PARKSIDE

URBAN DESIGN REPORT

29 MARCH 2021

Item 3 - Attachment C - Urban Design Report

Dickson Rothschild

Architecture | Urban Design | Planning | Interior Design

PROJECT NAME: **VICTORIA AVE PRECINCT MASTERPLAN**

PROJECT NUMBER: **16-010-2**

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CONTENTS

EXECUTIVE SUMMARY

Kulcher is seeking to create a new, more holistic vision for Concord West to create a healthy transit-oriented neighbourhood known as 'Parkside'.

This Urban Design Report sets out site analysis, design principles, a design vision and a master plan to guide future development of the neighbourhood.

The rezoning of the Concord West Precinct is unlocked by a traffic solution at the intersection of Pomeroy Street and George Street, North Strathfield. The proposed upgrade improves congestion at the intersection and provides opportunities for increased housing density within Concord West.

The proposal seeks to increase residential densities and introduce a mixed use hub. This is justified by the precinct's position within a strategically important part of the metropolitan area, its high level of public transport accessibility and its proximity to jobs, recreation, significant open space, goods and services.

It is estimated that the proposed redevelopment could deliver:

- Building Heights of 6-12 storeys
- FSRs of 2:1-3.6:1
- Approximately 1,400-1,500 dwellings
- 2,300-3,000 m^2 of retail floor space with active frontages
- 4% affordable housing
- Significant Public Domain upgrades
- Approximately 3,000 m^2 of public open spaces in a series of pocket parks and town squares
- Improvement of overland flow and flooding impacts
- Sustainable water cycle management via a holistic Water Sensitive Urban Design Strategy
- An increase in the urban Tree Canopy from 18% to 30%

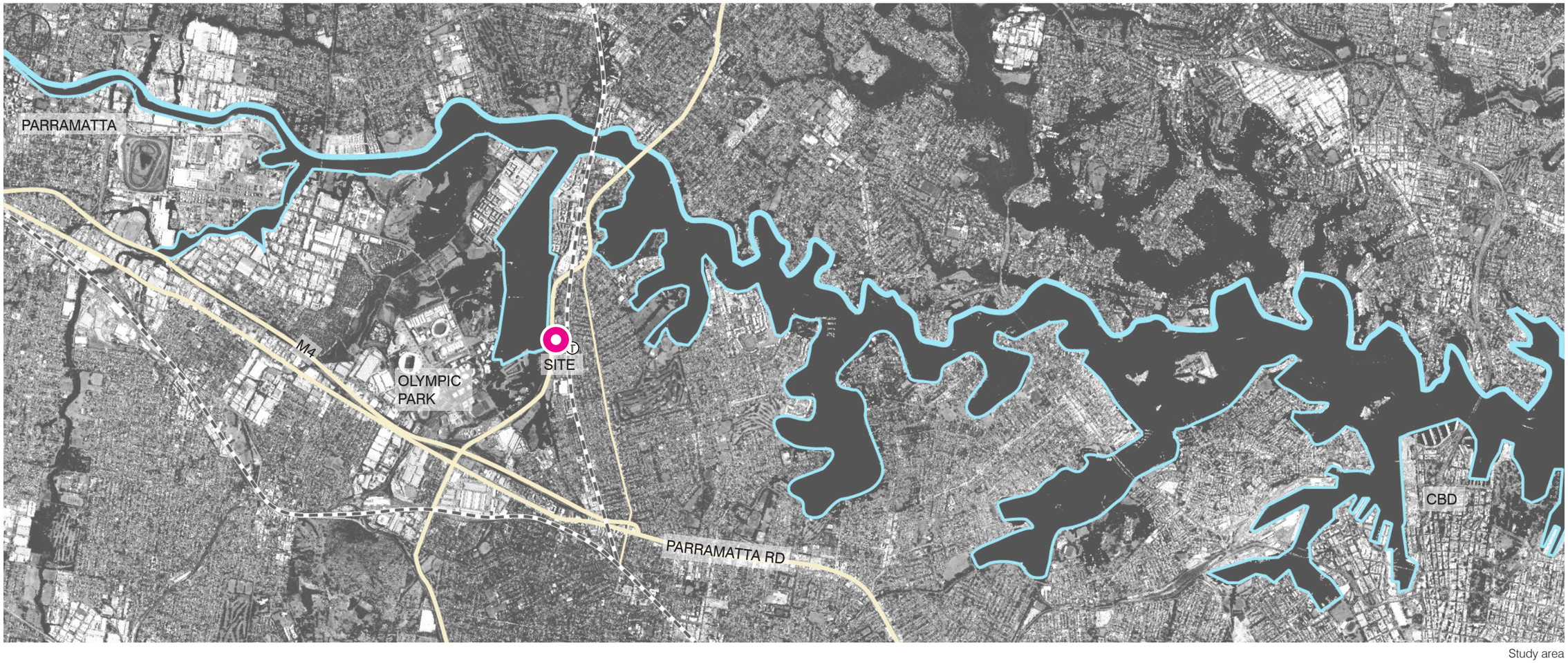
1 THE SITE

1 THE SITE

The study area is located within the Canada Bay Council Local Government Area at the southern end of the Rhodes Peninsula. It is within close proximity to the Parramatta River and Parramatta Road. It is approximately 10 km from the Sydney CBD.

The study area is strategically located adjacent to Concord West Railway Station, Victoria Avenue Public School and Sydney Olympic Park. The precinct is a hidden enclave at the end of George Street.

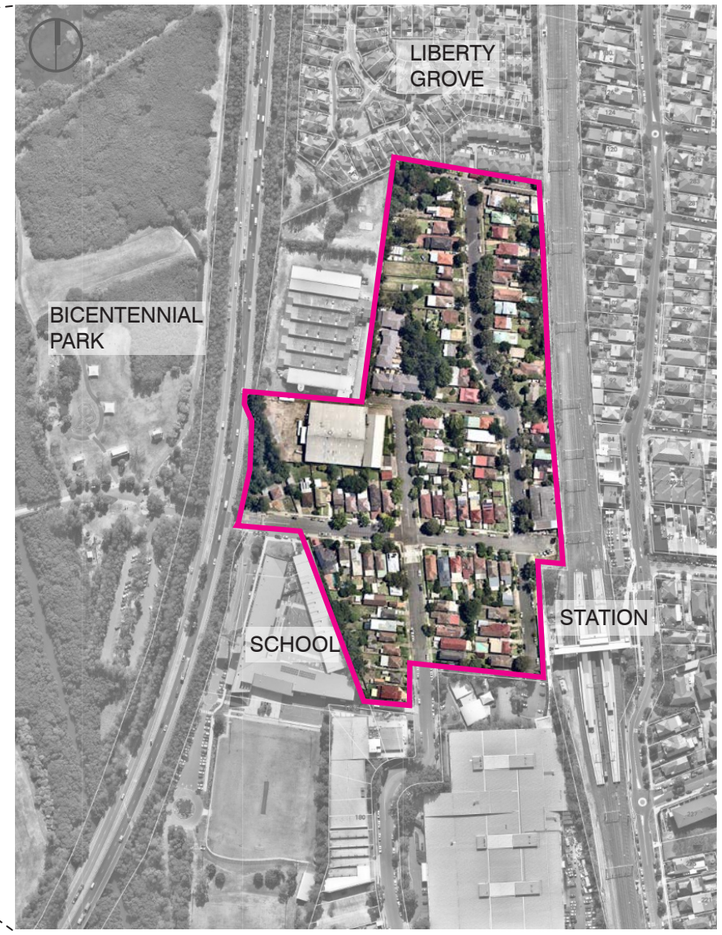
The site is bounded by the railway line to the east, the Westpac site to the south, Homebush Drive to the west and the Liberty Grove neighbourhood to the north. The site area is approximately 6.8 Ha.



Study area

1 THE SITE

Surrounding site plan



Study area

2 PLANNING ANALYSIS

2 PLANNING CONTEXT

2.1 Strategic Planning Context

A Metropolis of Three Cities: A Vision to 2056

The strategy is the over arching Metropolitan Plan for Sydney published in March 2018. The subject precinct is located at the cusp of the "Central River City" and "Eastern Harbour City". It is one railway stop from Rhodes, a Strategic Health and Education Precinct. It is also within a designated urban renewal area and at the edge eastern edge of the GPOP Economic Corridor which terminates around Sydney Olympic Park. In the plan, the Sydney Olympic Park area is identified as a lifestyle Precinct. Key directions set out in the plan include:

- Developing a more accessible and walkable city
- Valuing green spaces and landscape
- Giving people housing choices
- Designing places for people

Study Area Location

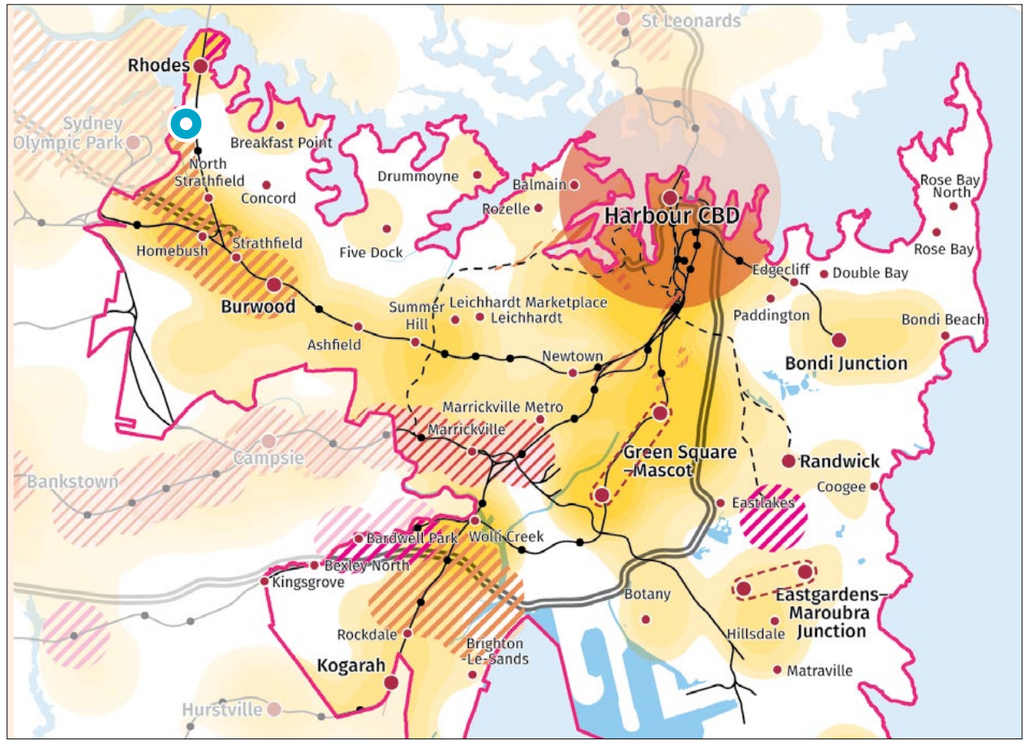
Greater Sydney Region Plan (2018), pg. 15

The District Plans

The subject precinct is at the interface of the Eastern City and Central City districts. Given the site's important strategic location but also its position at the seem of two designated districts, the subject site may be overlooked.

The site is part of an urban renewal corridor which is identified for more housing in the right locations. The Plan states that urban renewal opportunities exist around regional transport and strategic centres, where links for walking and cycling promote a healthy lifestyle and contribute to livability. The subject site's immediate proximity to an existing railway station and major parklands west of Homebush Drive make it ideal for increased housing densities. The planned West Metro having an interchange station at North Strathfield strengthens the site's opportunity to achieve a nexus between housing and sustainable transport.

Study Area Location



Future Housing Supply, Eastern District Plan (2018), pg. 41

2 PLANNING CONTEXT

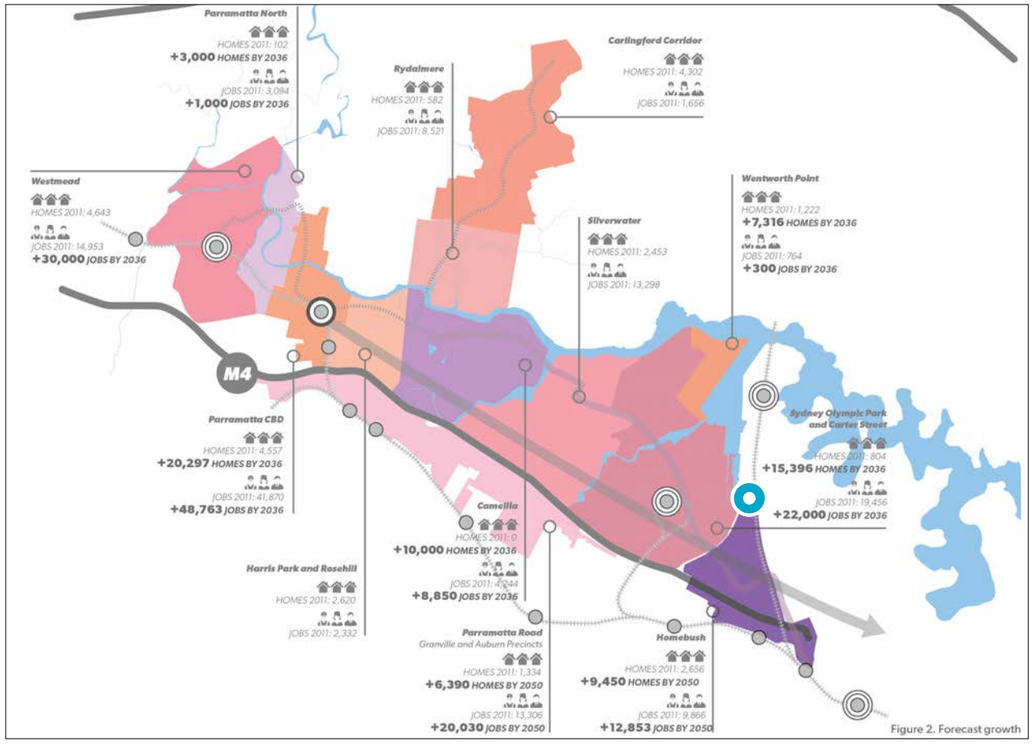
Greater Parramatta and the Olympic Peninsula

In this 2016 study, the subject precinct is within the northern portion of the Homebush Precinct and designated a major renewal area. Homebush Precinct is also identified as a residential focused. The study states the following:

> *UGNSW [Urban Growth New South Wales] has identified Homebush Precinct as having potential to offer higher density housing and a bustling hub between Homebush, North Strathfield, Concord West and Strathfield Stations.*

The site is also situated along the eastern edge of the Olympic Park Lifestyle Super Precinct. There is a unique opportunity to contribute to the special identity sought for the Peninsula.

Study Area Location



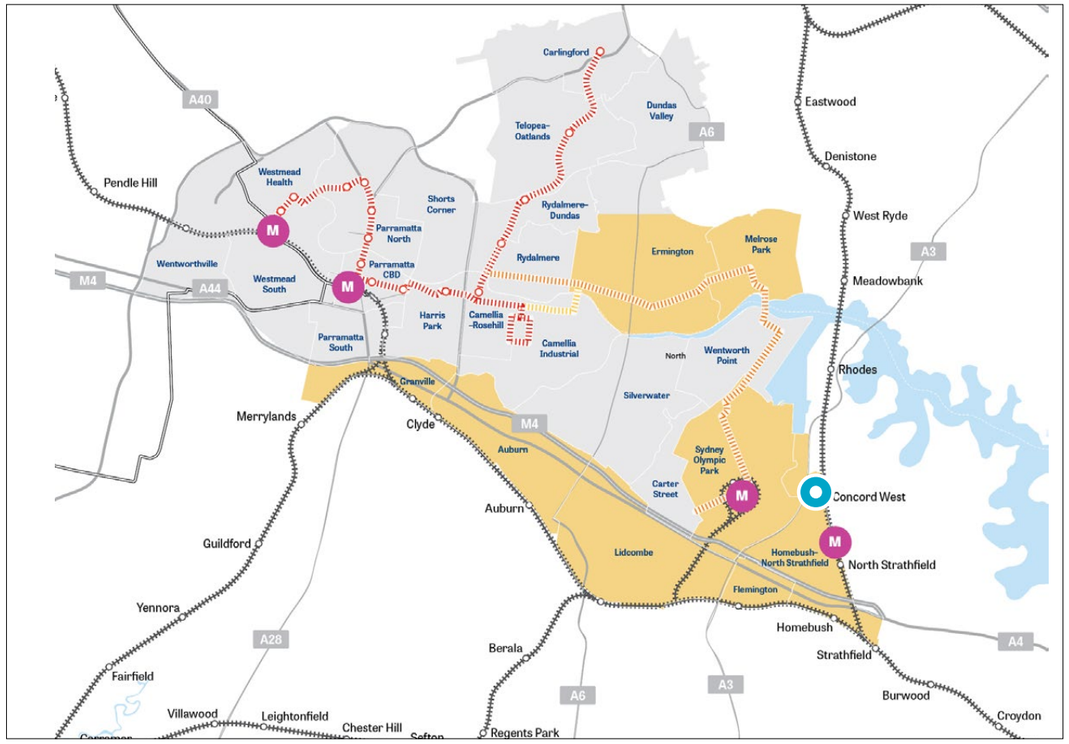
Greater Parramatta Interim Land Use and Infrastructure Implementation Plan (2017), pg. 5

Greater Parramatta Interim Land Use and Infrastructure Implementation Plan and PIC

This 2017 Interim Plan indicates that the subject site is currently under review (as a part of the Homebush Precinct). Homebush is identified for existing road and intersection upgrades, a regional cycleway and upgrades to existing schools.

The 2019 Place-Based Infrastructure Compact Pilot (PIC) identifies the study area as part of the Phase 2 precincts of GPOP. The study area's inclusion in GPOP underscores its suitability for potential change by achieving urban renewal within walking distance of transport and other infrastructure.

Study Area Location



GPOP PIC (2019), pg. 47

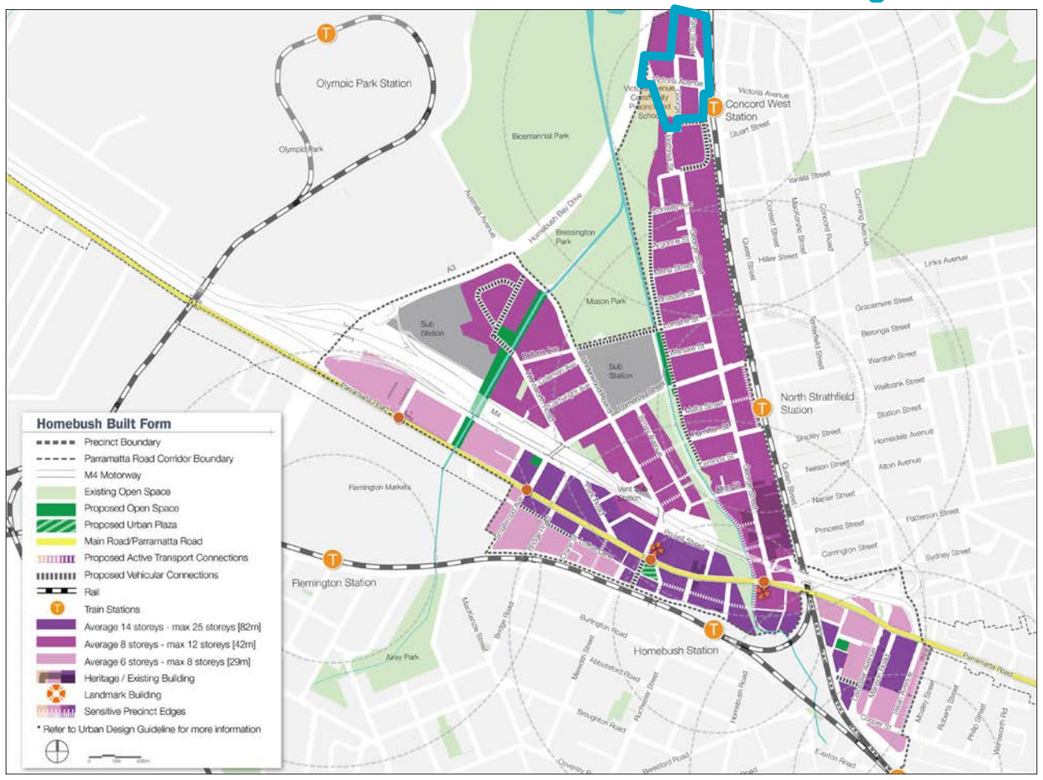
2 PLANNING CONTEXT

Parramatta Road Urban Transformation Strategy

The study area is within Homebush Precinct. The 2015 draft strategy recommended an average height of buildings in this precinct of 8-12 storeys (42m). The heights and densities were reconsidered based on local transport constraints resulting in a final plan in November 2016. The study area was recommended for medium density residential having views and access to open space. Some key objectives from the Strategy are:

- Delivering a high quality open space network and improving the areas around the train stations;
- Using the right mechanisms to fund public infrastructure, including high quality public places; and
- Managing flooding, noise and contamination constraints
- Boosting service frequency at local railway stations

Study Area

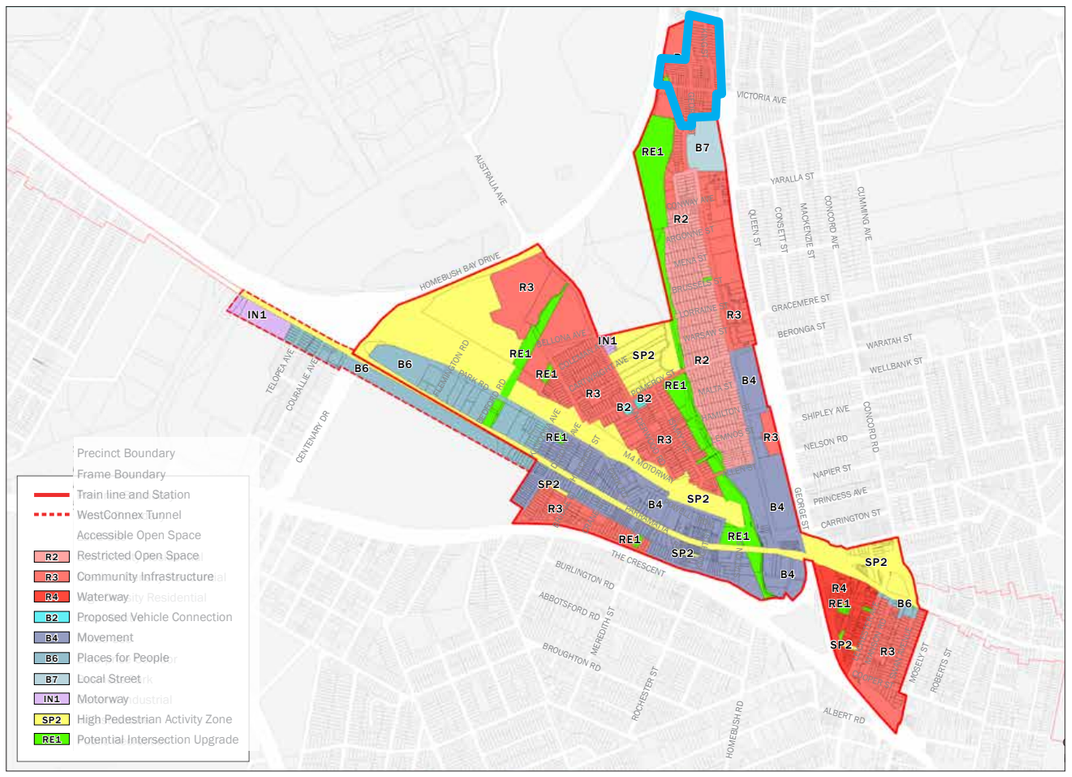


Draft Parramatta Road Urban Transformation Strategy (2015), pg. 58

In the Homebush Street Function and Precinct Transport Guidelines, an upgraded active transport connection is proposed through George Street. South of the study area, a proposed vehicular connection through the 'Westpac' block is indicated.

The Strategy acknowledges that traffic modelling is necessary prior to implementation of increased density due to existing network constraints.

