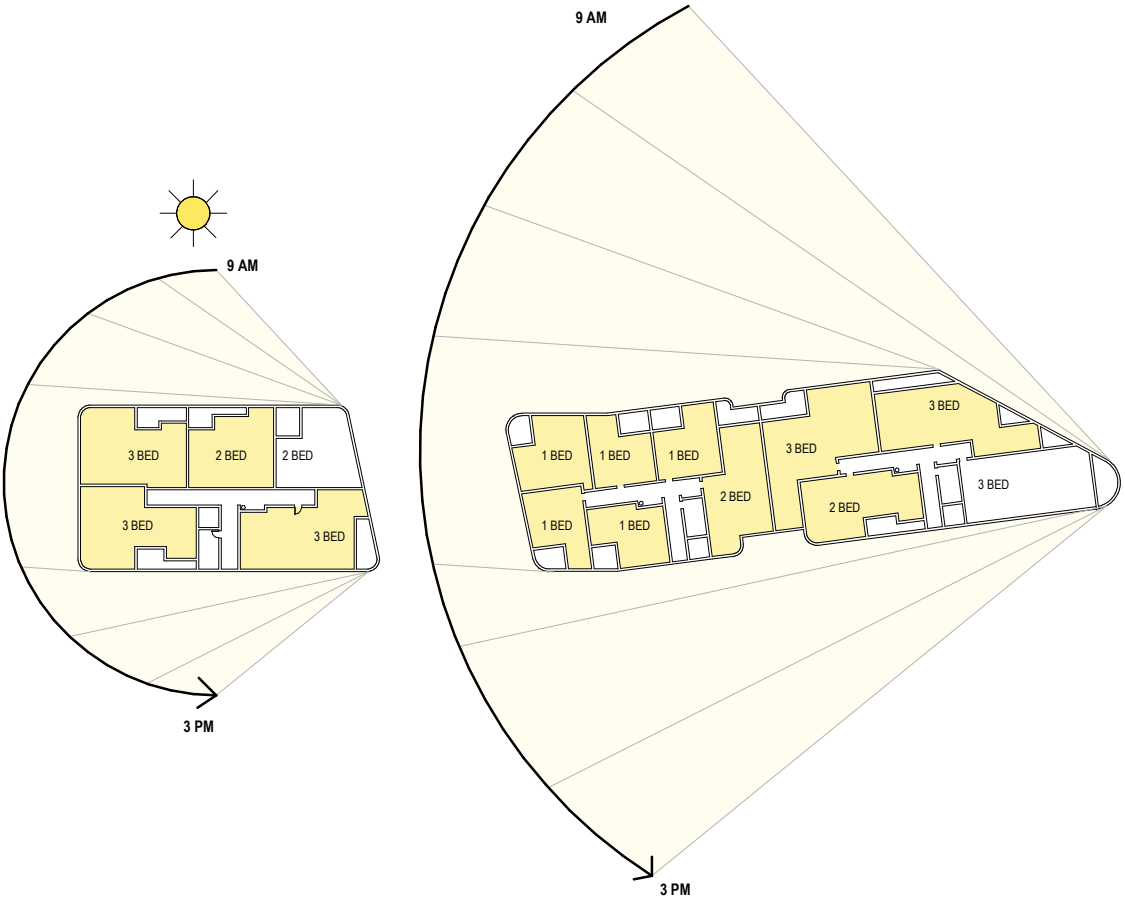
Lot D & D2

Solar: 72 %



Solar Heat Map Block C

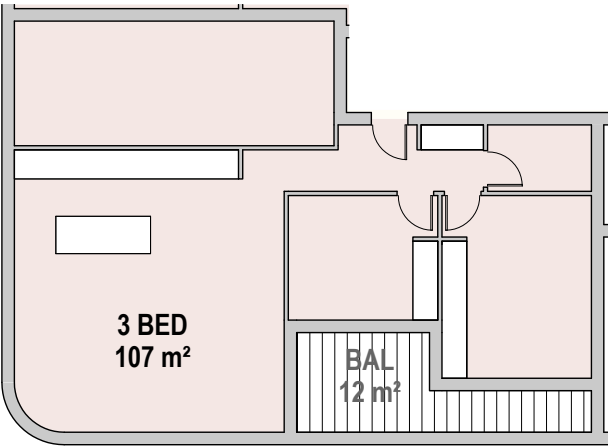
Lot E&F
Cross Vent: 63%



Lot E&F
Solar: 70 %

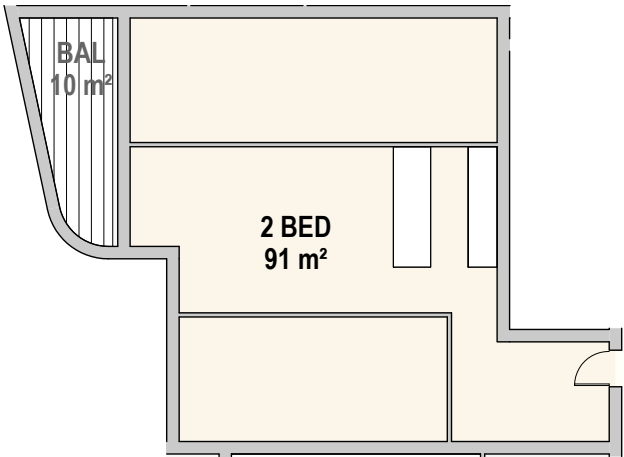
6.8 APARTMENT SIZE AND LAYOUT

The proponent envisages delivering larger than ADG minimum sized apartments and to provide a wide variety of housing typologies, including a range of 1 bedroom, 2 bedroom and 3 bedroom apartments, plus grounded townhouse typologies, to cater for market demands and to give greater choice in housing.