Study Area



Parramatta Road Urban Transformation Planning and Design Guidelines (2016), pg. 139

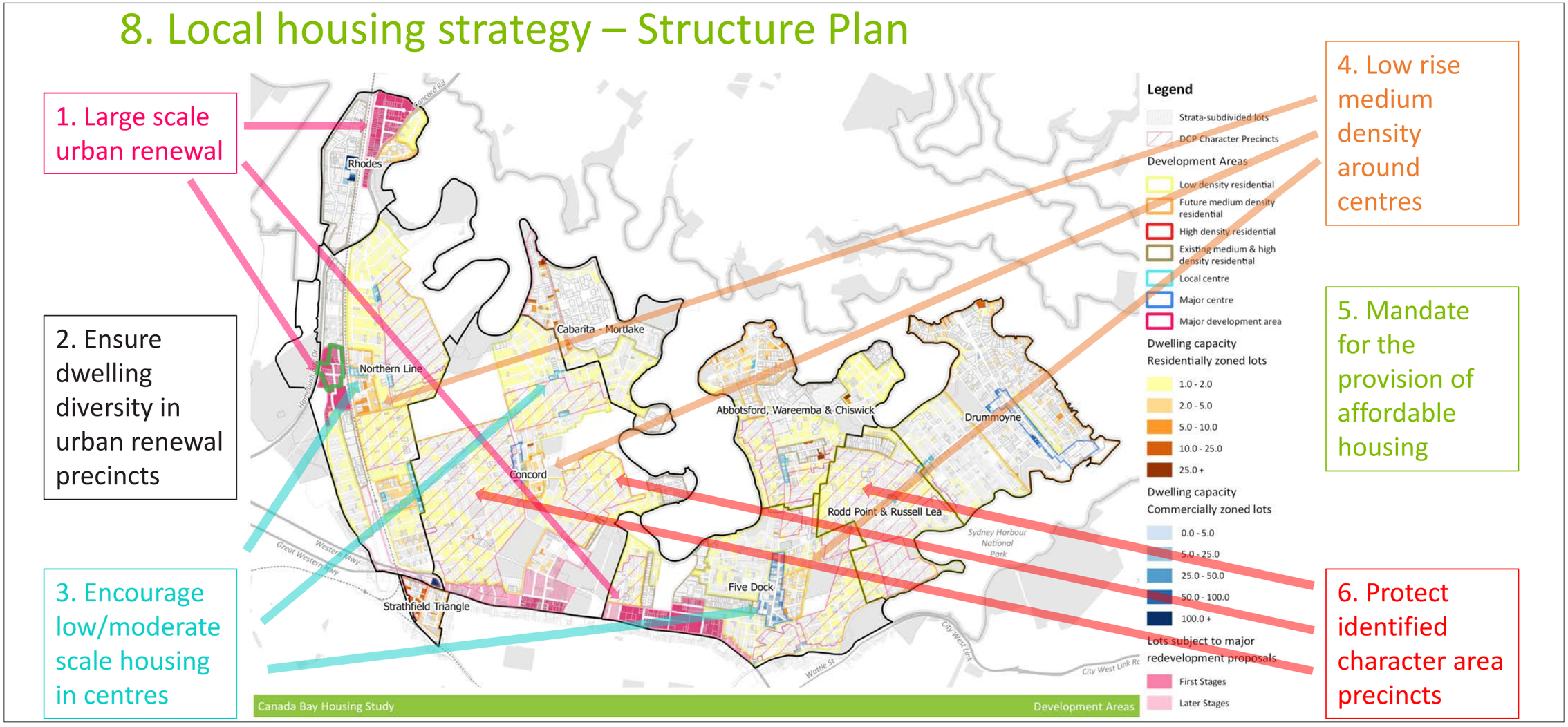
Canada Bay Local Housing Strategy

The Canada Bay Local Housing Strategy earmarks the subject precinct as a "Large Scale Urban Renewal" area. The Strategy states:

> *The area west of Concord West Station is expected to accommodate some significant apartment development over the next 20 years (pg. 76).*

The subject site is located directly west of Concord West Station and represents almost the entirety of the zone in magenta. The Housing Strategy indicates the character of the area will change with the predominant building type changes from single dwellings to apartments. However, the strategy only appears to consider the existing Concord West Master Plan noting a net potential of 405 units. The potential for unlocking additional housing through improvements to traffic congestion is not addressed.

Study Area



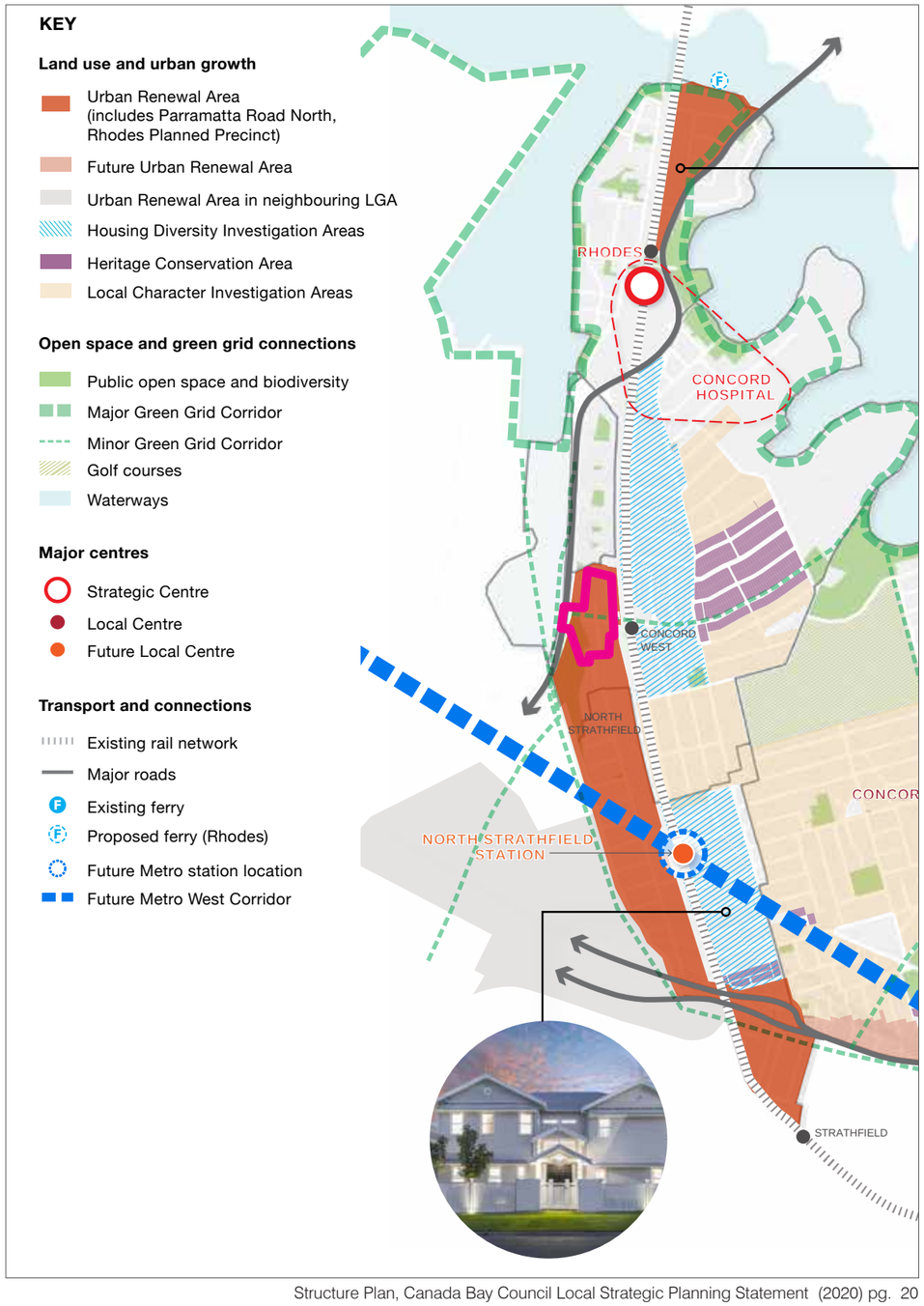
Canada Bay Council Local Housing Strategy (2019) pg. 104

2 PLANNING CONTEXT

Local Strategic Planning Statement

Council's Local Strategy Planning Statement (LSPS) is underpinned in part by the Housing Strategy and also identifies the subject site as an "Urban Renewal Area". The LSPS also seeks to encourage increase housing diversity within the immediate vicinity of Concord West Station (pg. 35 & 73). They also note that retail and commercial floor space studies must be undertaken prior to changing land uses around Concord Station (pg. 77). The LSPS also seeks to implement the recommendations of the Concord West Flood Study (pg. 82) but it is noted that this study relates to the fragmented rezoning of the existing and former industrial lots and does not address flooding on other sites in the precinct.

An integrated plan for Concord West could allow for renewal of an area adjacent to a railway station and significant regional open space and contribute to fulfilling several key actions set out in the LSPS.



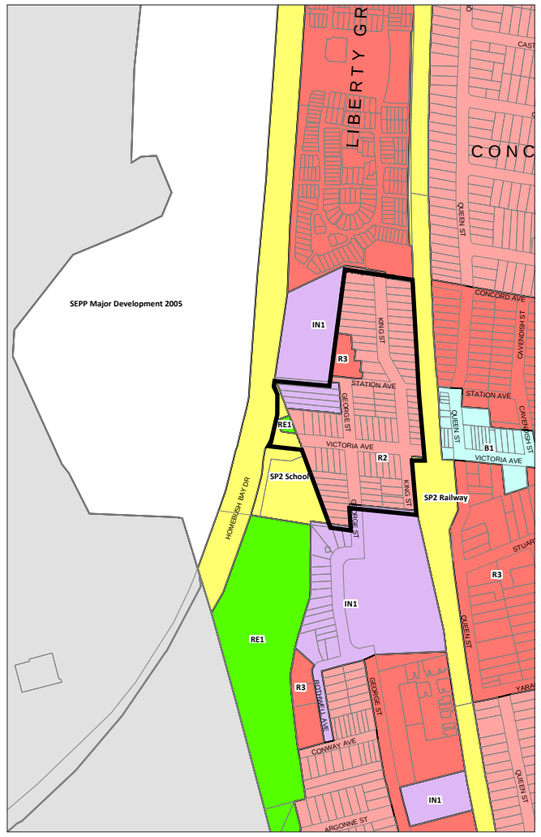
Structure Plan, Canada Bay Council Local Strategic Planning Statement (2020) pg. 20

2.2 Statutory Planning Context

Local Environmental Plan

The Study Area is in mixed use area which is characterised by varying densities of residential development and industrial premises. Zoning of the area consists of low density and medium density residential, general industrial, special uses and public recreation.

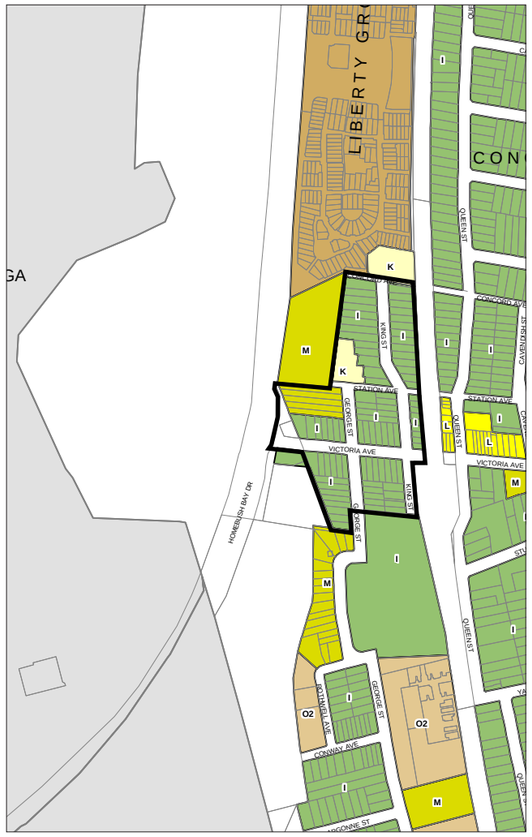
Land Zoning Map



Land Use Zoning Across Site:

- R2 Low Density Residential
- R3 Medium Density Residential
- IN1 General Industrial
- RE1 Public Recreation

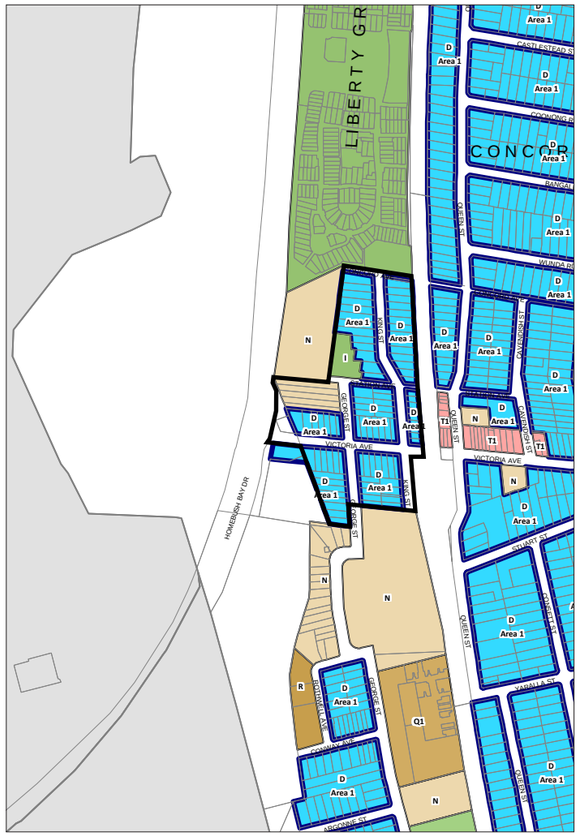
Height of Buildings Map



Height of Buildings Across Site:

- I 8.5m
- K 10.0m
- M 12.0m

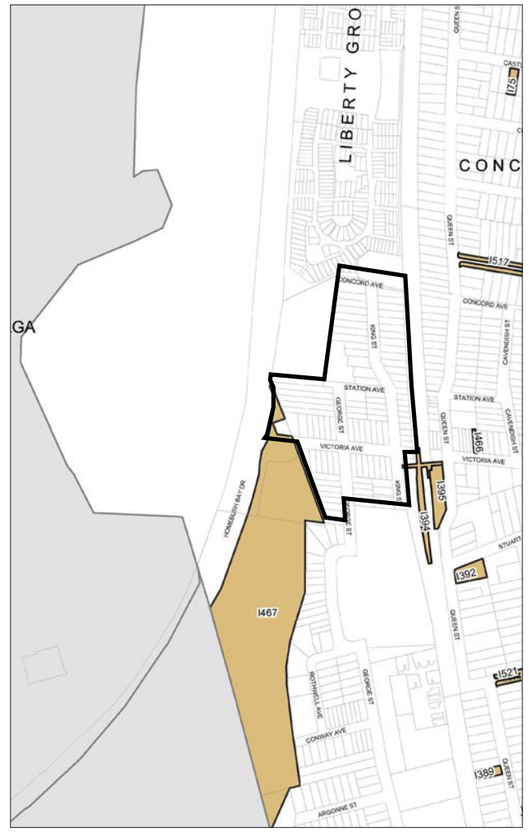
Floor Space Ratio Map



Floor Space Ratio Across Site:

- D 0.5:1
- I 0.75:1
- N 1.0:1

Heritage Map

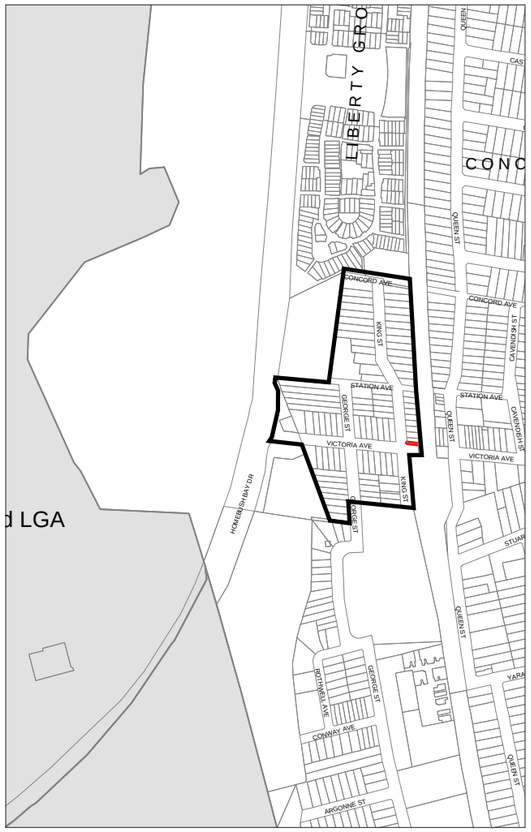


Heritage Across Site

- Heritage Item

2 PLANNING CONTEXT

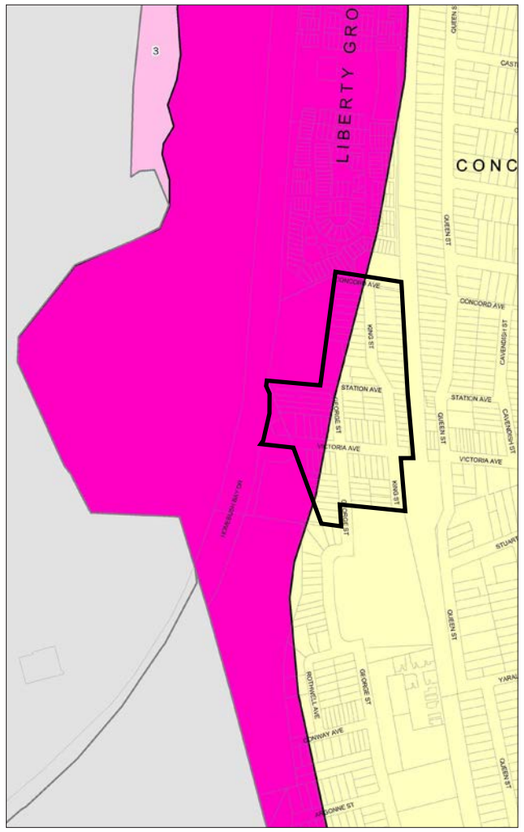
Active Street Frontages Map



Active Street Frontages Across Site:

- Active Street Frontage

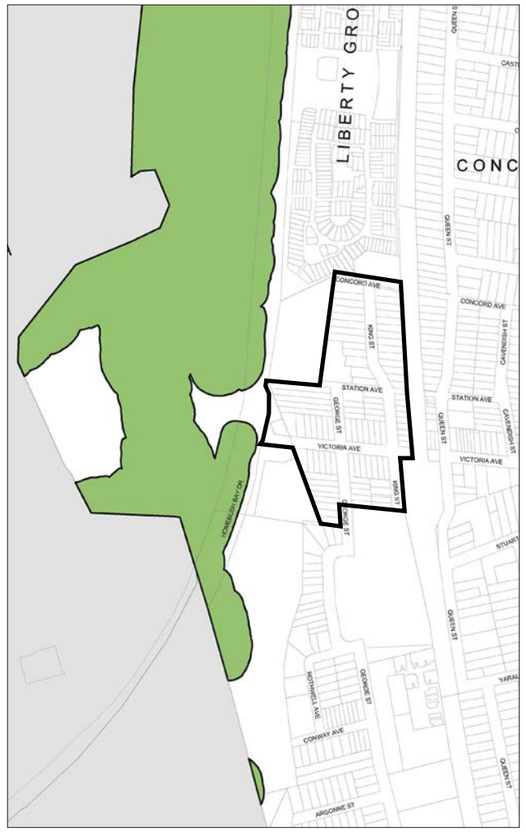
Acid Sulfate Soils Map



Acid Sulfate Soils Across Site:

- Class 2
- Class 5

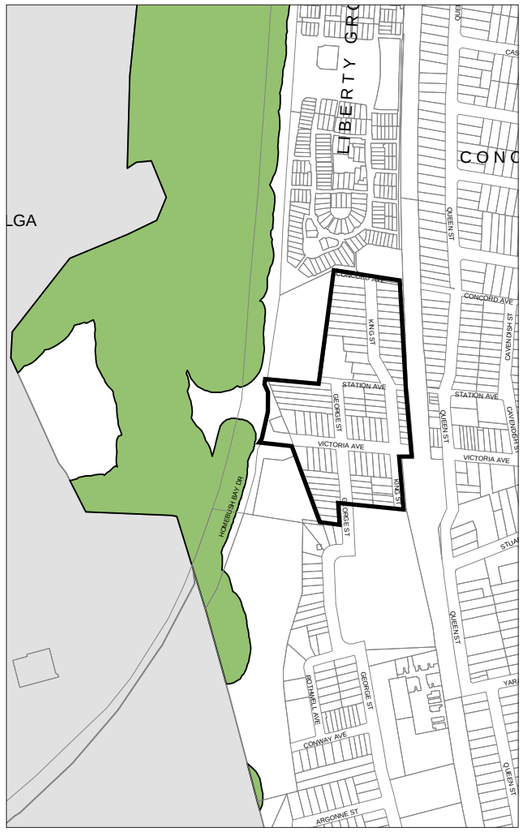
Terrestrial Biodiversity Map



Terrestrial Biodiversity Across Site:

- Biodiversity

Environmentally Sensitive Land Map



Environmental Sensitivity Across the Site

- Environmentally Sensitive Land

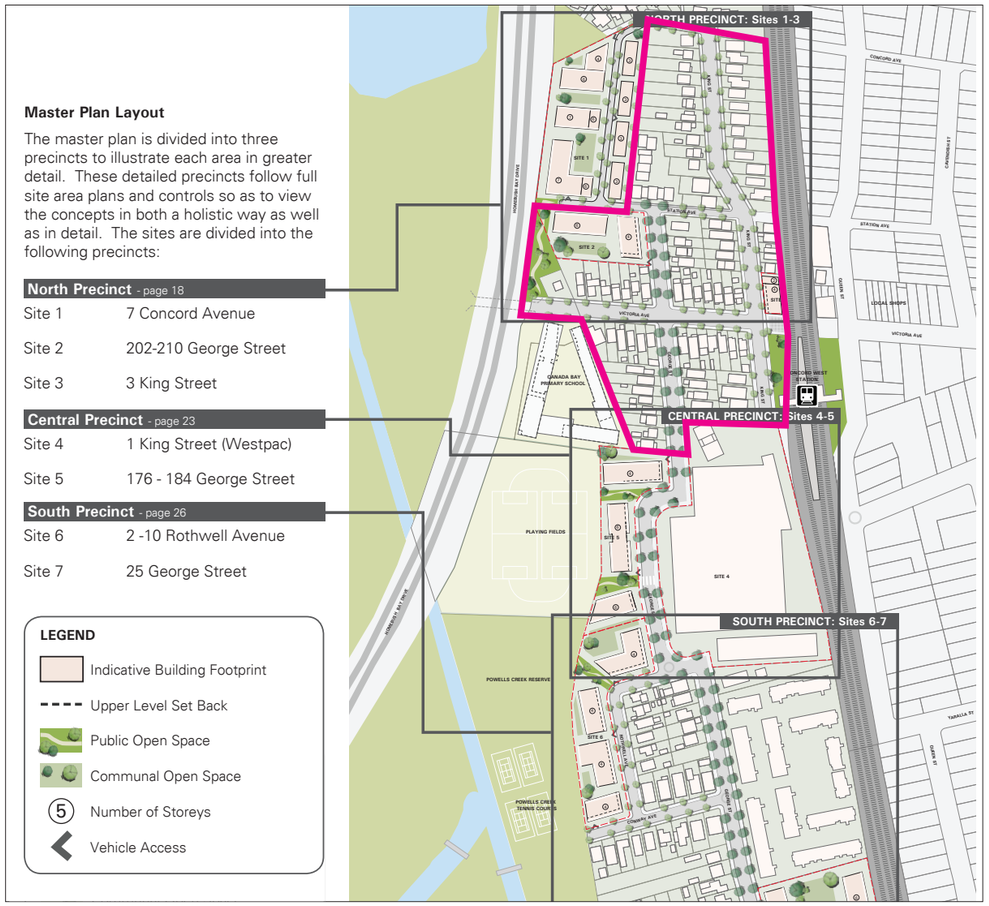
2 PLANNING CONTEXT

Concord West Precinct Master Plan

JBA produced a Master Plan for Canada Bay Council in 2014 for the isolated industrial sites in the area. Key principles are:

- Strengthen Victoria Avenue as a connection between Olympic Park and Concord West Station.
- Propose new pedestrian connections on Station Avenue to link with existing pedestrian connection to the east of the railway.
- Propose new vehicular connections through 'Westpac' block and link with King Street and George Street.
- Upgrade streetscape treatment on George Street.

Study Area

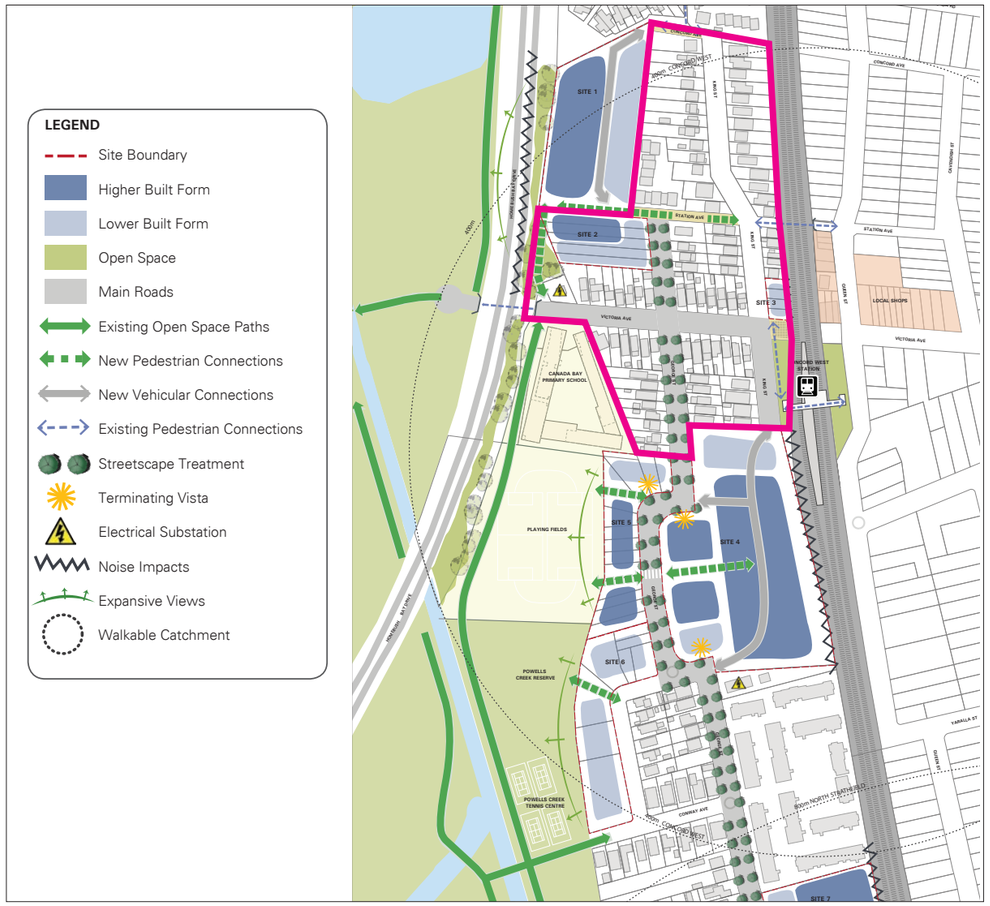


Concord West Precinct Master Plan, Page 13

- Improve cycleways.
- Consider a public open space network adjacent to Homebush Bay Drive.

The Master Plan was underpinned by an Economic Study, Flood Study and Traffic Study. Council invited individual land owners to submit planning proposals for the isolated industrial sites and most rezonings are underway. The approach has been piecemeal and lacks a strong vision for this unique enclave. However, the more holistic elements of the plan listed above have merit and should be considered in any new plan.

Study Area

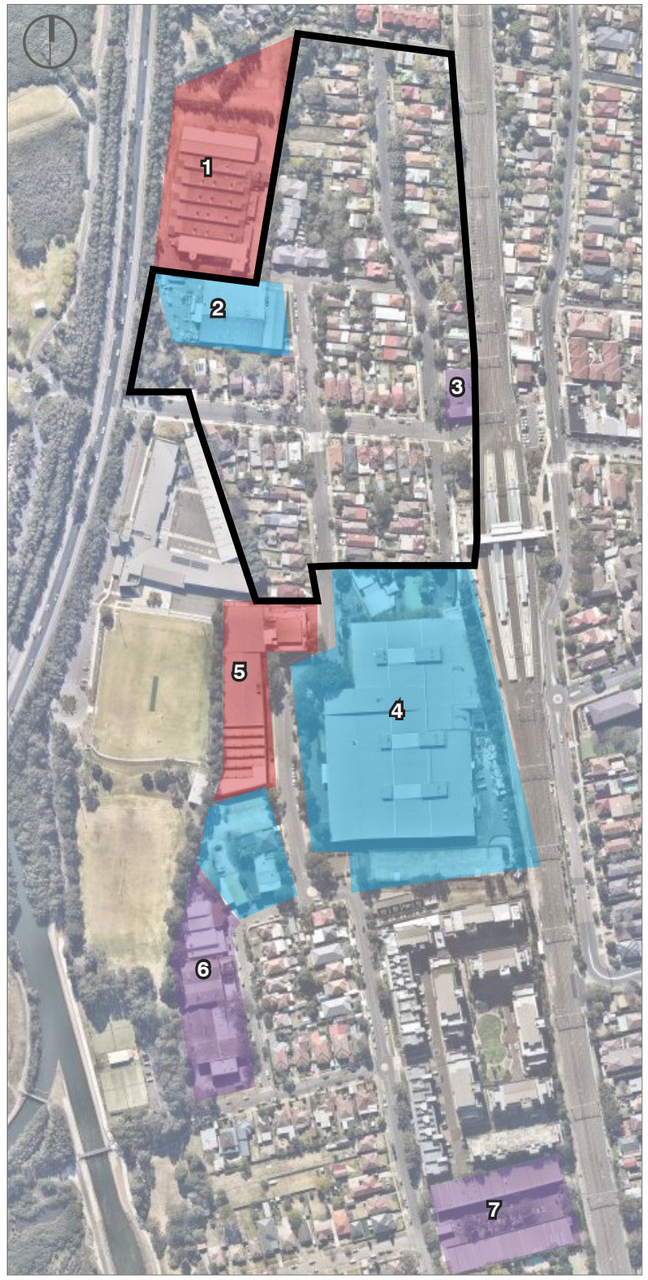


Concord West Precinct Master Plan, Page 14

2.3 Other Planning Proposals and DAs

The Study Area is within a subregion that has undergone substantial transformation over the past decade. Significant rezonings and major projects are planned or have been realised in Homebush, Olympic Park, and Rhodes.

In immediate proximity to the subject site, most of the sites subject to the Canada Bay Council Concord West Master Plan have been commenced, are in progress or have been approved. This indicates the area is set to change in its character and form already from a low scale mix of housing and industrial and commercial sites to a more urban character with increased heights and densities.



Sites with Planning Proposal

Sites with Gazetted New Planning Controls

Sites without a Planning Proposal but which are identified for rezoning under Council Master Plan

PLANNING PROPOSALS

1 *7 CONCORD AVENUE*
Gateway achieved, at Finalisation stage
Planning Proposal 2017_CANAD_005_00
Site Area: 1.5 ha
FSR: 1.6:1 (updated 2018)
Height: 25 m 3-8 storeys
Units: 260

2 *202-210 GEORGE STREET*
SITE 2 of Council Master Plan, Part of this PP

3 *3 KING STREET*
SITE 3 of Council Master Plan, Part of this PP
Rezoning gazetted 22/06/2018
Planning Proposal 2017_CANAD_003_00 -
Site Area: 810 sqm
FSR: 2.3:1
Height: 16m 4 storeys
Units: 20 x 2 bed
Commercial: 190 sqm

4 *1 KING STREET (WESTPAC)*
SITE 4 of Council Master Plan

5 *176-184 GEORGE STREET*
LPP endorsement 26/07/2018
Under Assessment by DOPE since 26/6/2019
SITE 5 of Council Master Plan
LPP endorsed, Gateway Assessment Stage
FSR: 1.9:1
Height: 16-22 m
157 apartments

6 *2, 2A & 4 ROTHWELL AVENUE*
Rezoning gazetted 20/04/2018
Planning Proposal 2015_CANAD_005_00
Site Area: 6,084 sqm
FSR: 1.4:1
Height: 16 m 4 storeys
Units: Not Specified in PP

10 ROTHWELL AVENUE
Remnant Part of Site 6 of Master Plan

7 *25 GEORGE STREET*
Rezoning gazetted 5/6/2020
Planning Proposal 2016_CANAD_001_00
Site Area: 7,480 sqm
FSR: 1.6:1
Height:16-22m 4-6 Storeys
Units: 126 (AVA concept design)

DEVELOPMENT APPLICATIONS

2, 2A & 4 ROTHWELL AVENUE
DA Lodged 5/6/2019
DA Approved 03/12/2020
DA 2019/0160
Arch/Planner: Terrior/CityPlan
Site Area: 6,084 sqm
FSR: 1.4:1
Height: 16.85 m 4 storeys (Cl. 4.6)
Units: 88 Cars: 91

25 GEORGE STREET
DA Lodged 12/06/2020
DA 2020/0143
Arch/Planner: Fuse/Dowling Urban
Site Area: 7,480 sqm
FSR: 1.6:1
Height: 16-22m 4-6 Storeys
Units: 156 Cars: 142
VPA for 5% affordable housing on uplift of GFA over 1:1 or 2x3 bed units), whatever is greater.

3 SITE ANALYSIS

3 SITE ANALYSIS

3.1 Context

The site has a unique context making it ideal for urban renewal.

The area is enclosed by the hard edges of the railway line and the elevated Homebush Bay Drive. Discrete access points under both the Railway Line and Homebush Drive connect the enclave to its surroundings.

Concord West Railway Station and Victoria Avenue Community Precinct are prominent infrastructure within the site with distinct built form.

To its west is a major road, creating a clearly defined edge to the precinct. However, a physical connection to Olympic Park existing via Victoria Avenue, giving the precinct unparalleled access to a regionally significant recreation area. At the entry to the Park along Victoria Avenue is the Victoria Avenue Community Precinct, a low scale school complex.

To its east is the northern railway line which also creates a clearly defined edge to the precinct while crossings at the railway station and Station Avenue connect the precinct to the existing shops and low, medium and high density residential buildings at Victoria Avenue.

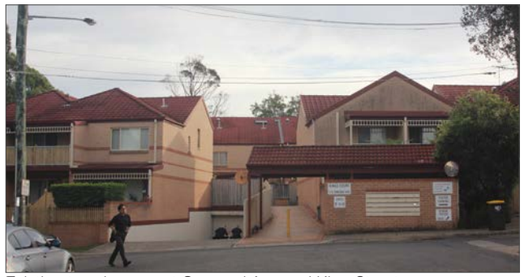
To the north is Liberty Grove a dense, low scale townhouse and apartment neighbourhood with building heights of 1-3 storeys.

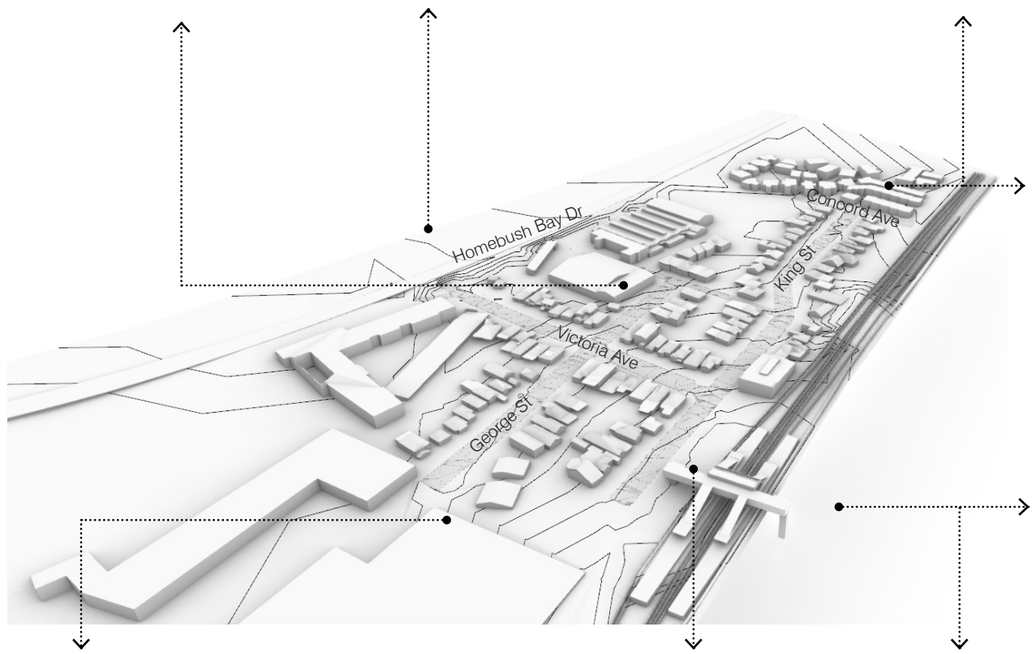
Directly to the south is the large existing commercial "Westpac" building along with existing commercial buildings and dwellings which are the subject of Planning Proposals and DAs.

More generally to the south of the study area a range of low, medium and high density residential forms are interspersed with larger commercial and industrial sites peppered along George Street.

Victoria Avenue Community Precinct


Bicentennial Park viewed from western terminus of Victoria Ave


Existing townhouses at Concord Ave and King Street




Aerial view of Liberty Grove


Aerial view Victoria Avenue east of Station


Westpac Building with childcare centre in foreground


Concord West Railway Station

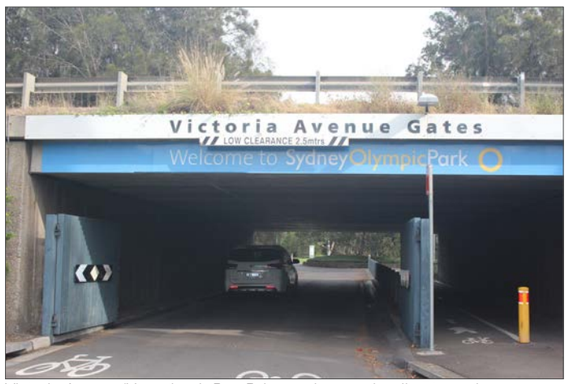
Victoria Avenue shops on east side of Concord West Station

3.1.1 The Park

The character arising from the site context is quite unique. The first major elements defining the precinct is Bicentennial Park. Concord West sits at the eastern edge of Bicentennial Park with the major tower development situated at the western side of the park. While Homebush Bay Drive creates a visual barrier to the park from Concord West, there is a physical connection to the park via the underpass at Victoria Avenue that allows vehicles, pedestrians and bicycles to access the park directly from Concord West.

The area of Olympic Park closest to the subject site is defined by low-lying land with large stands of trees and a consolidated open recreation area with amenities. The extensive parklands contributes to the high amenity and character of the subject precinct.

Aerial view from east of Concord West Railway Station looking west towards Bicentennial Park and Sydney Olympic Park



Victoria Avenue/Homebush Bay Drive underpass leading to park

View from Victoria Avenue west of the Homebush Bay Drive within Bicentennial Park

Concord West playground within Bicentennial Park

View from Victoria Avenue within Bicentennial Park looking north west towards park amenities

3 SITE ANALYSIS

3.1.2 Concord West Railway Station

Concord West Railway Station is an existing station on the T1 North Shore, Northern and Western Line in operation since 1887. It served as an important link during the Sydney Olympics due to its immediate connection to Bicentennial Park.

The railway station was upgraded in 2014. There is a small green space adjacent to the station with small areas for bicycle parking.

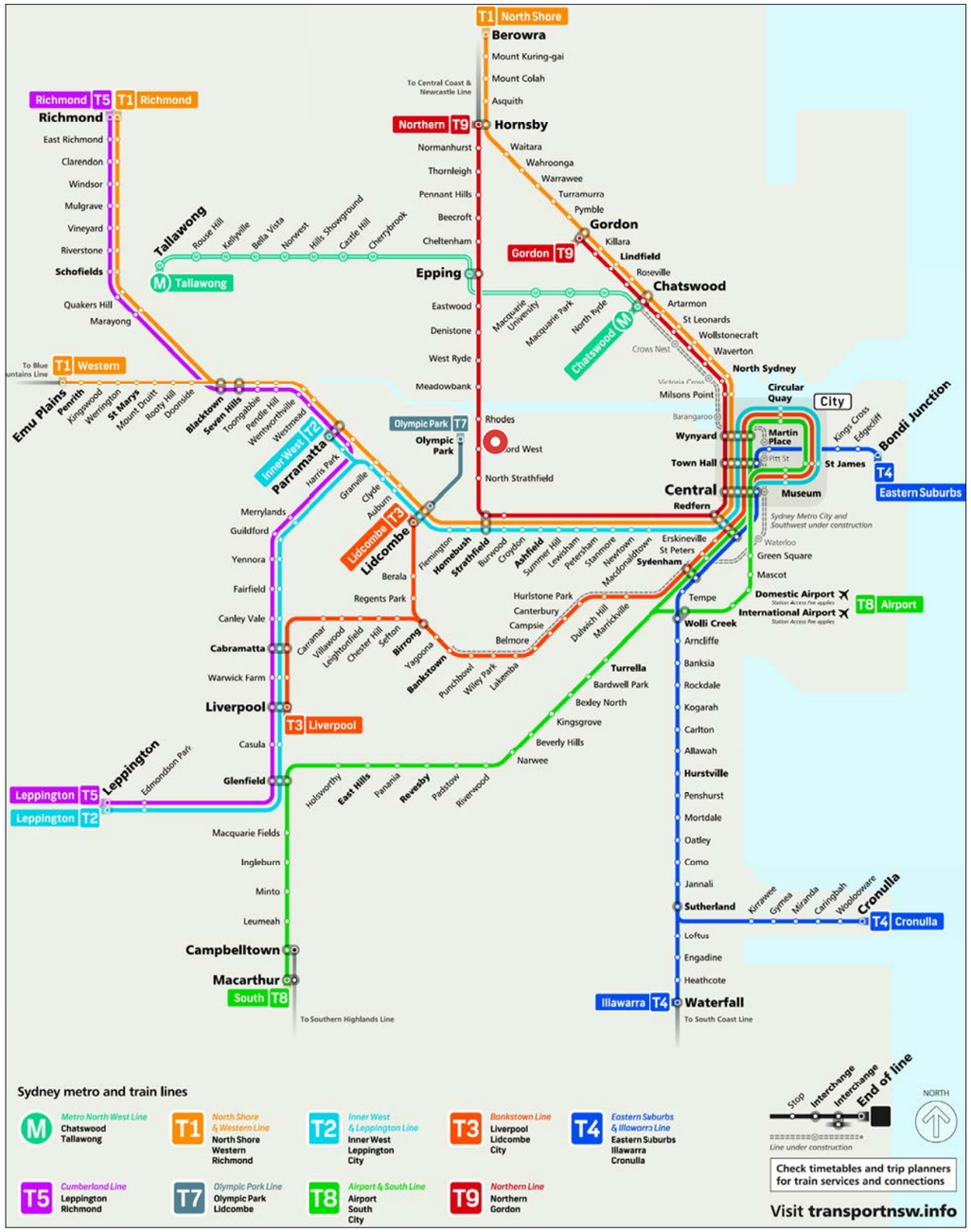
Trains towards the CBD leave every 15 minutes approximately.
Trains towards Epping and Hornsby leave every 15 minutes approximately.

The station is set to become part of the larger and improved rail network with the new west metro earmarking North Strathfield as an important interchange station between the existing rail network and the new West Metro. These improved connections will increase the locational benefits of the area.

The subject site will be one station from the planned North Strathfield Metro Station, making it highly accessible to the future expanded rail network.

There are opportunities to further improve the spaces around the railway station and achieve a high quality future character for the neighbourhood acknowledging the critical strategic role the station plays in the precinct.

Proposed West Metro Station Map, Source: sydneymetro.info



Existing Train Network Map, Source: transport nsw.info/sydney-trains-network-map

View from Victoria Avenue

Weather protection at King Street

King Street station entry area

Bicycle Parking near station entry

3 SITE ANALYSIS

3.1.3 Victoria Avenue Community Precinct

Victoria Avenue Community Precinct opened in 2015. The development is part of a partnership between NSW Department of Education, City of Canada Bay Council and Sydney Local Health District. Services include:

- A Public Primary School
- A Child Care Centre
- An Early Childhood Health Centre
- An Outside School Hours Care (OHSC) Centre.

(Source: Dept of Education)

Key aspects of the development are:

- The school has 28 classrooms and 273 students and 28 staff
- 48 different cultural and linguistic groups are represented
- The childcare centre has 47 places.
- OHSC has 100 approved places
- The playing fields and communal hall are shared between the community and school.
- Part of the Major's Bay Community of Schools

(Source: NSW Govt, VAPS Annual Report 2019 & victoriaav-p.schools.nsw.gov.au)

The community precinct has a low scale, institutional character with a variable, turfed front setback to Victoria Avenue . The western side of the precinct is a large surface car park that abuts the embankment to Homebush Bay Drive. The southern portion of the precinct comprises playing fields and buffer landscape to Homebush Bay Drive Casurinas dominate the Homebush Bay embankment since the land is low lying and near the flood affected areas near Olympic Park.

Any future development should provide a transition in bulk and scale to the school and ensure it retains reasonable solar access to recreation areas.

Aerial view of Victoria Avenue Community Precinct

View from Victoria Avenue looking south west


View from Victoria Avenue looking east


View of eastern facade from Victoria Avenue

3 SITE ANALYSIS

3.2 Character

The Study Area is characterised by low and medium density forms interspersed with isolated light industrial and commercial uses.

Residential buildings are generally low scale with brick, rendered or weatherboard facades. Building types including single detached dwellings, duplexes and townhouses.

Commercial buildings are larger, blocky and generally 2-3 storeys.

Twenty metre wide streets including George Street, Victoria Avenue and King Street are a defining characteristic of the subject area. The curve in King Street creates a distinctive irregularity in the street pattern.

Street trees are intermittent and vary in species and health. Many existing street trees are heavily pruned to accommodate overhead power lines. Generally, overhead power lines are visually prominent and detract from the character of the area. Existing footpaths in the precinct are generally narrow.

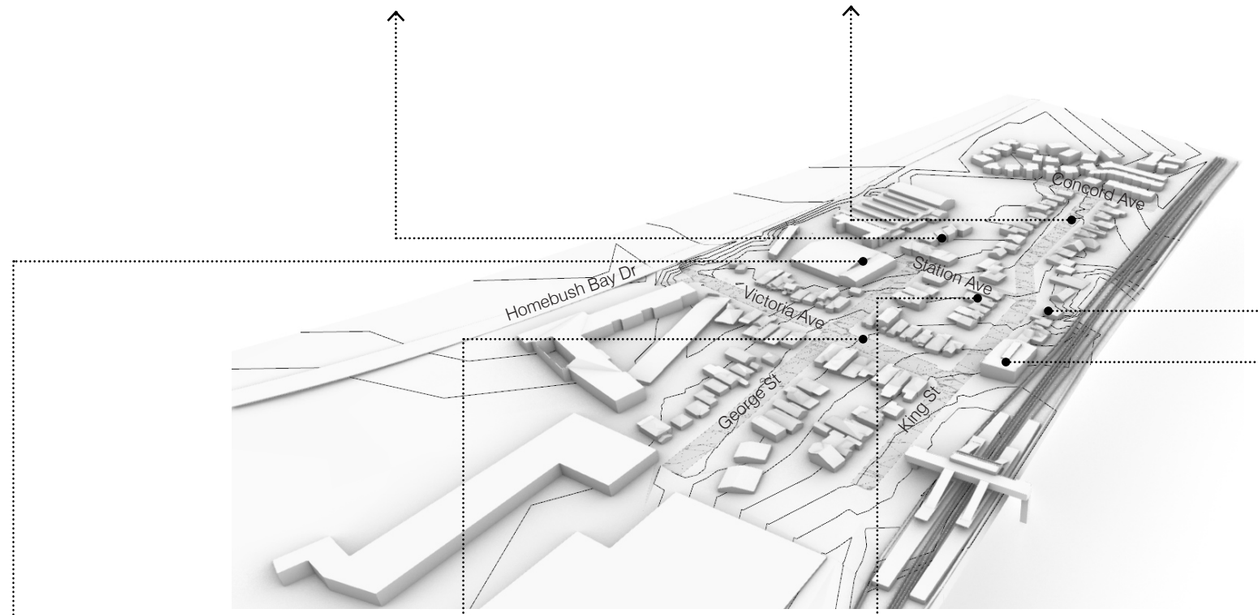
At the northern end of the precinct along King Street, a robust line of mature Paperbark trees add to the character of the area while providing a pleasant leafy environment.

The existing mix of land uses and tenure indicates a susceptibility to change with suitable increase in density.

Existing townhouses at 2 Station Avenue

Mature Paperbark trees and power lines at King Street

Typical two storey dwelling



Existing industrial building at 202-210 George Street

Victoria Avenue streetscape with prominent power line and intermittent street trees.