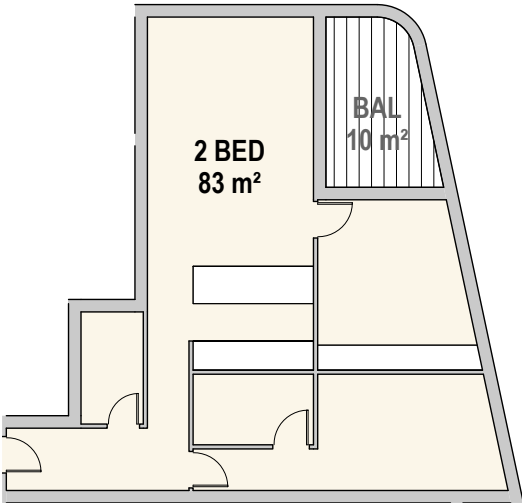
Typical 3 Bedroom

Scale 1:100



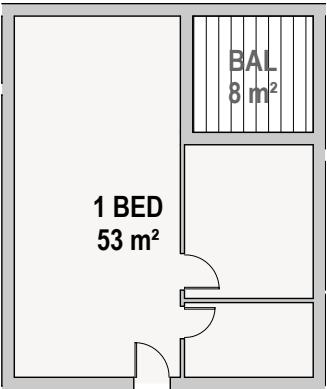
Typical 2 Bedroom

Scale 1:100



Typical Corner 2 Bedroom

Scale 1:100



Typical 1 Bedroom

Scale 1:100

6.9 COMMON CIRCULATION

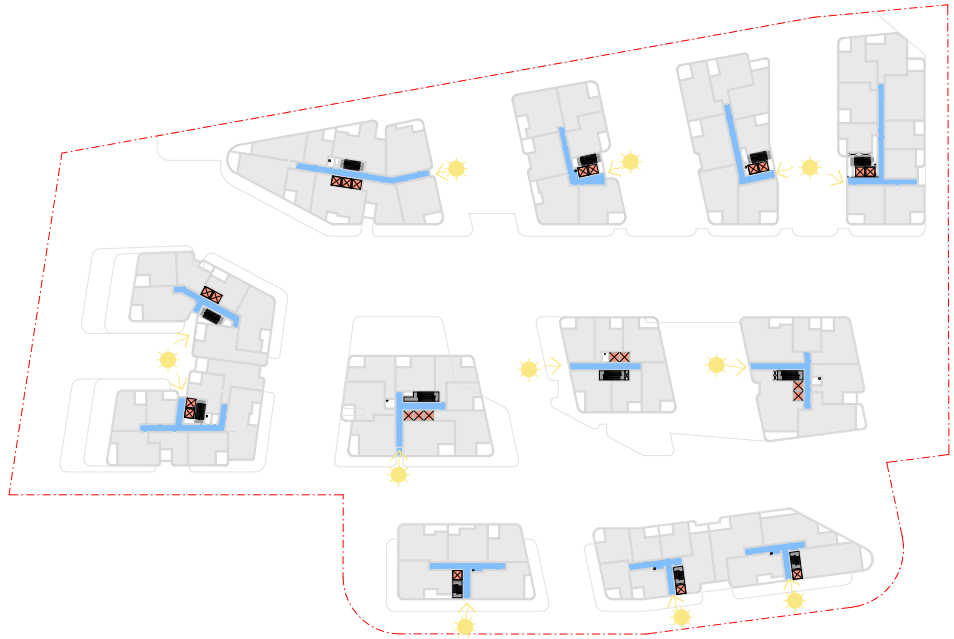
The Master Plan has been developed to provide common circulation spaces in line with the objectives of SEPP65 ADG.

Common circulation and spaces within a building are shared communally by residents. They include lobbies, internal corridors and external galleries, vertical circulation such as lifts and stairs, as well as community rooms and other spaces.

Daylight and natural ventilation are provided to all common circulation spaces that are above ground.



Ground Floor

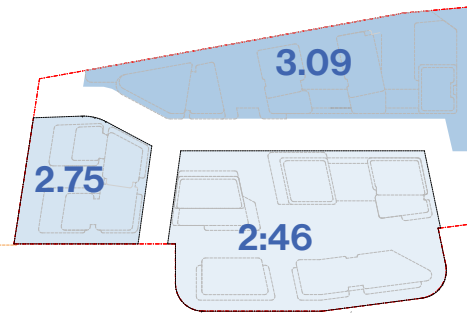


Typical Floor

6.10 YIELD SUMMARY

Gross Floor Area (GFA):

The sum of the floor area of each floor of a building, measured from the external built form envelope.
Exclusions: basement (but including inclosed residential lobbies), storage & services areas, voids, car parking & access.



Proposed Floor Space Ratio Map

Site Area (Inc. road):	31340	m²			
Road Reserve:	5500	m²			
Site Area (Exc. road):	25840	m²			
Block	Build Name	GFA (m²)	SUM	PROPOSED FSR CURRENT	
		Residential	Non-residential		
1	A	11504	574	12078	2.75
2	B1 B2 B3 B4	24845	3003	27848	3.08
3	C D1 D2	19000	652	19652	2.46
4	E F1&F2	10292		10292	
Sub Total					
Total					
FSR (site area inc. road):					2.23
FSR (site area exc. road):					2.70

SYDNEY

Level 7, 80 William Street
East Sydney NSW 2011
Australia

MELBOURNE

Level 4, 152 Elizabeth Street (by appointment only)
Melbourne VIC 3000
Australia

BRISBANE

Level 14, 100 Edward Street
Brisbane QLD 4000
Australia

HO CHI MINH CITY

19th Floor – Havana Tower, 132 Ham Nghi,
Ben Thanh Ward, District 1, Ho Chi Minh City
Vietnam