Typical single detached dwelling

Existing industrial/commercial building at 3 King Street

3.3 Streetscape

The streetscape is characterised by its wide streets and a landscape backdrop.

Victoria Avenue, George Street and King Street are approximately 20 m wide boundary-to-boundary with wide carriageways and intermittent street trees. Station Avenue is much narrower at approximately 10 m boundary to boundary, having a more intimate character.

Street trees are intermittent with the majority of trees impacted by pruning for overhead power lines. The notable exception to this is the eastern side of King Street with its distinct and significant line of mature Paperbark Street trees. This provides a positive character element to the public domain.

Landscape within the precinct is generally informal and domestic in character. The landscape backdrop arises from planting in rear gardens along the railway line and planting along Homebush Bay Drive. The landscape within Olympic Park also influences views within the precinct.

A small plaza with trees and turf is situated at the entry to Concord West Railway Station but it appears underutilised.

The precinct is significantly influenced by the strong landscape of Olympic Park just to the west.

1. View of King Street looking south

2. View of Station Avenue from King Street looking west

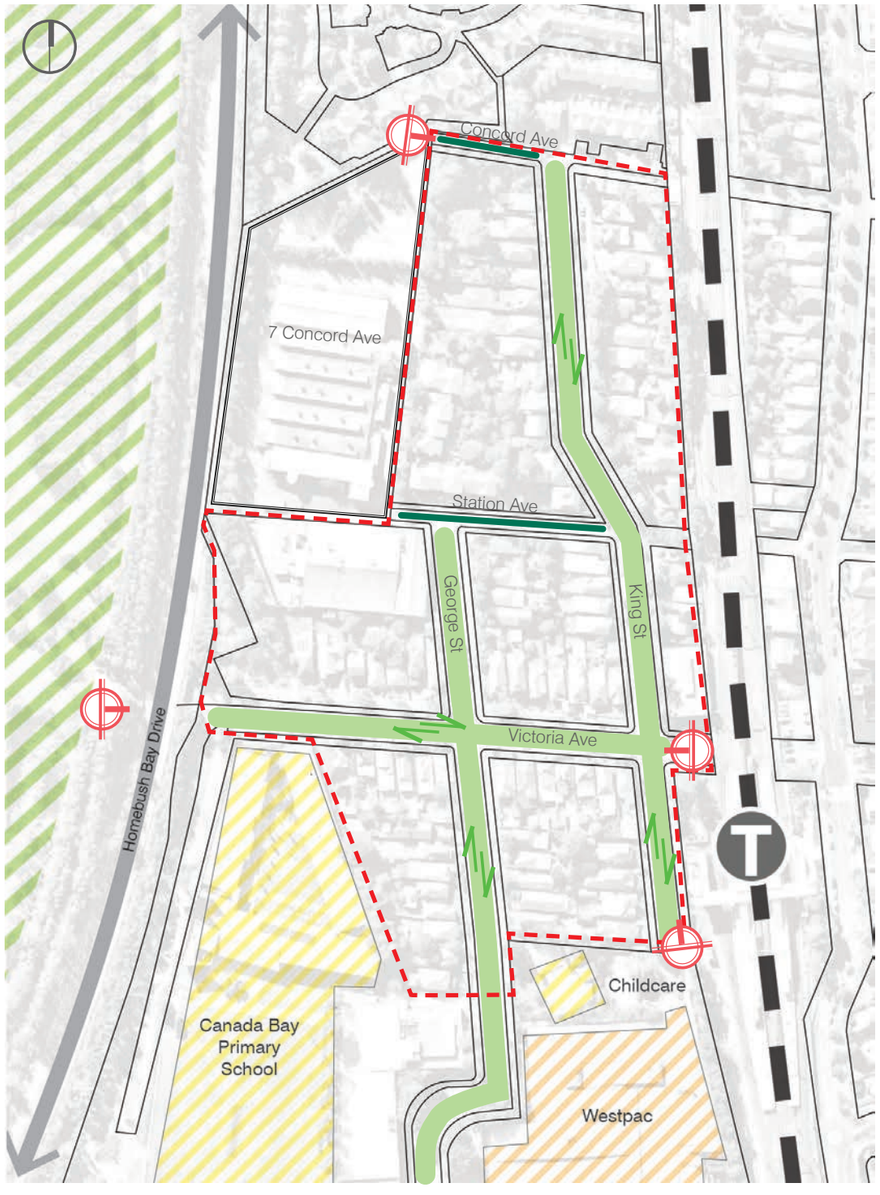
3. View of Victoria Avenue from King Street looking west

4. View of Sydney Olympic Park from terminus of Victoria Avenue

3.4 Street Network

The study area functions as an island with only one way in and out of the precinct via George Street. There is no access from Homebush Drive. Streets in the study area are two-way. Most roads are 20m wide and include a footpath on each side. Station Ave provides access to the development at 7 Concord Avenue. The street is only 10m wide with parking on street. An on street cycle path is also indicated on Station Ave, creating potential conflicts given the narrow width of the road.

There are a number of dead end streets. This creates potential traffic flow issues, but they are not acute due to the isolated nature of the precinct which has mostly local traffic rather than through traffic. Traffic flows increase during school pick up and drop off and on weekends when the under pass at Victoria Avenue to Olympic Park is used.




View of George Street looking north from Victoria Avenue


View of Victoria Avenue looking east towards railway line

View of tunnel under Homebush Bay Drive into Olympic Park

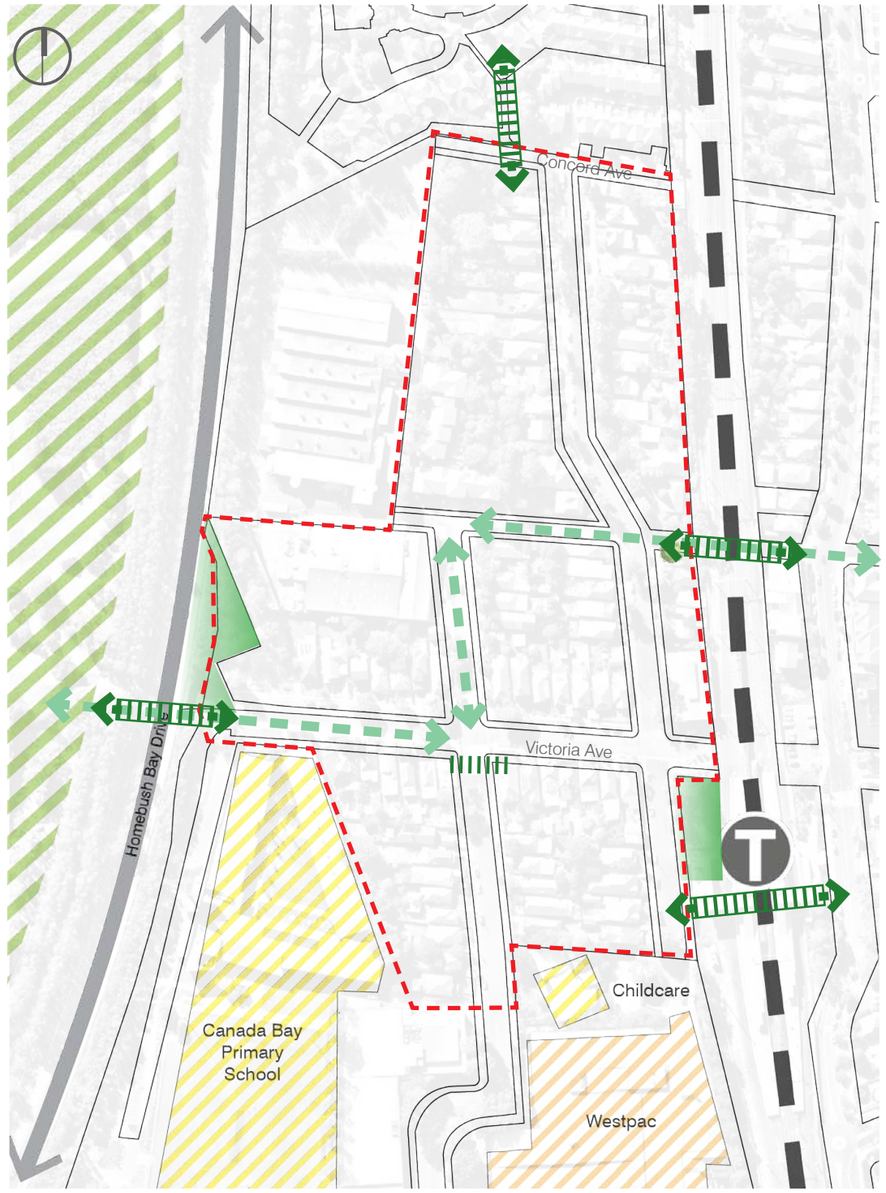
3.5 Pedestrians and Cyclists

The study area is significantly influenced by its proximity to the railway station and Sydney Olympic Park. Existing pedestrian links connect to Olympic Park to the west, Liberty Grove to the north and Station Avenue to the east. The existing bicycle network also puts the site within 10 minutes of the Rhodes town centre and it shopping, cinemas, restaurants, services and employment.

Within the precinct wider streets include footpaths on both sides of the street. Pedestrian flows are greater at commute times, school pick up/drop off and on weekends when Concord West Station provides easy access for visitors to Olympic Park. The new pedestrian crossing on the south side of Victoria Avenue over George Street indicates the importance of the pedestrian travel path from the railway station to Victoria Avenue Public School and Bicentennial Park.

Cycle paths are intermittent and mostly shared paths on the road.

The width of the road provides exciting opportunities for shifting focus from the movement of vehicles to the movement of pedestrians and cyclists by reducing the width of carriageways, widening footpaths, improving the cycle network and using built form and landscape to enhance wayfinding and legibility.



Pedestrian link to Olympic Park


Raised pedestrian cross at Victoria Ave and George St


Station Avenue link under railway line

3.6 Urban Tree Canopy

Concord West (the entire suburb) is dominated by impervious cover, although overall achieves a tree canopy of 21.35% (TCS, pg. 35). The subject precinct has an existing urban canopy of approximately 18%.

Council's Urban Tree Canopy Strategy 2019 underscores the importance of urban trees in creating healthy cities. The strategy states that Canada Bay Council's tree canopy is similar to the 18% average canopy cover existing in the Eastern Harbour City Region (pg. 5). The goal set out in the Strategy is to increase tree canopy cover across the City to at least 25% by 2040. The planning proposal has the opportunity to contribute to this goal.

Concord West is also identified in the strategy as being one of the hottest suburbs, and the area west of the railway line is identified as being one of the areas where street trees are lacking.

Crucially, the strategy states that "the suburb [is] highly vulnerable to canopy loss should urban in-fill occur (pg. 35)".

The strategy includes the Green Grid Projects for the LGA impacting the subject site as:

The Green Grid projects identified for the City of Canada Bay LGA are:

- *Powells Creek and Mason Park, Strathfield - Providing walking and cycling links, urban greening, stormwater treatment and a mix of open space uses that link Concord West, North Strathfield, Homebush and Strathfield to Parramatta Road, Bicentennial Park and the Parramatta River foreshore".*

Street trees in the precinct are intermittent and planted ad hoc. However, the mature Paperbark trees at King Street are a strong public domain element that could be enhanced. Landscape around the intersection of Homebush Bay Drive and Victoria Avenue helps to screen the elevated roadway. Most landscape in the precinct is on private land where there is predominantly domestic scale landscape with the exception of a few clusters of mature trees in setback zones.

There is a significant opportunity to enhance the urban tree canopy through a coordinated street tree strategy together with tree planting targets on development sites to shield road surfaces and paved areas, reduce the urban heat island effect and enhance the ecology and amenity of the precinct, while contributing to the LGA's canopy targets. This would fit within the Green Grid project for the locality as well.

Existing Tree Canopy Analysis

Dense, scrubby trees on south side of Concord Avenue

Ad hoc street tree planting and domestic scale landscape at Victoria Ave

Paperbark Trees on eastern side of King Street near Concord Ave

3.7 Public Open Space

The precinct is very unique in its proximity to Bicentennial Park and Sydney Olympic Park. This is a major regional open space providing residents a high level of access to significant public open space. The site is also within easy walking distance of Powell's Creek Reserve.

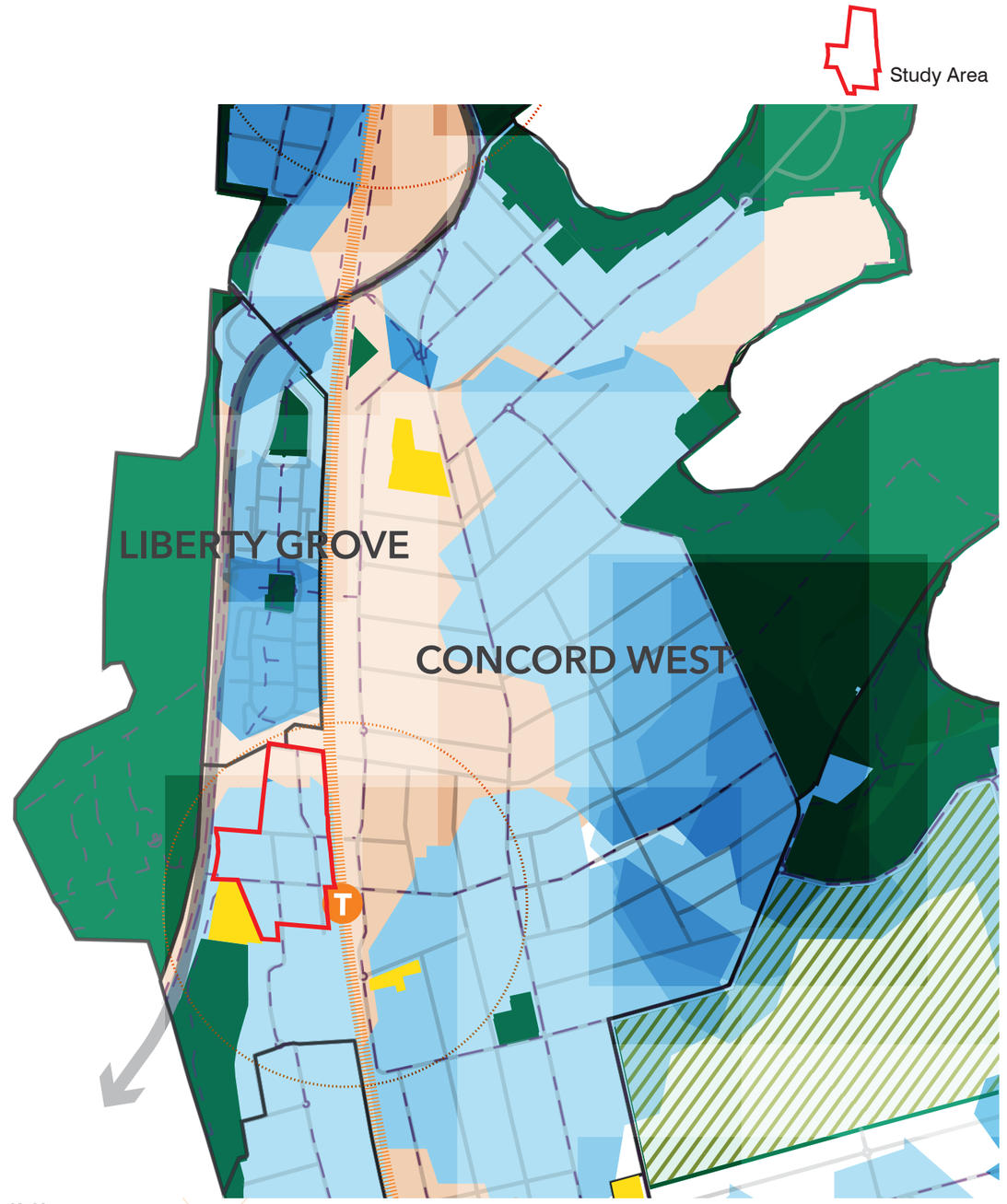
The Government Architect's Guide sets out principles for provision of open space which are relevant to this precinct. The guide states that the particular types of open spaces that a place is near should be considered in determining the gap in provision of open space for a particular place and the size, function and character of new open spaces provided. The guidelines also state that best practice would ensure that all residents are within 200 m of an open space in high density environments.

Council's LSPS includes an analysis of the accessibility of land to existing public open space which is excerpted in the adjacent figure. This map indicates a small gap in open space access for the northern edge of the subject precinct (as well as the southern edge of Liberty Grove) where land is not "within 400m easy walking distnace of local open space."

The site has access to large, significant public parks and recreation areas, but it lacks access to smaller local open spaces such as pocket parks, urban squares and plazas. Any new plan for the area should make provision for more intimate, neighbourhood-focused spaces. Given the walking distance to Bicentennial/Olympic Park, these spaces are best located in the eastern and northeastern parts of the precinct which are furthest walking distance from Bicentennial Park.

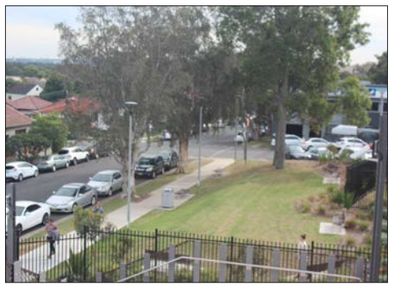
There is also an opportunity to use existing remnant open spaces and improve and expand them to maximise the public domain and its amenity through interventions that are practical and achievable. Unique features in the existing street network could also be exploited to create new open spaces with a sense of place.

The 2014 Concord West Master Plan also identifies the area near the existing pumping station and Homebush Bay Drive as a new park area and this should be considered in any future renewal of the neighbourhood.



Excerpt Map 17: Proximity to Local Open Space (City of Canada bay Local Strategic Planning Statement, pg. 66) with subject site bounded by a red line


Victoria Avenue Community Precinct entry to Powells Creek Reserve


Existing green space adjacent to Concord West Station


Concord West playground within Bicentennial Park

3.8 Land Uses

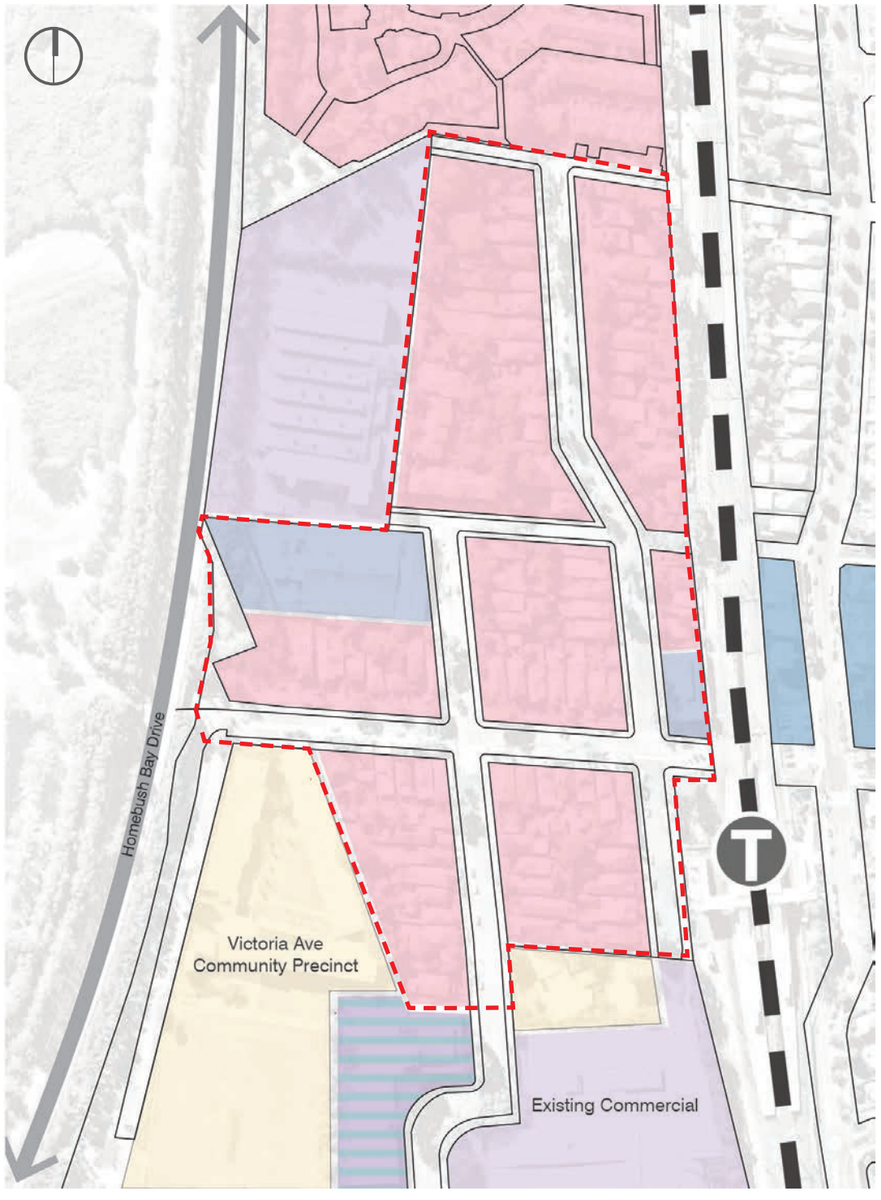
The precinct lacks retail uses. The closest retail areas are east of the railway station but only constitute a few blocks of shops. Commercial uses in the area are situated on the existing light industrial sites and which are those earmarked for rezoning to residential under the 2014 Concord West Master Plan.

The Westpac Site which has recently been sold is recommended for a future Business zoning.

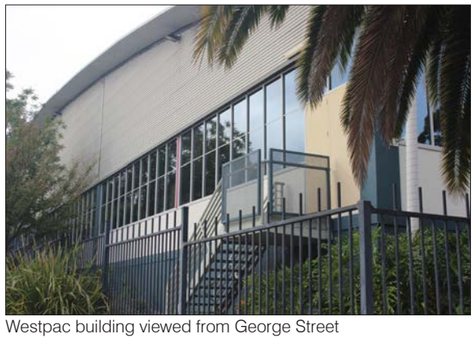
The majority of the precinct is residential and generally low density. There are a few medium density developments within the site and a large medium density precinct just north of the site known as Liberty Grove.

The Victoria Ave Community Precinct is a key community use in the area. There is also a low scale childcare centre adjacent to Westpac.

The significant parklands adjacent to the precinct also constitute an important community asset.



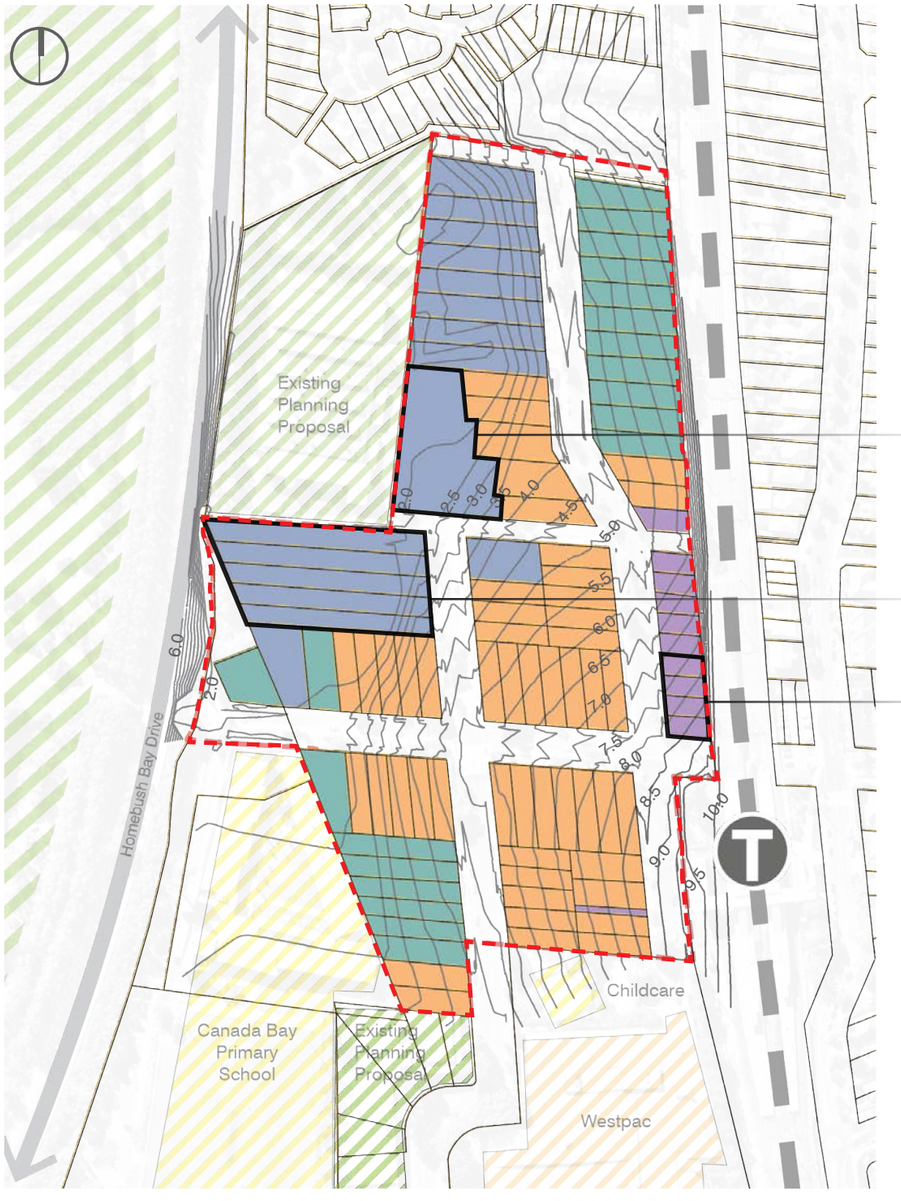

Existing industrial site at 202-210 George Street


Westpac building viewed from George Street

3.9 Lot Sizes and Tenure

Lot sizes vary considerably through the area, regularly varying from less than 250 m^2 to greater than 1000 m^2, sometimes within the same block.
This reflects the historic pattern of development with larger industrial and commercial lots interspersed with housing. The predominant land use is low density residential with most lots within the precinct comprising single dwellings.

The site with the lowest susceptibility to change is the strata-titled townhouse site at the terminus of George Street (2 Station Avenue). This site comprises 21 dwellings.



3.10 Topography and Flooding

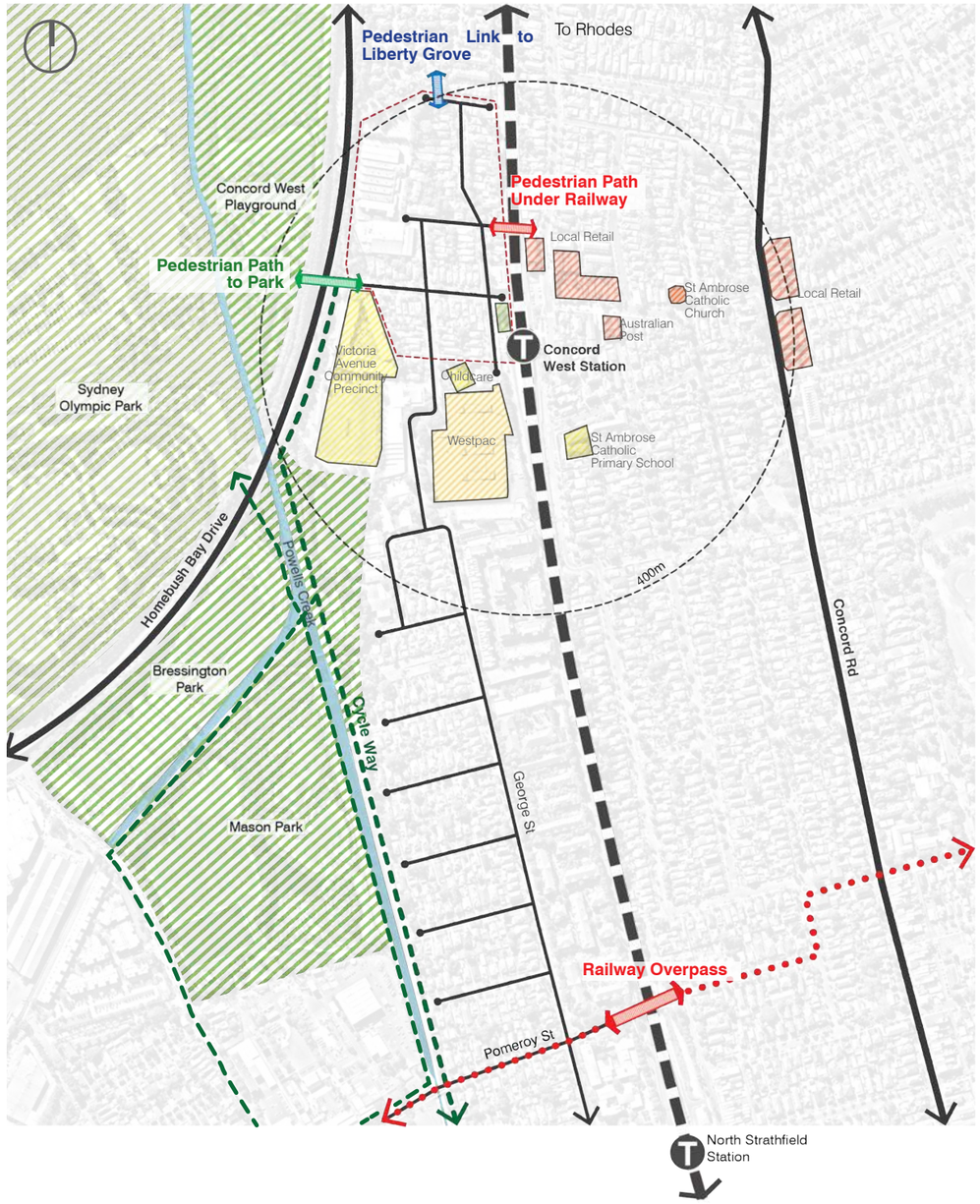
The site has a sloping topography rising from the low point near Olympic Park and Powells Creek rising towards a high point at the railway line.

The area is impacted by overland flow and flooding echoes site topography with hazards around the western portion of the precinct and along Homebush Bay Drive.

Overland flow is also identified within roadways along Station Avenue.

1% AEP Flood Level - Baseline Case with site cont
(Source: Jacobs (2015) Concord West Study, pg.81)

3.11 Opportunities and Constraints



Opportunities

1. The Precinct is well serviced by the Concord West train station with the subject site less than 400 m from the station entrance making it ideal for a car free lifestyle.
2. A West Metro Interchange is planned for the area which will significantly benefit the precinct and improve infrastructure and sustainable transport for the area.
3. The precinct is adjacent to nationally significant open space and recreation including Olympic Park, Bressington Park, Mason Park and Powells Creek Reserve.
4. The site has easy access to goods and services.
5. The existing area has a mix of low, medium and high density housing forms as well as non—residential uses and community facilities. There is a chance to build and expand on this land use diversity while retaining the sense of place.
6. The mix of land uses and tenure make is susceptible to change.
7. The under-utilised Victoria Avenue Community Precinct with its focus childhood health, recreation and education is an important asset.
8. The precinct is a hidden enclave due to its limited access via George Street and its discrete but powerful connection to Olympic Park.
9. The precinct is not impacted by through traffic which results in greater safety, less traffic noise and congestion and a distinct sense of respite.
10. There is an existing community where significant public benefits can arise if renewal is shared across the community rather than previous approaches that have benefited only a few land holders.

Constraints

1. The intersection at Pomeroy and George Street is a strained intersection and limits capacity for increased density to the north.
2. The local road network has several dead ends.
3. The width of Station Avenue at 10 m limits circulation options.
4. The precinct is impacted by flooding and overland flow.
5. The extent of low density single dwellings limits the number of people having easy access to the railway station.
6. The interface with the elevated Homebush Drive creates ambiguous open space and it not well defined or surveilled.
7. The existing Canada Master Plan only addresses the isolated industrial sites rather than taking a more holistic approach.
8. The existing pedestrian connections across the railway line are not well defined.
9. There is no clear cycle network.

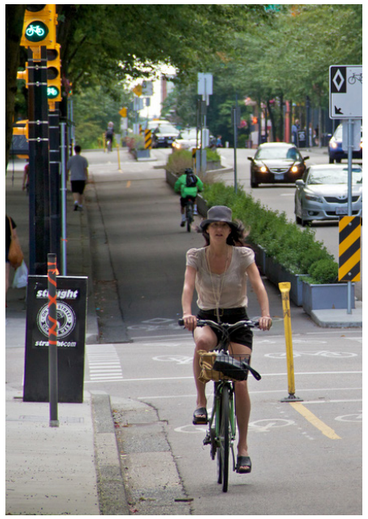
4 THE VISION

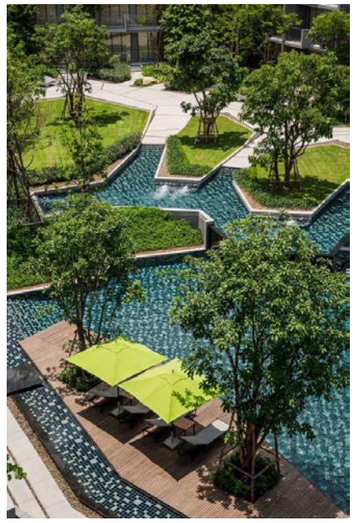
4 VISION

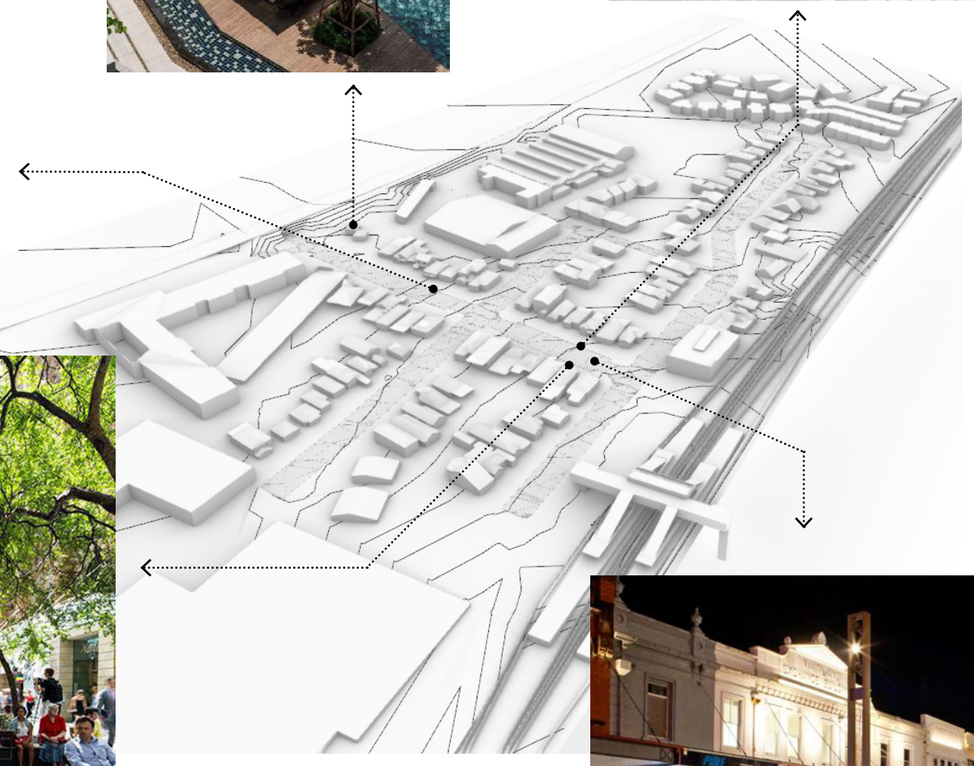
PARKSIDE IS A REVITALISED MASTER PLANNED NEIGHBOURHOOD THAT CELEBRATES ITS LOCATION ADJACENT TO BEAUTIFUL BICENTENNIAL PARK AND POWELL'S CREEK RESERVE, WHILST PROMOTING COMMUNITY HEALTH AND WELLBEING BY GIVING PRIORITY TO PEDESTRIANS AND CYCLISTS. A COMMUNITY THAT THROUGH ITS VERY DESIGN WILL MAKE YOU WANT TO LEAVE THE CAR AT HOME AND TAKE A WALK.

- Sustainable Design
- Community Pride
- Health & Wellbeing
- Shared Benefits
- Genuine Solutions

A HEALTHY, SUSTAINABLE TRANSPORT-ORIENTED NEIGHBOURHOOD THAT PRIORITISES PEDESTRIANS AND CYCLISTS AND CELEBRATES ITS EXCEPTIONAL AND UNIQUE CONNECTION TO OLYMPIC PARK THROUGH A TRANSFORMED VICTORIA AVENUE.



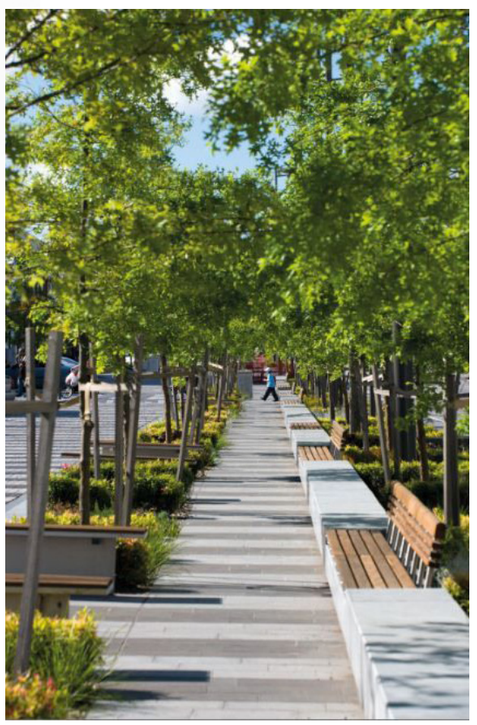




Artist's Impression, Victoria Avenue near Railway Station


NOTA
PRONOVIAS


jamie's
mexican food

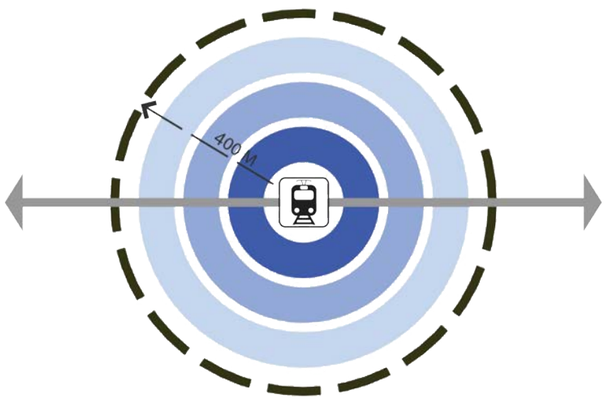


Artist's Impression, Victoria Avenue near Olympic Park

5 DESIGN PRINCIPLES

5 DESIGN PRINCIPLES

5.1 Development Density



The urban structure shall be formed around sustainable transport with:

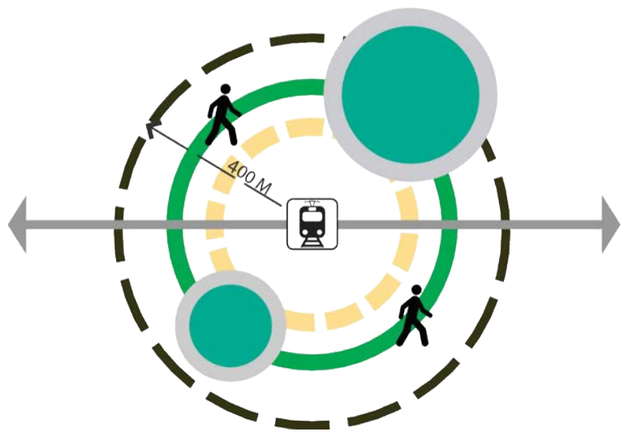
- Increased density around existing railway station
- Highest density housing within 5 minute walk of railway station
- Medium-high density within 5-10 minute walk of railway station
- Transition in density at northern portions of precinct to Liberty Grove
- Significant reduction in private car reliance

5.2 Use

Create a functional neighbourhood around a mix of uses as follows:

- Encourage mixed use development within the 200 m walking catchment from the railway station.
- Provide for a suitable development density within the precinct to achieve a critcal mass so that residential and non-residential uses support one another.
- Achieve active uses near the railway station and along main streets.

5.3 Open Space

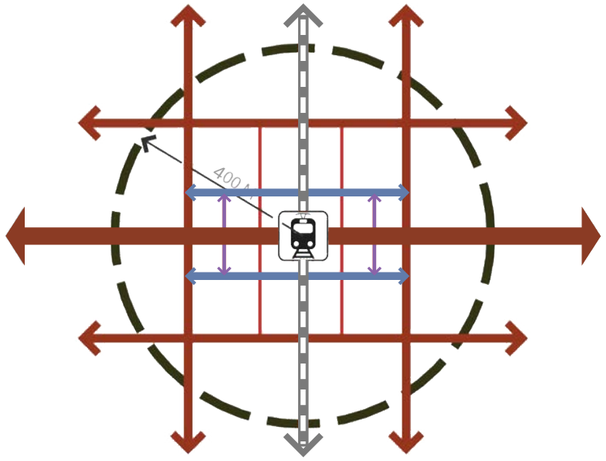


Create a diverse network of open spaces to meet local needs:

- Ensure the precinct has a green character with sufficient open spaces.
- Achieve a diversity of spaces that respond to the site's unique context.
- Avoid large public park due the proximity of precinct to Bicentennial Par and instead provide new open spaces including pocket parks and urban squares to achieve a diversity of open spaces for the local community.
- Reimagine streets as high amenity public domain and pedestrian zones rather than traffic sewers.
- Locate a new open where access to existing open space is most limited in the exisitng condition, that is around the northern part of King Street.
- Enhance and expand open space near to and visible from the railway station.
- Formalise and improve existing remnant open space through discrete interventions to improve their safety, amenity and public benefit.
- Integrate public and private open spaces to maximise pedestrian permeability and access to open space in the urban environment.
- Connect existing and new open spaces through a high amenity pedestrian network.
- Facilitiate green roofs and planting on structures to limit radiant surfaces, reduce the urban heat island effect and create a greener, more pleasant place.

5 DESIGN PRINCIPLES

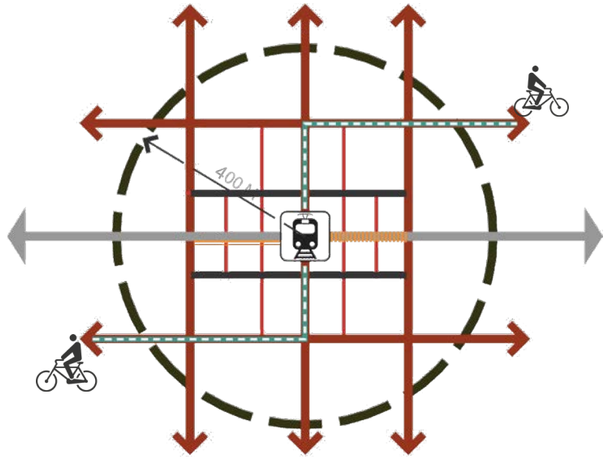
5.4 Street Network



The street hierarchy shall be redefined as follows:

- Victoria Avenue as Main Street because it connects the Railway Station, Victoria Avenue Public School and Bicentennial/Olympic Park.
- George Street and King Street as secondary streets.
- Station Avenue as a laneway.
- Additional laneways for servicing and to break down the block size in the precinct core.
- No driveway crossings on the main street (Victoria Avenue).
- Limited driveway crossings on secondary streets.

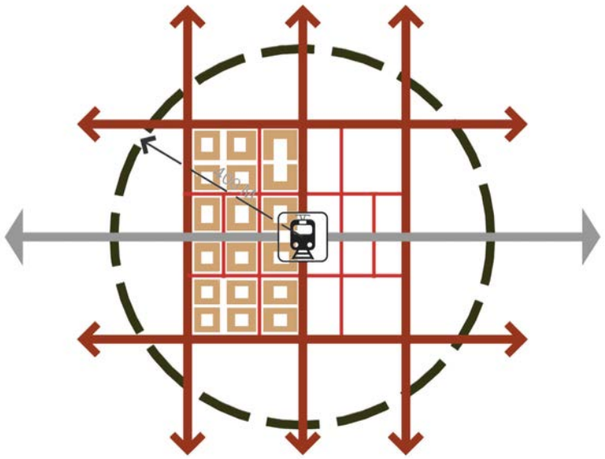
5.5 Pedestrians & Cyclists



The design must concentrate on giving pedestrians priority as follows:

- Increased pedestrian permeability with new pedestrian friendly laneways.
- Create a clear and safe cycle path.
- Create wider footpaths.
- Provide a shareway at Victoria Avenue with narrow carriageways and limited parking.
- Provide weather protection and shade.
- Create coordinated street tree planting strategy to provide shade and improve pedestrian amenity.
- Do not separate pedestrian routes and vehicle trafficked streets but give the pedestrians (and cyclists) the priority through traffic calming, limited on-street parking, cycle ways and an expanded pedestrian zone.

5.6 Built Form



Built form shall be defined as follows:

- Align buildings to the street to define urban space.
- Limit the length and depth of residential buildings.
- Site buildings to create opportunities for mid-block pedestrian links and contribute to pedestrian permeability.
- Locate towers strategically to maintain solar access to key open space areas.
- Use building forms to define open spaces within sites and create a sense of enclosure.
- In the denser parts of the precinct where setbacks are smaller and buildings taller, utilise a podium/tower forms to maintain a human scale within the streetscape.
- Concentrate height at corners where practicle to allow for visual relief and daylighting at the mid-block zones.
- Encourage height variations along streets to allow for sky views while avoiding monotonous streetscapes and the canyon effect.
- Floor areas of buildings should not occupy more than approximately 25% of the building envelope to allow for articulation and flexibility in design outcomes in accordance with Part 3 of the ADG.

5.7 Structure Plan

The key objectives for transforming the neighbourhood arising from the site analysis are:

1. Provide a village for a diverse demographic and age profile close to the station, parklands and community precinct.
2. Increase density within close walking distance of the railway station.
3. Transition density down towards the north near Liberty Grove which is away from Railway Station and Bicentennial Park
4. Make Victoria Avenue the main focus of the neighbourhood due to its strategic connections and existing community uses adjacent.
5. Transform the connection to Olympic Park
6. Extend the green character of the park to define Victoria Avenue.
7. Contribute to, and enhance the urban tree canopy.
8. Capitalise on the existing wide streets to give pedestrians and cyclists priority over cars.
9. Facilitate convenient commuter and resident cycling.
10. Provide a transition in scale to achieve compatibility with surrounding areas.
11. Provide an appropriate built form relationship between the existing school and any new community facilities and adjacent built form.
12. Provide heights, densities and building envelops suitable for higher density forms which can accommodate housing that is more affordable, that is suitable for seniors and caters to a range of household sizes.
13. Provide local retail opportunities so that residents can meet their day to day needs without relying on a private motor vehicle.
14. Activate the street near the railway station and along Victoria Avenue.
15. Use built form to define the street.
16. Provide consolidated open spaces on sites for landscape and recreation.
17. Ensure suitable solar access is maintained to public spaces.

Structure Plan

6 PRECINCT PLAN

6 PRECINCT PLAN

6.1 Indicative Precinct Plan

The indicative Precinct Plan seeks to define the renewed urban precinct through a network of open spaces of different characters and sizes to complement the extraordinary access the precinct enjoys to regional open space at Bicentennial Park.

Built form shall align and define the street while maintaining a human scale and allowing for ample landscape planting. Built form ranges in heights from 8 storeys to 12 storeys generally with a combination of podium/tower forms and slab towers in a garden setting.

The existing road network is used with widened footpaths and traffic calming, using discrete interventions to achieve a pedestrian priority precinct.

Two new laneways are proposed for servicing, increased block permeability and pedestrian access.

Built form reduces in scale at the northern edge to transition in scale to townhouse precinct to the north. The indicative floor space and yield is set out in the table below.

Block	Site Area (m^2)	GFA (m^2)	FSR	Residential GFA (m^2)	No. of Res Units	Retail GFA (m^2)
Block 1	3,413	8,489	2.5	8,489	96	
Block 2	3,235	8,042	2.5	8,042	91	
Block 3	3,461	12,371	3.6	11,933	135	438
Block 4	2,810	10,115	3.6	9,228	105	887
Block 5	3,346	12,019	3.6	12,019	136	
Block 6	5,037	16,059	3.2	16,059	182	
Block 7	2,784	9,974	3.6	8,894	101	1,080
Block 8	3,541	12,742	3.6	12,742	144	
Block 9	815	2,929	3.6	2,537	29	392
Block 10	1,016	3,654	3.6	3,654	41	
Block 11	2,874	5,733	2.0	5,733	57	
Block 12	2,833	8,501	3.0	8,501	85	
Block 13	3,126	6,236	2.0	6,236	62	
Block 14	2,942	5,820	2.0	5,820	58	
Block 15	2,173	4,349	2.0	4,349	43	
Block 16	2,725	5,460	2.0	5,460	55	
Block 17	2,182	4,356	2.0	4,356	44	
Total	**48,313**	**136,849**	**2.8**	**134,052**	**1,465**	**2,797**

6.1.1 The Apartment Design Guide

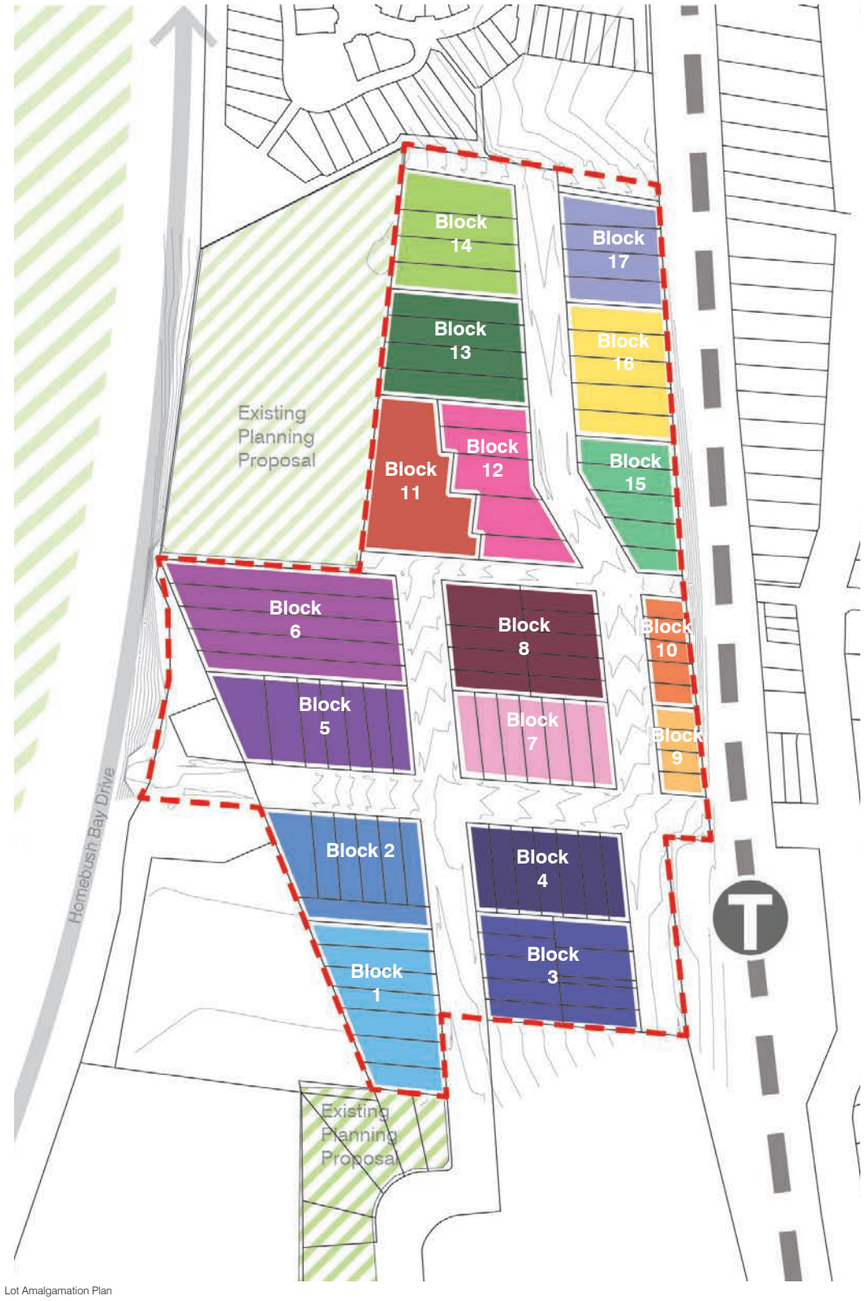
The indicative building envelopes are designed in accordance with the objectives and principles set out Part 2 of the Apartment Design Guide. Built form is designed and oriented to allow good solar access for future development and to maintain reasonable solar access to key public domain areas set out in the DCP. Further, building depths and lengths are limited and setbacks and heights to achieve a human scale to the streetscape and achieve a high quality urban design outcome.

6.2 Lot Amalgamation Plan

Lot amalgamation shall be encouraged to achieve orderly and economic development. The goal is to achieve lot dimensions and sizes that allow for high amenity medium and high density outcome with high amenity open spaces without relying on extensive site assembly that would likely stifle redevelopment. The amalgamations have taken into consideration total land area as well as the number of separate lots that must be assembled. It is recommended lot amalgamations are mandated in the LEP, particularly for key sites where public open space outcomes are sought.

Map Code	Block	Lot Address	Lot Size	Total Block Size
	Block 1	186	428	
		188	484	
		190	520	
		192	439	
		194	457	
		196	522	
		198	563	3413
	Block 2	200	613	
		54	392	
		56	392	
		56A	401	
		58	392	
		60	407	
		62	638	3235
	Block 3	2	345	
		4	463	
		6	467	
		8	476	
		33	328	
		35	340	
		37	366	
		39	335	
		41	341	3461
	Block 4	40	384	
		42	403	
		44	414	
		46	409	
		48	397	
		50	406	
		52	397	2810
	Block 5	63	385	
		65	387	
		67	389	
		69	399	
		69A	403	
		71	597	
		73	786	3346
	Block 6	202	914	
		204	940	
		206	1004	
		208	1035	
		210	1144	5037
	Block 7	49	391	
		51	396	
		53	397	
		55	406	
		57	394	
		59	395	
		61	405	2784

Map Code	Block	Lot Address	Lot Size	Total Block Size
	Block 8	12	352	
		14	352	
		16A	336	
		18	368	
		49	725	
		47	362	
		45	360	
		43	345	
		10	341	3541
	Block 9	3	209	
			199	
			200	
			207	815
	Block 10	9	210	
		9	201	
		13	194	
		15	205	
		17	206	1016
	Block 11		2874	2874
	Block 12	18	514	
		20	650	
		24	679	
		26	497	
		28	493	2833
	Block 13	28A	846	
		30	775	
		32	777	
		34	728	3126
	Block 14	36	727	
		38	673	
		40	658	
		42	884	2942
	Block 15	19	274	
		19	371	
		19A	456	
		19A	517	
		21	555	2173
	Block 16	23	536	
		25	553	
		27	539	
		29	546	
		31	551	2725
	Block 17	33	542	
		35	552	
		37	541	
		39	547	2182



Lot Amalgamation Plan

6.3 Urban Structure Principles

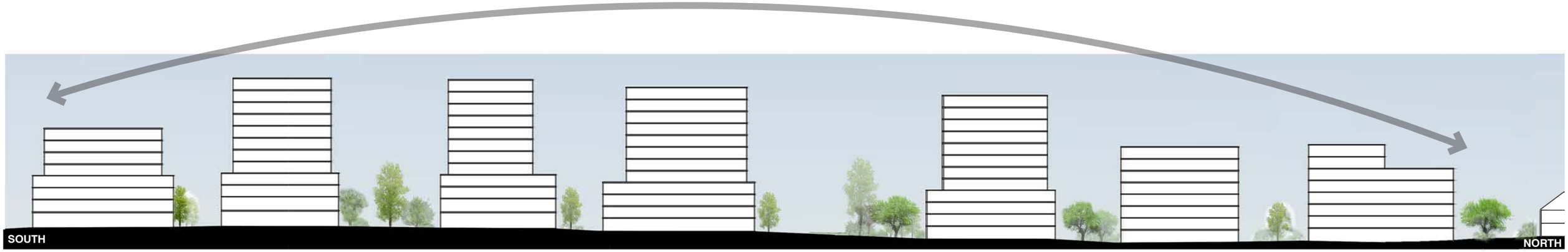
6.4 Built Form Principles

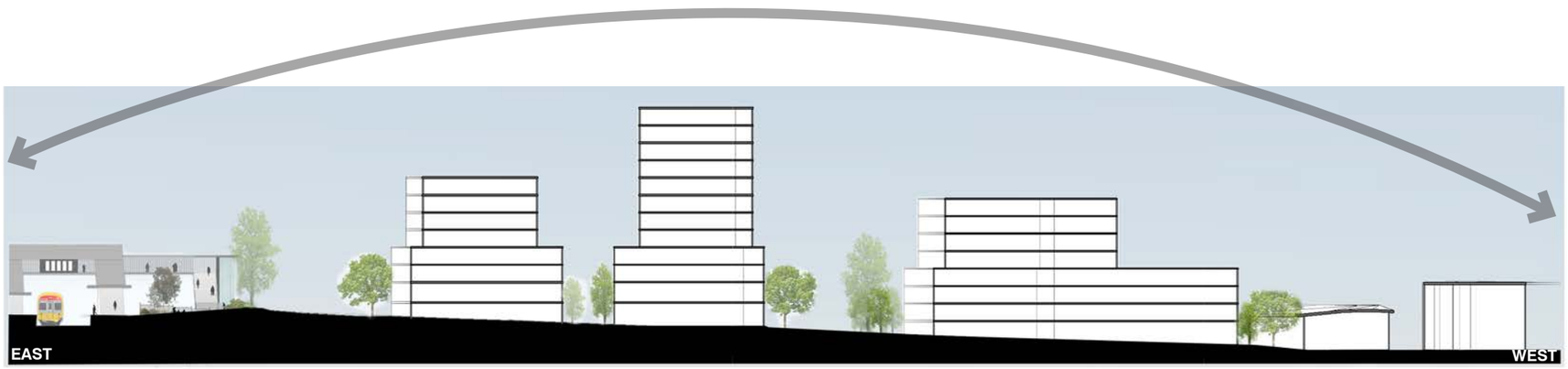
6.5 Building Height

Generally, building heights in the precinct should be tallest within the 200m core measured from the Railway Station and along the central spine of the precinct between Victoria Avenue and Station Avenue. Building height within the core is still varied between 8-12 storeys to avoid a monotonous streetscape and canyon effect. The block plans include guidelines to direct this variation within individual sites.

Key height principles include:

- Building heights should step down immediately adjacent to Victoria Avenue public school to achieve a transition in scale to the existing built form.
- Building heights at the northern end of King Street step down as well to transition to the medium density edge of Liberty Grove.
- To achieve the new public open space at the corner of King Street and Station Avenue, a landmark building is permitted with increased building height (12+ storeys), distinguishing it from its immediate neighbours.
- Building height for buildings near Homebush Bay Drive, north of Victoria Avenue do not warrant a transition down in scale given Homebush Bay Drive is elevated, acting as a strong urban edge to the precinct and given these sites are key in managing stormwater and flooding with solutions including increased open space, elevated building forms, and/or limited basements.





6.6 Character Areas

Five character areas are proposed building on the role of each area in the precinct and building upon the key features of those areas, to create particular landscape, streetscape and built form characters. Each character area shall compliment the overall precinct and relate to one another.

1 - Entrance
This area is the front door to the precinct for both motorists and public transport users and it sets out the themes of the overall precinct. Pedestrian permeability is enhanced by a new lane and widened footpaths. Podium/tower building typologies allow increased density while maintaining a human scale to the street. Native landscape is celebrated with a mix of native street trees and landscaped setbacks.

2 - High Street
This area is Parkside's village hub reinforcing the spine between the station Bicentennial Park with active frontages to an expanded and transformed public domain. Roadway is reclaimed to expand existing public spaces. A new public plaza is proposed. The width of Victoria Road is reduced to achieve a pedestrian zone for outdoor dining, street trees, bicycle parking and seating, reclaiming the street from cars. A permeable pedestrian network is proposed connecting existing streets with new lanes, arcades and plazas. Built form is sited to achieve solar access to key activity areas.

3 - Schoolside
This area connects the urban heart of the precinct with the existing school and Bicentennial Park to the west. Spotted Gums shall line a widened footpath leading into the Park while a new dedicated cycleway will improve cycling opportunities and street safety. Robust WSUD will be integrated into the streetscape creating a pleasant, green, leafy setting. Podium tower buildings will retain a human scale to the street with building heights limited adjacent to the school.

4 - Station Avenue
This area is an extension of the more urban form of the "High Street" within a more residential setting with similar podium/tower forms that define the street. Landscape front setbacks combine with proposed native street tree planting and WSUD measures to create a high quality streetscape and contribute to the urban canopy.

5 - King Street
This area is more suburban in character with larger landscaped front setbacks and a step down in building height from the core of the precinct, transitioning to lower scale areas to the north. The character of the precinct builds on the large Melaleuca trees along King Street and a new public park contributes to the diversity of open spaces accessible to local residents.

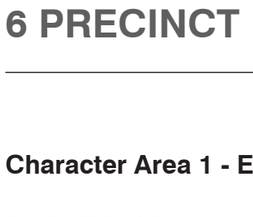
Character Areas Plan

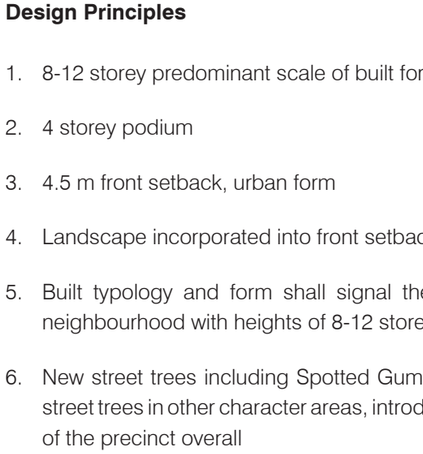
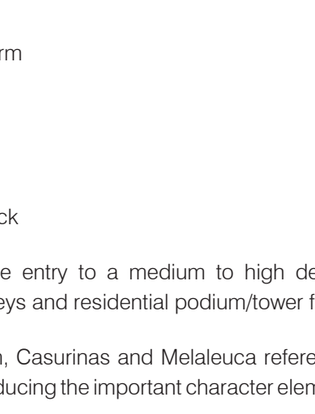
6 PRECINCT PLAN

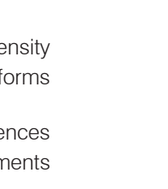
Character Area 1 - Entrance

Design Principles

1. 8-12 storey predominant scale of built form
2. 4 storey podium
3. 4.5 m front setback, urban form
4. Landscape incorporated into front setback
5. Built typology and form shall signal the entry to a medium to high density neighbourhood with heights of 8-12 storeys and residential podium/tower forms
6. New street trees including Spotted Gum, Casurinas and Melaleuca references street trees in other character areas, introducing the important character elements of the precinct overall
7. Ground level apartments address the street with soft landscape front setbacks, softening built form and achieving a balance between privacy and casual surveillance





Character Area 2 - High Street

Design Principles

1. 12 storey predominant scale of built form commensurate with the proximity to the railway station and the importance of the main street
2. Towers step down to 8 storeys in key locations to provide visual relief, create a variety in built form and protect solar amenity
3. 4 storey podiums shall maintain a human scale to the street
4. Buildings align with street and define public domain and public open spaces
5. New Plaza north side Victoria Avenue, west of King Street
6. Extension of Railway Station public open space towards 3 King Street
7. 2 m front setback to Victoria Avenue will allow for wider footpaths, outdoor seating while still achieving an active retail frontage
8. Require an active frontage to Victoria Avenue and local centre zoning to achieve a village centre
9. Retail arcade with active frontage to connect Victoria Avenue to new lane and create mid-block link
10. Public Art to enliven the street
11. Rear Lanes for improved pedestrian amenity and servicing away from Victoria Avenue
12. Maximum pedestrian priority by narrowing the carriageway
13. Limited on street parking
14. Street Trees to include predominantly Brush Box with other trees used as accents

6 PRECINCT PLAN

Paving change to signal slowed street setting

Limited on street parking

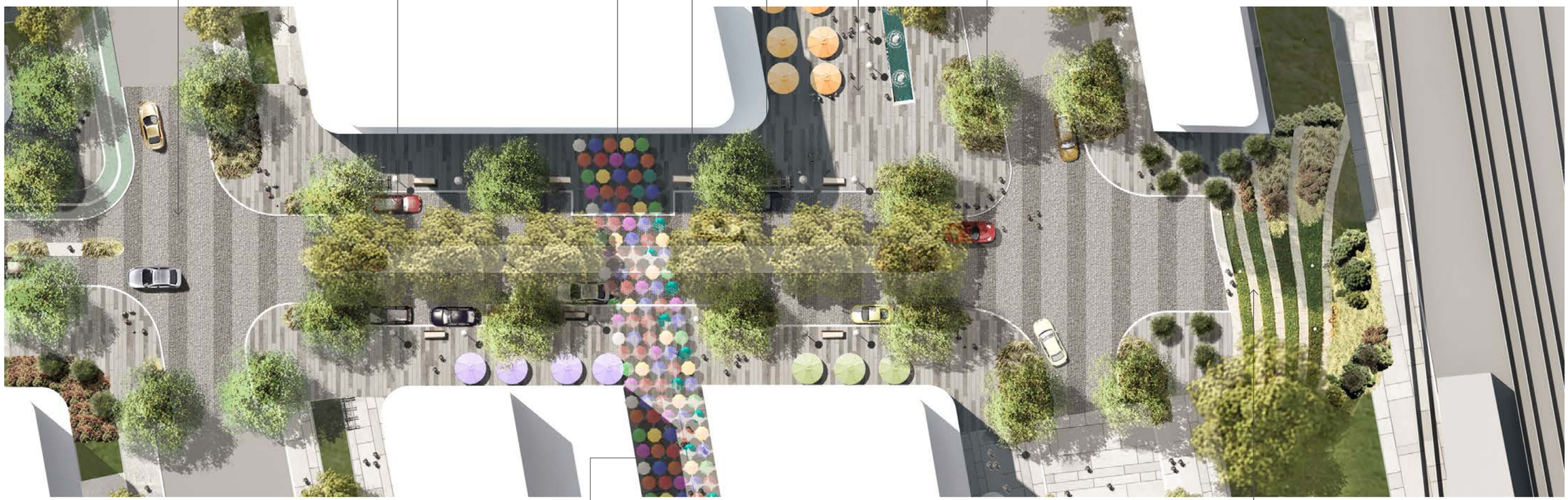
Public art

Public seating

Bicycle parking

Public square

WSUD



Victoria Ave east of George Street

Pedestrian link with active edges

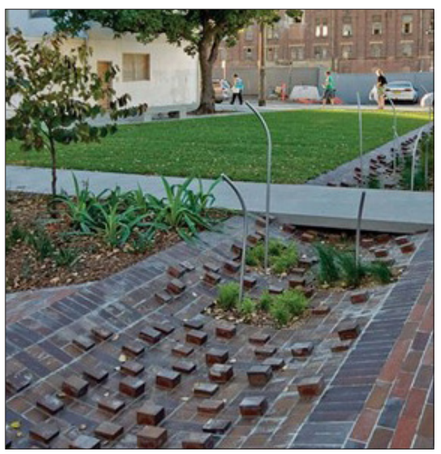
Station plaza improvements and extension to provide buffer to rail line

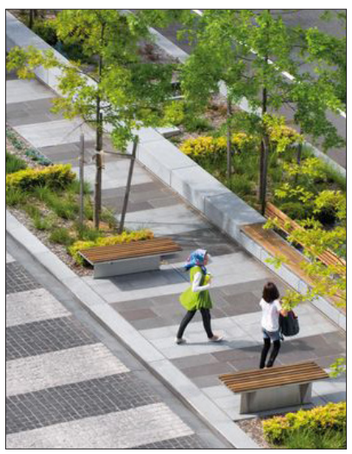
6 PRECINCT PLAN

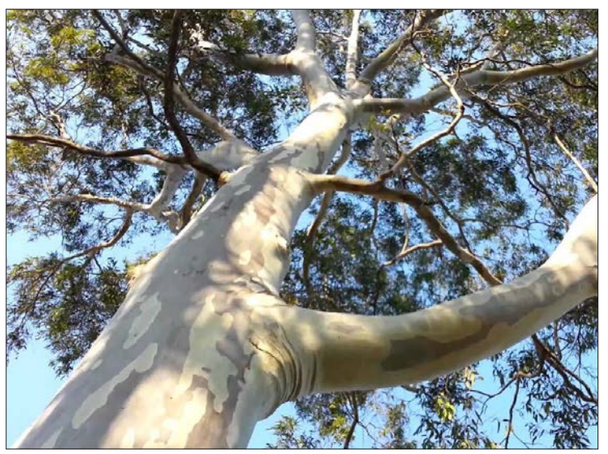
Character Area 3 - Schoolside

Design Principles

1. 8-12 storey predominant scale of built form will reinforce importance of Victoria Avenue as a main street
2. 12 storey character at George Street shall transition in scale to 4 storeys adjacent to school on south side of Victoria Avenue
3. 4 storey podium will maintain a human scale to the street
4. Casurinas shall be planted as street trees extending a dominant Centennial Park tree species into the precinct
5. Ground floor units shall address Victoria Avenue with individual access to the public domain achieving a semi-active frontage







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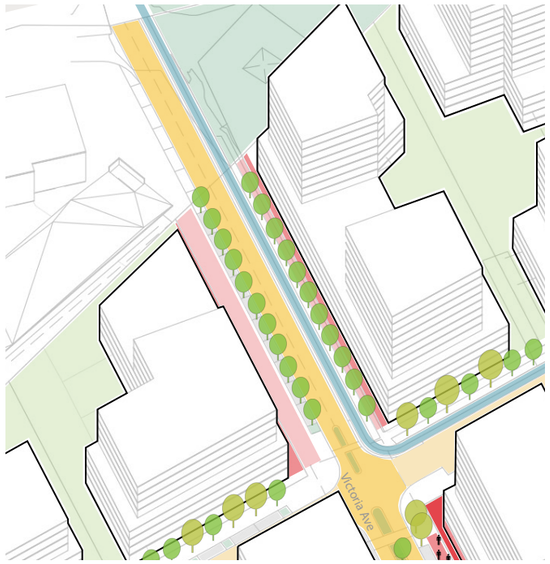


Bicentennial Park

Homebush Bay Drive

Cycleway

New park (water cycle management theme)

WSUD

Narrowed carriageway and widened pedestrian zone

Victoria Avenue Public School

Landscaped buffer to school

Semi-active frontage (residential uses, reduced setbacks, direct street address from ground floor apartments)

6 PRECINCT PLAN

Character Area 4 - Station Avenue

Design Principles

1. 8-12 storeys shall be the predominant scale of built form
2. A 4.5 m front setback with additional 2 m setback to towers above.
3. A 4 storey podium will maintain a human scale to the street.
4. Built form and open space will be arrange to aid in the management of flooding and stormwater.
5. Landscape shall be used to create green link between open spaces
6. Landscaped front setbacks will augment the canopy formed by proposed street tree planting
7. Provide diversity of street trees at heart of precinct

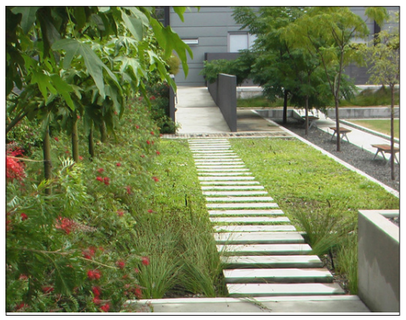


6 PRECINCT PLAN

Character Area 5 - King Street

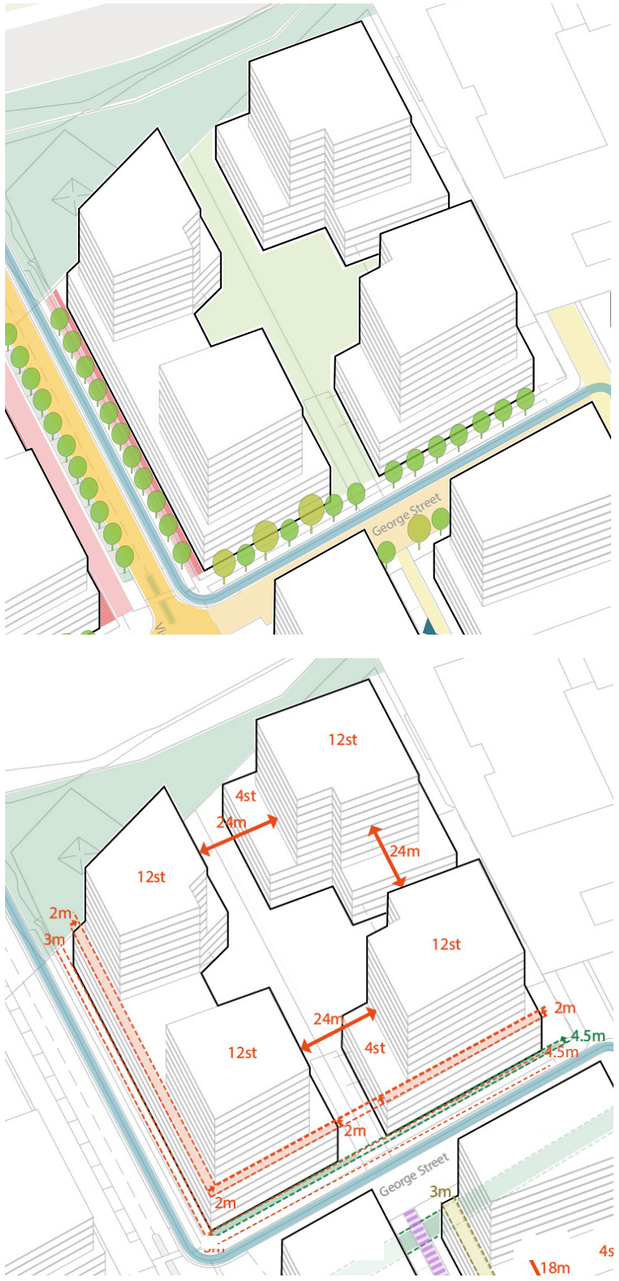
1. Buildings set within landscape
2. 8 storey predominant scale of built form stepping down to 6 storeys at the northern edge of the precinct to transition to townhouses to the north
3. 6 m front setback, increased from other parts of the precinct
4. Tree planting in deep soil 6 m front setback shall enhance canopy and WSUD
5. Protect and enhance existing Paperbark (Melaleuca) street trees with new Paperbarks to create continuous canopy of street trees on eastern side of King Street
6. New spotted gums on western side of King Street shall create mix of natives within the streetscape and add to species diversity and visual interest
7. New Park addressing King Street achieved through site consolidation
8. Narrowed, traffic calmed street adjacent to Park
9. Dedicated cycleway adjacent to new park



6.7 Key Blocks Design Principles

Key Block 5 and 6



Block 5 and 6 are located near Homebush Bay Drive, a remnant area of open space and where stormwater management shall be critical. Built form should be directed to allow for high quality built form outcome that responds to its immediate context as well as the precinct wide water management issues.

Objectives

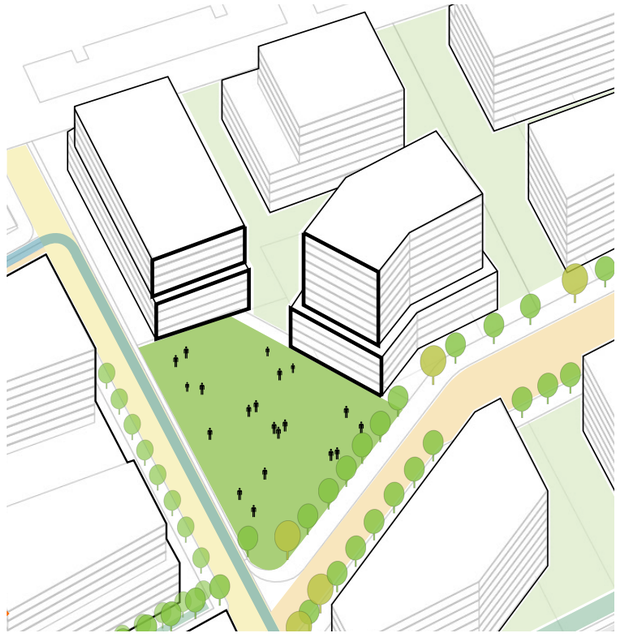
- Integrate with remnant, unmanaged open space near Homebush Drive
- Provide visual buffer to Homebush Drive
- Manage stormwater at the crucial point in the network
- Achieve good quality open space on the site
- Achieve good amenity to the public domain
- Mitigate potential visual impacts
- Achieve an active frontage within a residential context for Victoria Road on approach to the park

Guidelines

- Utilise northwest corner of Block 6 as open space and stormwater mitigation area integrated with open space to the west.
- Podium/tower built form with a 4-storey podium
- Maximum height of buildings 12 storeys
- 4.5 m setback to George Street up to four storeys
- 3 m setback to Victoria Avenue up to 4 storeys
- Setback of tower from podium of at least 2 m at the street front
- Ground floor apartments shall address street with individual entrances
- Intrusions into the setback are allowed for stairs and porches to manage level changes and stormwater measures while maintaining a connection to the street
- Allowance for above ground parking to limit excavation where appropriate in conjunction with managing flooding/ overland flow and/or limiting residential amenity impacts to Homebush Bay Drive
- Position built form such that it can create a buffer to the amenity impacts of Homebush Bay Drive
- Blank walls to be avoided facing Victoria Avenue and George Street
- Form buildings around a central courtyard, integrated with Block 5
- Place tower forms at corners to maintain sunlight and sky views to the south including Victoria Avenue and mitigate the impact of bulk and scale on surrounding sites
- Create green corridor through site connecting George Street
- Encourage green roofs for private communal open space

6 PRECINCT PLAN

Key Sites Block 11 and 12



Site 11 and 12 have an irregular geometry. Site 12 is particularly constrained by the street alignment and a stepping rear boundary. The corner of King Street and Station Avenue is an optimal location for providing a local park since it would be only a short walking distance from residents in the northern part of the precinct, those residents that are the furthest from Bicentennial Park.

Objectives

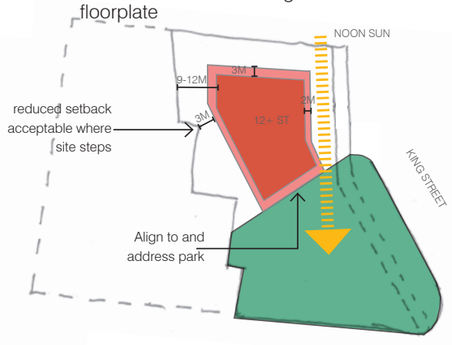
- Achieve consolidated Public Open Space on centrally located site so all residents are within 200 m walk of park
- Calm Traffic
- Achieve orderly development
- Achieve renewal
- Achieve reasonable solar access to new public open space
- Connect Public Open Space with bicycle network and existing pedestrian links

Guidelines

- Consolidate lots to allow provision residential development and make provision of open space feasible
- Narrow King Street to calm traffic and maximise public open space
- Limit building footprint to improve solar access to open space
- Transfer floor space potential from open space zone to building zone
- Align built form to define public park
- Provide deep soil front setback to building
- Align building with street
- Provide some allowance for reduced rear setbacks to achieve floor space
- Situate building so that approximately 50% of park is in sunlight a 12 noon at midwinter
- Provide FSR bonus for site to facilitate renewal

1. Create park and building zone

2. Allow for increased height on reduced floorplate



3. Formulate built form controls for Site 11 to relate to park and 12 envelope

6 PRECINCT PLAN

Key Sites Block 3 and 4

Block 3 and 4 are located near the railway station bounded by Victoria Avenue to the north, King Street to the east, the former Westpac Site to the south and George Street to the west. Urban design elements are focused on realising Victoria Avenue as the village centre by expanding the public domain, establishing uses that activate the public domain and giving pedestrians the priority.

Objectives

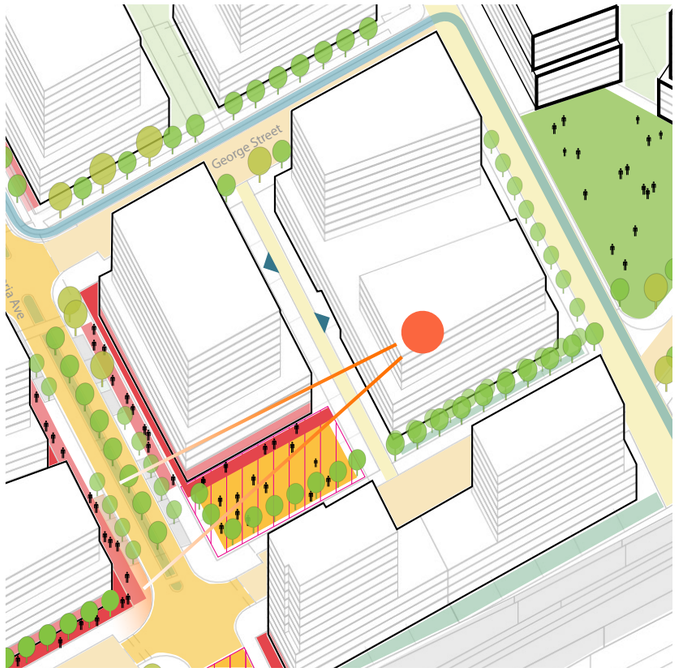
- Activate the route between the railway station and the park
- Increase pedestrian permeability and route choice from the railway station through the precinct
- Configure the public domain to improve wayfinding
- Permit uses that allow residents to meet their day-to-day needs including retail and services
- Separate servicing functions from the active public domain and retail areas
- Maintain reasonable solar access to south side of Victoria Avenue where main desire line between station and park occurs
- Reduce the dominance of cars on the streetscape
- Create visual connection to proposed park north of Station Avenue

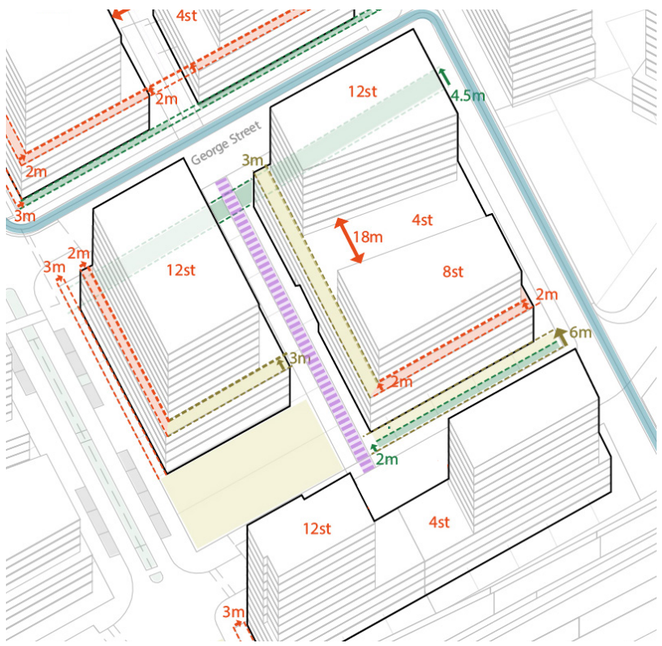
Guidelines

- Podium/tower built form with a 4-storey podium
- Maximum height of buildings 12 storeys
- 3m setback to Victoria Avenue up to four storeys for footpath widening
- 3m setback to King Street up to four storeys for footpath widening
- 4.5m setback to George Street up to four storeys
- Align buildings podium to street
- Setback of tower from podium of at least 2 m at the street front
- Create new laneway at boundary of Block 3 and Block 4 for servicing and driveway access through provision of a 3 m reserve on each Block along the shared boundary, allowing for staged delivery
- Provide pedestrian link with active frontage from Victoria Avenue through the centre of Block 4 to proposed new laneway
- Active frontage required to Victoria Avenue
- Active frontage required to King Street for Block 4
- Active front encourage to King Street for Block 3
- Encourage green roofs for private communal open space

6 PRECINCT PLAN

Key Sites Block 7 and 8





Block 7 and 8 are located near the railway station bounded by Station Avenue to the north, King Street to the east, Victoria Avenue to the south and George Street to the west. Urban Design elements are focused on realising Victoria Avenue as the village centre by expanding the public domain, establishing uses that activate the public domain and giving pedestrians the priority.

Objectives

- Activate the route between the railway station and the park
- Create new public places for the neighbourhood that have a high level of amenity
- Configure the public domain to improve wayfinding
- Permit uses that allow residents to meet their day-to-day needs including retail and services.
- Separate servicing functions from the active public domain and retail areas
- Increase pedestrian permeability
- Contribute to the urban tree canopy
- Maintain reasonable solar access to south side of Victoria Avenue where main desire line between station and park occurs

Guidelines

- Podium/tower built form with a 4-storey podium
- Maximum height of buildings 12 storeys
- 3m setback to Victoria Avenue up to four storeys for footpath widening
- 4.5m setback to George Street up to four storeys
- Align building podium to street
- Setback of tower from podium of at least 2 m at the street front
- Create new public square at eastern end of Block 7, where it will be visible from the railway station
- Active frontage to Victoria Avenue and at least 1/2 of proposed square frontage
- Create new laneway at boundary of Block 7 and Block 8 for servicing and driveway access through provision of a 3 m reserve on each Block along the shared boundary, allowing for staged delivery
- Minimum 6m setback to King Street for Block 8 with first 2m for public domain to allow 2 rows of street trees
- Incorporate trees into the new public square with a target canopy cover of approximately 25% for the square and 7% for Block 7 overall.
- Encourage green roofs for private communal open space

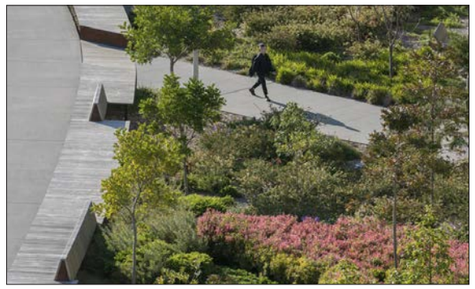
6.8 Water Sensitive Urban Design

Street tree planting and public domain landscape shall be focused on Water Sensitive Urban Design. The site's location, geology and flooding make it well suited to employing a rigorous WSUD strategy.

The WSUD strategy shall be integrated through precincts by create a clear network of open spaces and WSUD corridors. Public domain design is proposed to capture, slow and use water improve water management in the precinct, provide a low maintenance public domain and address the precinct wide water management issues. Please refer to the WSUD report by GHD for detail.













6.9 Tree Canopy Index

With the existing precinct at a tree canopy cover of 18%, to achieve a tree canopy index of at least 30%, exceeding Council's city-wide target of 25%, each site should contribute to the neighbourhood's tree canopy. This will enhance the existing precinct while contributing to the wider LGA meeting benchmarks. The canopy can be achieved through a combination of an integrated canopy street tree planting regime and a tree canopy target for each individual development site.

The proposed street tree planting regime at maturity should be capable of achieving a canopy cover for approximately 75% of the existing street and open space network. The private sites are to contribute 3%-15% of canopy cover depending on the site's location and role within the precinct. Most of the canopy trees should be capable of being planted in deep soil zones, but given the urban character of the precinct, tree planting on structure can also be considered in meeting the canopy index.

The diagram adjacent sets out the canopy target for each site taking into consideration key urban design moves such as the proposed new public open spaces, the constraints arising for the narrow sites abutting the railway station, etc. Block 12, being the block where a new public park is proposed, has a target of 30%. The majority of this will be achieved in the new park.

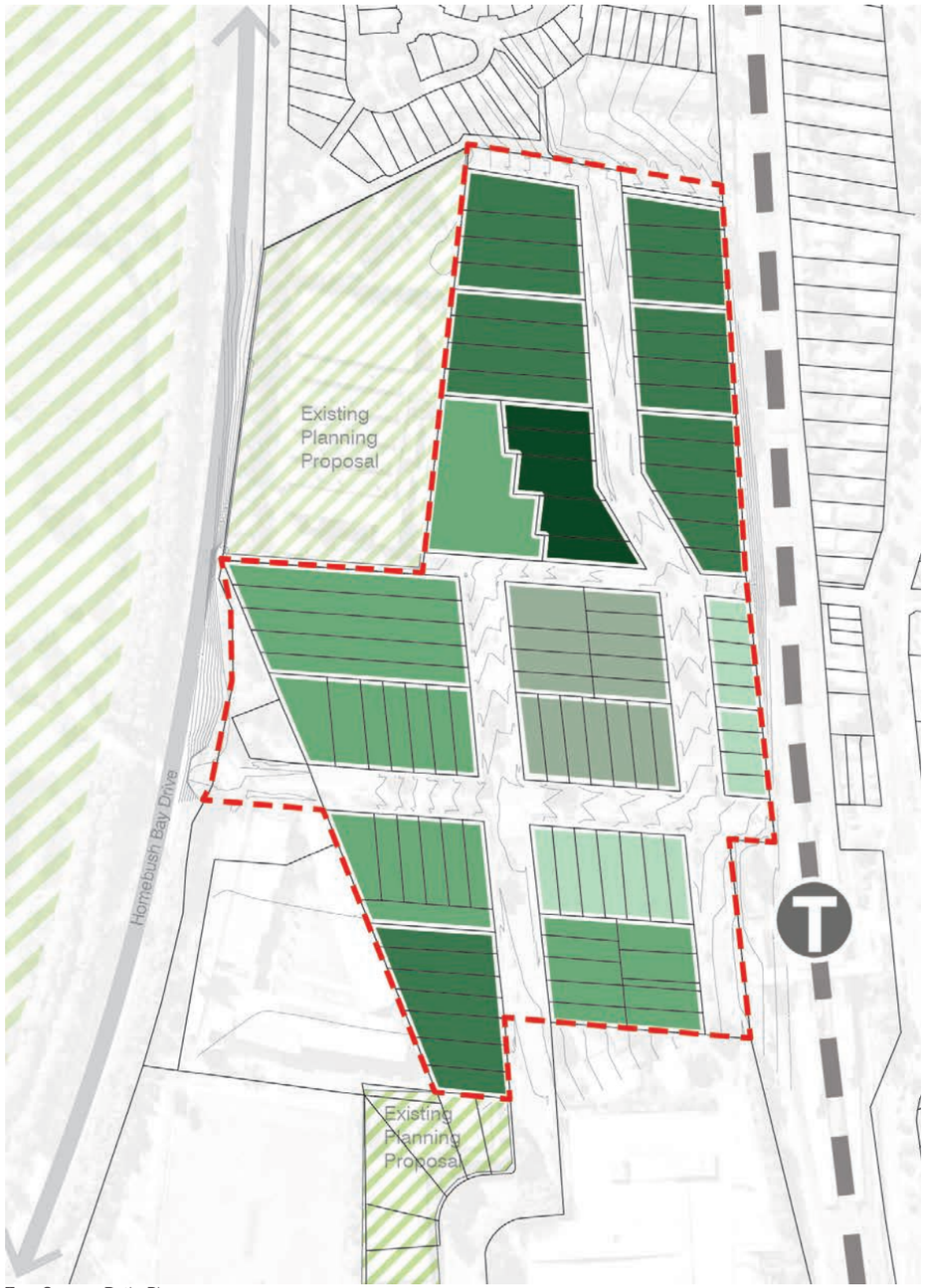
6.10 Green Site Ratio

The site should maximise soft landscaped surfaces where possible to limit the extent of hard, radiant surfaces, soften built form and contribute to the landscape quality of the area.

Each development site shall meet the following Green Site Ratio:

- Residential site: 40%
- Mixed use sites 25%

Landscape elements planted in deep soil zones as well as on structure such as green roofs and green walls can be included in the Green Site Ratio calculation. This will work together with the urban tree canopy index to direct a high quality landscape outcome for the precinct



Tree Canopy Ratio Plan

6.11 Street Tree Planting

Street tree planting shall be integral to transforming the precinct. The street tree planting strategy is to integrate streetscape improvements with WSUD and use street trees to contribute to the precinct's sense of place. Important existing trees in the precinct include the mature stand of Melaleuca along the northern stretch of King Street and the smattering of Casurinas around Homebush Bay Drive in the lower lying, swampier part of the area.

The proposal is to build on these existing landscape elements and introduce other natives including Spotted Gum and Boxbrush to create a mixture of street tree regimes that define the street to enhance the street tree canopy.

Objectives

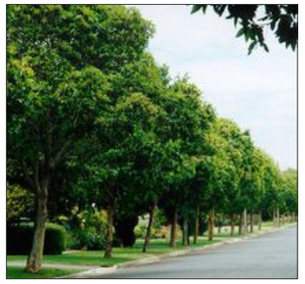
- Use a majority of native species
- Direct street tree planting through the lense of WSUD
- Retain existing street trees
- Maximise the tree canopy
- Use trees to define each street character

Strategies

- Place street trees at intervals that will create a continuous canopy at maturity.
- Provide variety within the streetscape to create a more natural, informal character.
- Use a mix of Spotted Gum, Casurina, Melaleuca and Box Brush as the main street trees
- Use primarily gums along Victoria Avenue to achieve a higher canopy and a sense of elegance
- Use a mix of native species along George Street to signal the street trees used throughout the precinct
- Augment the existing Melaleuca in King Street with additional Melaleuca that strengthens and extends their visual impact.
- Integrate street tree planting with water cycle management to capture and use water to achieve low maintenance public domain and limit the amount of water discharged off site.

Street Tree Plan

Spotted Gum



Boxbrush

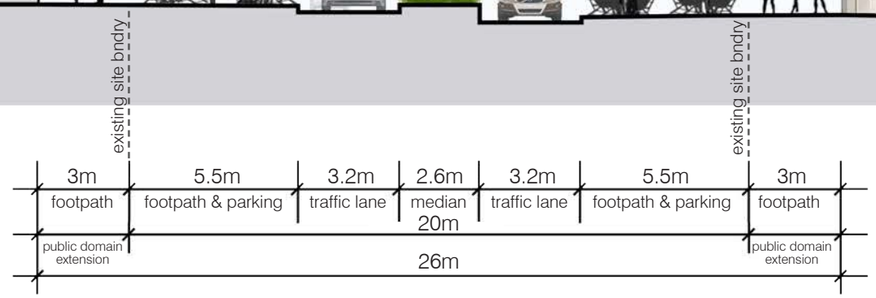
Paperbark

She-oak

6.12 Street Sections

Section 1 - Victoria Ave East (High Street)

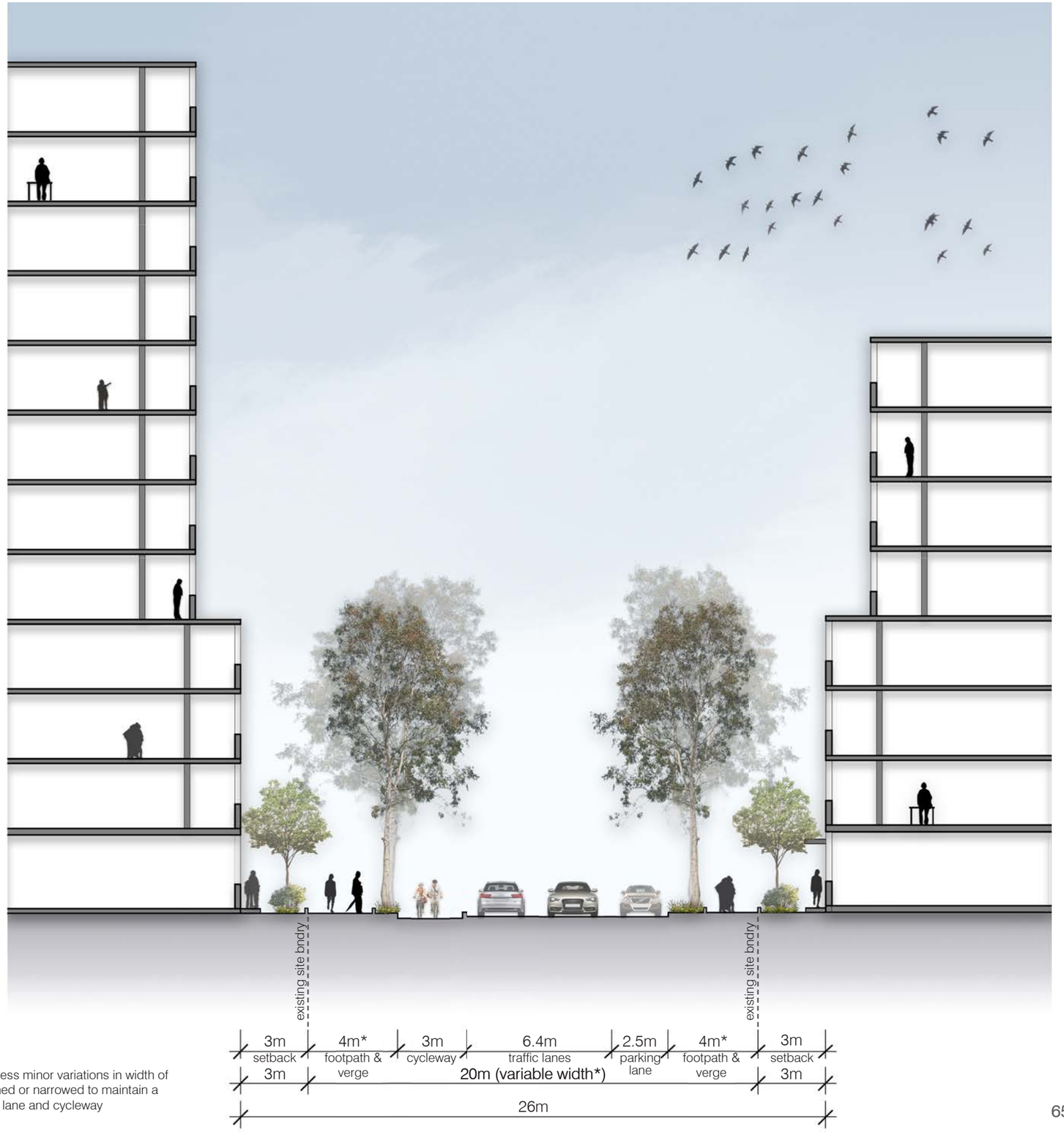
The existing 20 m wide street is re-imagined into a 26m wide pedestrian priority, slow speed active village centre. The streetscape is defined by 4 storey podiums with tower forms setback above, a narrowed carriageway, widened footpaths, street trees and new public open space.

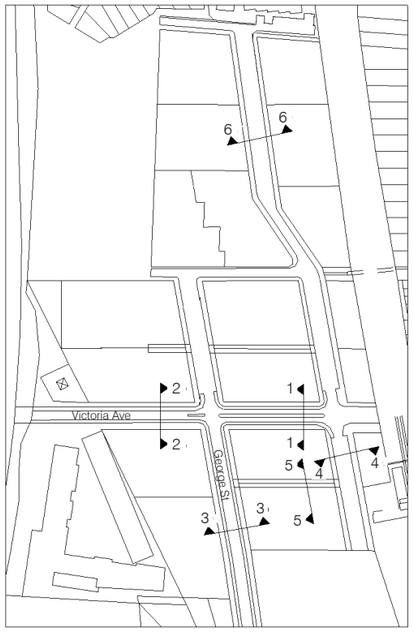


6 PRECINCT PLAN

Section 2 - Victoria Ave West (Schoolside)

The existing 20 m wide street is re-imagined into pedestrian priority urban environment with new dedicated cycleway on the north side of the street and widened footpath on the south side of the street. Ground level apartments directly address the public domain to achieve a semi-active frontage and casual surveillance of the street. Spotted gum trees lead visitors towards the Park and verges are used for WSUD adding to the character and function of the street.





*Victoria Avenue varies in width slightly. To address minor variations in width of Victoria Avenue, the footpath zone can be widened or narrowed to maintain a consistent alignment to the traffic lanes, parking lane and cycleway

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Section 3 - George Street

The existing 20 m wide street is re-imagined into a high density residential avenue with 4 storey podium and towers of 8-12 storey setback above. A soft landscape setback of 4.5 m is used for soft landscape and residential courtyards. Fence design shall be softened by planting with fences to be semi-visually permeable to allow for casual surveillance of the public domain. Street tree planting shall alternate between Paperbark and She-oak, emphasising the importance of native planting in the precinct. On street parking bays are interspersed with street tree planting, limiting the visual impact of on street parking.

*George Street varies in width from approximatley 20 m to 21 m. To address minor variations in width of Victoria Avenue, the footpath zone can be widened or narrowed to maintain a consistent alignment to the traffic lanes, parking lane and any desigated on road cycle zone.

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Section 4 - King Street (Near Railway Station)

Discrete interventions into the existing street section allow for wider footpaths and an active retail edge with awnings on the west side of King Street facing the station and associated green space. New Spotted Gum street tree planting are interspersed with existing street tree planting introducing the Spotted Gum as the feature tree for the Victoria Avenue spine, the neighbourhood's main link to Bicentennial Park.

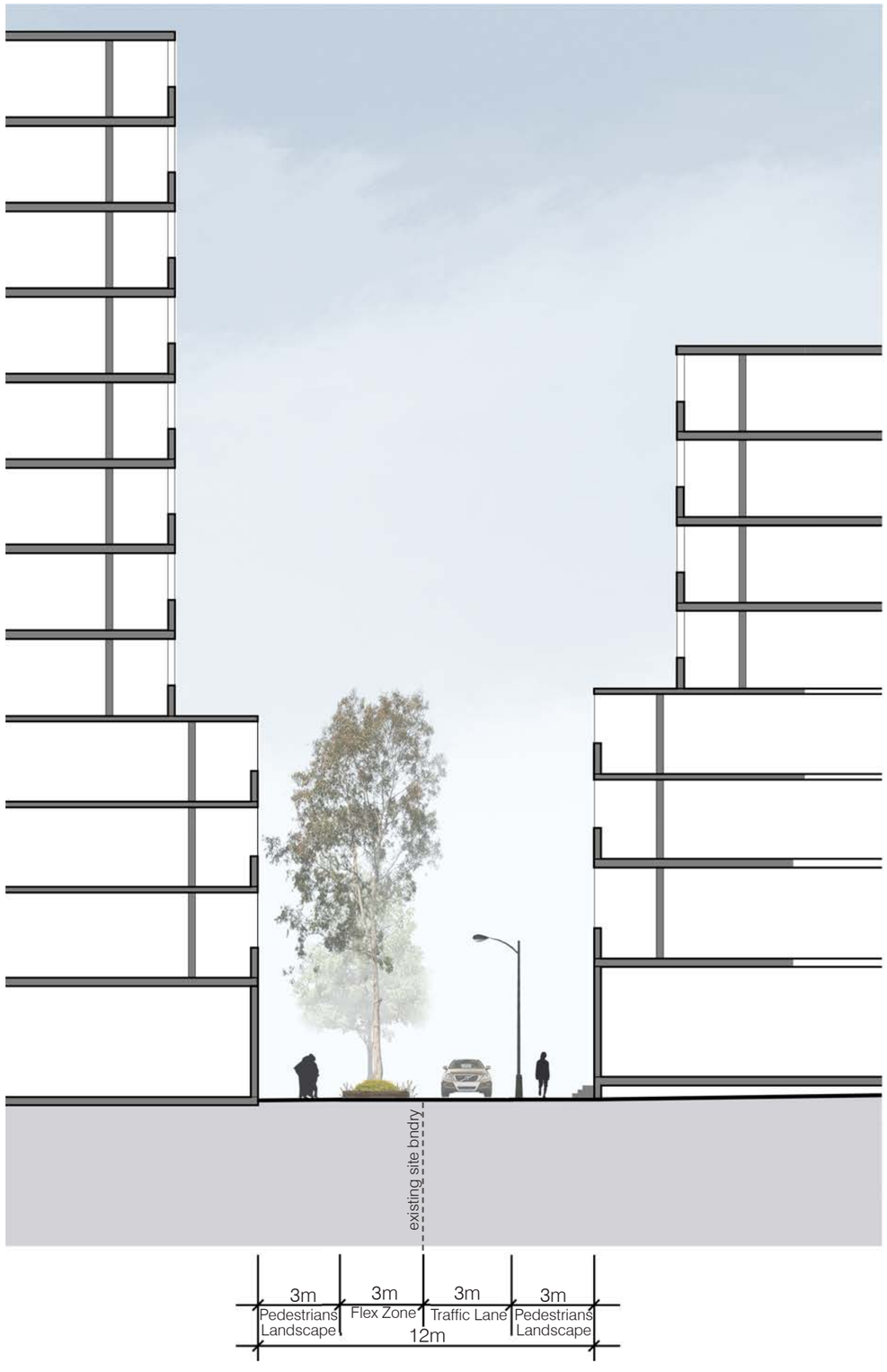
(For section cut location refer to key plan on the previous or following page)

6 PRECINCT PLAN

Section 5 - New Laneways

New laneways are envisaged to provide a service function to the mixed use blocks and avoid driveway crossings on the main and secondary streets in the core of the neighbourhood. The laneways are one-way vehicular carriageways with a flexible lane with loading bays, soft landscape planting, trees and pedestrian zones.

The street shall be low speed and pedestrian friendly. Where mixed use sites front the laneways near the railway station, active edges will improve the safety, quality and amenity of the lanes.



6 PRECINCT PLAN

Section 6 - King Street (North)

At King Street predominantly 8 storey buildings with 6 m deep soil setbacks shall define the street section. Residential courtyards in the front setback shall be permitted with semi-permeable courtyard fencing and direct apartment entrances to provide casual surveillance of the public domain. Trees shall be required in the deep soil front setbacks to contribute to the tree canopy and the leafy character of the northern part of the neighbourhood.

Building upon the existing mature Paperbark trees on the eastern side of the street, additional Paperbarks will enhance their visual impact. On the west side of the street where there are relatively few existing street trees, Spotted Gums are proposed the full length of King Street.

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7 IMPLEMENTATION

7 IMPLEMENTATION

The proposed vision and Urban Design principles and structure plans can be implemented through amendments to the LEP and a new precinct-specific DCP.

7.1 LEP

7.1.1 Zoning and Active Frontages

The neighbourhood centre near the station can be permitted by changes to zoning to expand the B1 - Neighbourhood Centre zone and with updates to the Active Frontage Map. Residential sites are recommended for an R4-zoning given the heights of buildings will generally be at least 6 storeys and an FSR of 2:1.

7.1.2 Lot Size

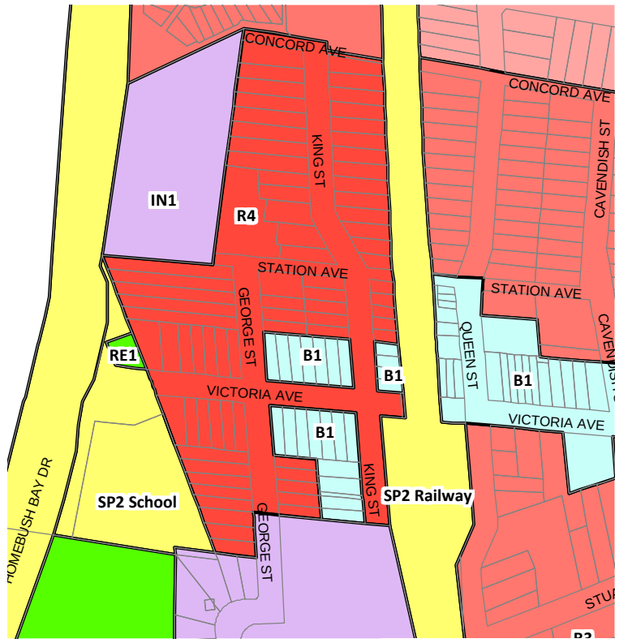
Amalgamations are key to achieving a high quality urban environment and meeting the objectives of the precinct plan. To underpin the amalgamation plan, a minimum lot size for the purposed residential flat buildings and shoptop housing should be included for the precinct within the LEP and increased from the standard 1,500 m^2 in the LEP to 2,500 m^2. The sites east of King Street and north of Station Avenue (Block 15, 16 and 17) can remain subject to the standard 1,500 m^2 minimum lot size set out in LEP Clause given the challenge of redeveloping immediately adjacent to a train line and assuming Council considers potential site isolation in any future development application. The exception to this is Block 9 and 10 which cannot reasonably meet the minimum subdivision lot size and redevelopment should not be thwarted on these sites.

These variations to the standard Clause 4.1A can be achieved by an additional sub clause under LEP Clause 4.1A as suggested below.

4.1A Minimum lot sizes for certain dwellings

(x) Despite subclause (2), development for the purposes of Residential Flat Buildings on land zoned R4 High Density Residential may be granted in "Area XX", if the area of the lot is equal to or greater than 2,500 sq m; and
(xx) Despite subclause (2), development for the purposes of Residential Flat Buildings or Shoptop Housing on land zoned B1 - Neighbourhood Centre may be granted in "Area XX" if the area of the lot is equal to or greater than 2,500 sq m; and
(xxx) Despite subclause (2) development for the purposes of Residential Flat Buildings on land zoned R4 High Density Residential may be granted in "Area XY" if the area of the lot is less than 1,500 sq m.

Proposed LEP Zoning Map



B1 Neighbourhood Centre
SP2 Infrastructure
R4 High Density Residential
RE1 Public Recreation

Proposed LEP Active Frontages Map

Active Street Frontage

Proposed LEP Minimum Lot Size Map

Clause 4.1A Minimum lot size for RFBs and Shoptop Housing - 2,500m^2

Clause 4.1A Minimum lot size for RFBs and Shoptop Housing - No minimum lot size

7.1.3 Height of Buildings

The recommended height of buildings seeks to implement the recommended ceiling heights and floor-to-floor heights set out in the Apartment Design Guide at Part 4C. Accessible green roofs are encouraged. Green roofs with well designed overruns can be facilitated through the existing LEP Clause 5.4 Architectural Roof Features.

The suggested building envelopes set out in the precinct plan have been developed in accordance with Part 2 of the Apartment Design Guide including Building Envelopes, Building Height, Floor Space Ratio, Building Depth, Building Separation, Street Setbacks and Side and Rear setbacks.

Varied building height within individual sites can be directed through the DCP and the suggested envelopes have been tested to determine the FSR that can be accommodated on site while facilitating different building heights and maintaining a floor space ratio to building envelope ratio of at least 75% for residential uses and 80% for shops an the like.

Recommended maximum height of buildings are set out in the adjacent figure.

Block 12

It is recommended to implement a site-specific Height of Buildings Exemption to facilitate the development of the desired 1,500 m^2 public open space at the corner of King Street and Station Avenue with the best building envelope determined through detailed design at DA stage. Site testing indicates an FSR of 3:1 could be accommodated in a building of approximately 15 storeys but it is suggested height remains unrestricted to allow for design excellence.

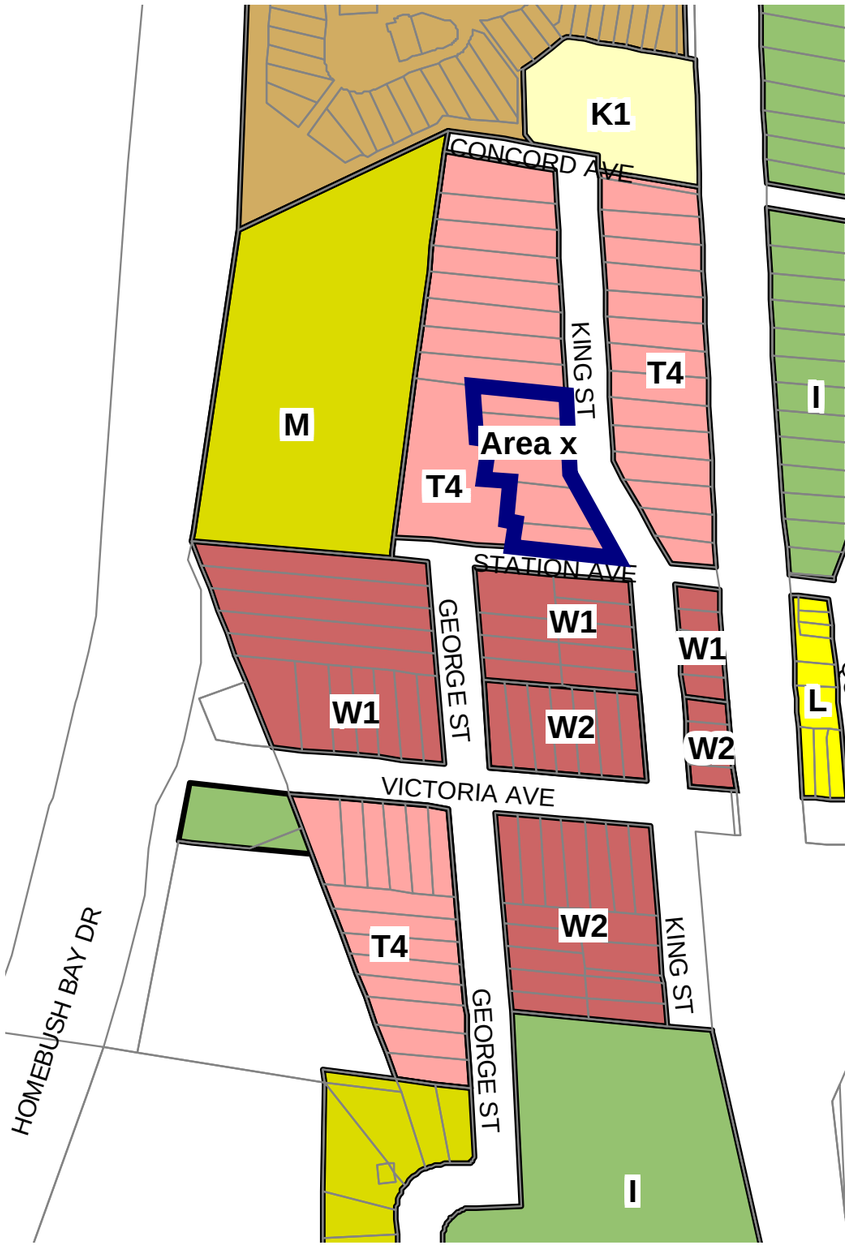
The additional height would also contribute to legibility and wayfinding by providing a visual landmark for locating the new park. This could be implemented by the addition of a new sub clause at Clause 4.3A of the LEP to the following effect:

(4) The height of a building on land identified as "Area XX" on the Height of Buildings Map may exceed the maximum height shown for the land on that map if—
(a) the lots comprising the land are consolidated into a single lot, and
(b) the development will include a public open space that is at least 1,500 m^2 (with the area including the public reserve available from the narrowing of King Street adjacent to the open space indicated in the Parkside Precinct Plan).

Summary of ADG Principles for Determining Building Height (Part 2C and 4C)

Building Element	Height (m)
Mixed use Ground Level (inc. cafes)	4
Ground Level Residential	3.3
Mixed use level 1	3.3
Residential upper levels	2.7
Structure and services zone (each level)	0.4
Rooftop articulation	1
Topographic changes	2
Flooding	"additional height"

Proposed LEP Height of Buildings Map



7.1.4 Floor Space Ratio

Achieving Design Excellence should be a fundamental objective for any future development within the subject precinct. The precinct plan sets out building envelopes that allow for building articulation and allow future designers flexibility in meeting the underlying design principles. The proposed FSR is gauged to provide a reasonable amount of uplift to make redevelopment possible. In the case of the subject precinct, the FSR shall also control yield so that there is a nexus between infrastructure capacity and future population, particularly in terms of the local road network and the proposed upgrade to the Pomeroy and George Street intersection.

The proposal delivers approximately 137,000 m^2 of floor space within the precinct. Of this, the proposed building envelopes are capable of accommodating 2,300 - 3,000 m^2 of retail floor space at ground level.

Recommended FSRs are provided in the adjacent figure.

Block 12

To facilitate the realisation of a 1,500 m^2 park as recommended in the precinct plan, a special sub clause can be added to Clause 4.4 to provide an FSR bonus if certain objectives are met to the following effect:

(2G) Despite subclause (2), the maximum floor space ratio for development (other than for the purpose of a dwelling house or a semi-detached dwelling) on land identified as "Area XX" on the Floor Space Ratio Map with a site area of 2,500 square metres and 3.0:1 if the consent authority is satisfied that the development—
(a) includes a public open space that is at least 1,500 m^2 (with the area including the public reserve available form the narrowing of King Street adjacent to the open space indicated in the Parkside Precinct Plan), and
(b) is designed to be compatible with the desired future character of the area and with the height, bulk, scale, massing and modulation of surrounding buildings, and
(b) has a form and external appearance that will improve the quality and amenity of the public domain, such as new pedestrian connections and open space, and
(e) minimises environmental impacts such as overshadowing, wind and reflectivity, and
(f) incorporates the principles of ecologically sustainable development, and
(g) encourages the use of public transport, walking and cycling, and
(h) achieves excellence in urban design, while relating to the local context.

FSR & Yield

Block	Block Size (m^2)	Envelope Area (m^2)	Total GFA (m^2)	FSR	Units
Block 1	3413	11318	8489	2.5	96
Block 2	3235	10722	8042	2.5	91
Block 3	3461	16458	12371	3.6	135
Block 4	2810	13413	10115	3.6	105
Block 5	3346	16025	12019	3.6	136
Block 6	5037	21412	16059	3.2	182
Block 7	2784	13208	9974	3.6	101
Block 8	3541	16990	12742	3.6	144
Block 9	815	3872	2929	3.6	29
Block 10	1016	4872	3654	3.6	41
Block 11	2874	7644	5733	2.0	57
Block 12	2833	11334	8501	3.0	85
Block 13	3126	8680	6236	2.0	62
Block 14	2942	7760	5820	2.0	58
Block 15	2173	5798	4349	2.0	43
Block 16	2725	7280	5460	2.0	55
Block 17	2182	5808	4356	2.0	44
Total	48,313		136,846	2.8	1,465
Retail Floor Space			*2,797*		
Residential Floor Space			*134,049*		

Envelope to Floor Space Factor

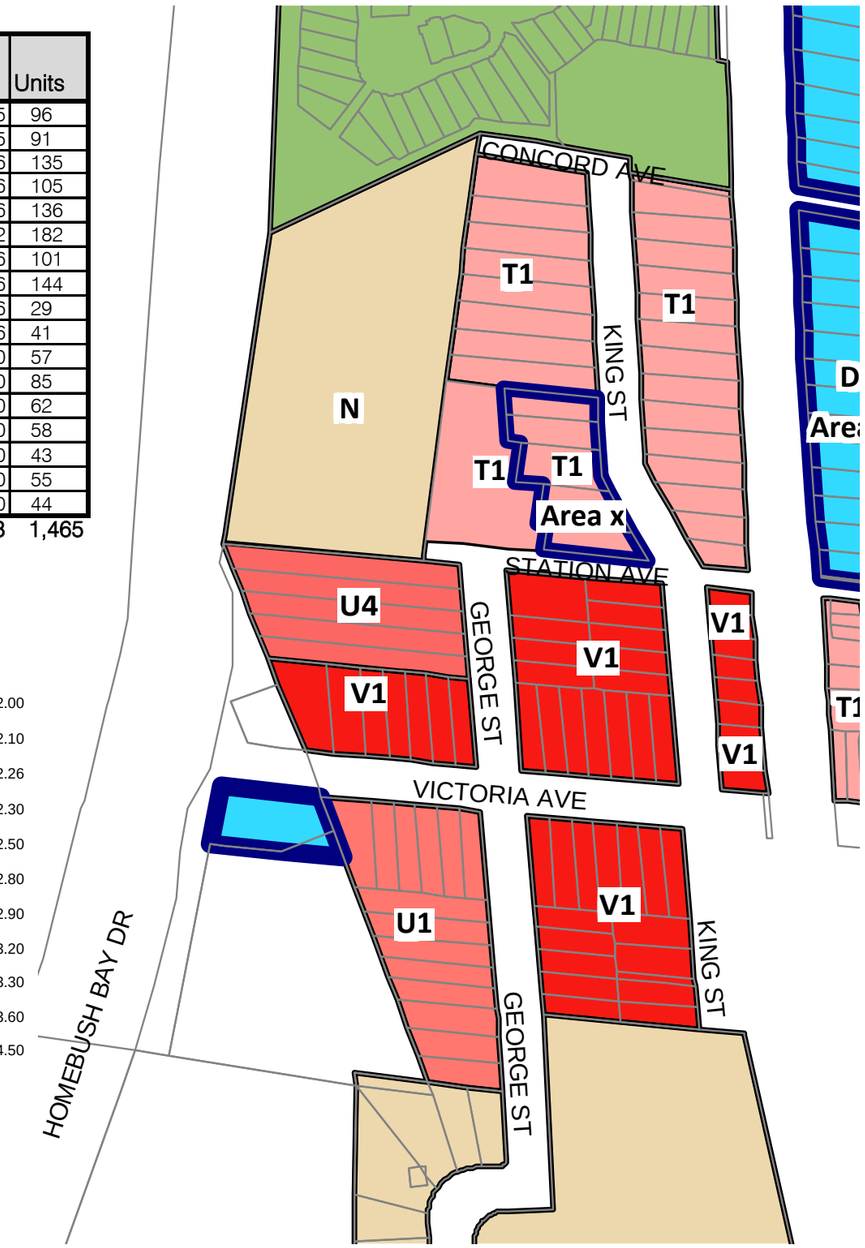
Res	*70%-75%*
Com	*80%-85%*

Average Dwelling Size

South Station Ave	*75 m^2*
North Station Ave	*85 m^2*

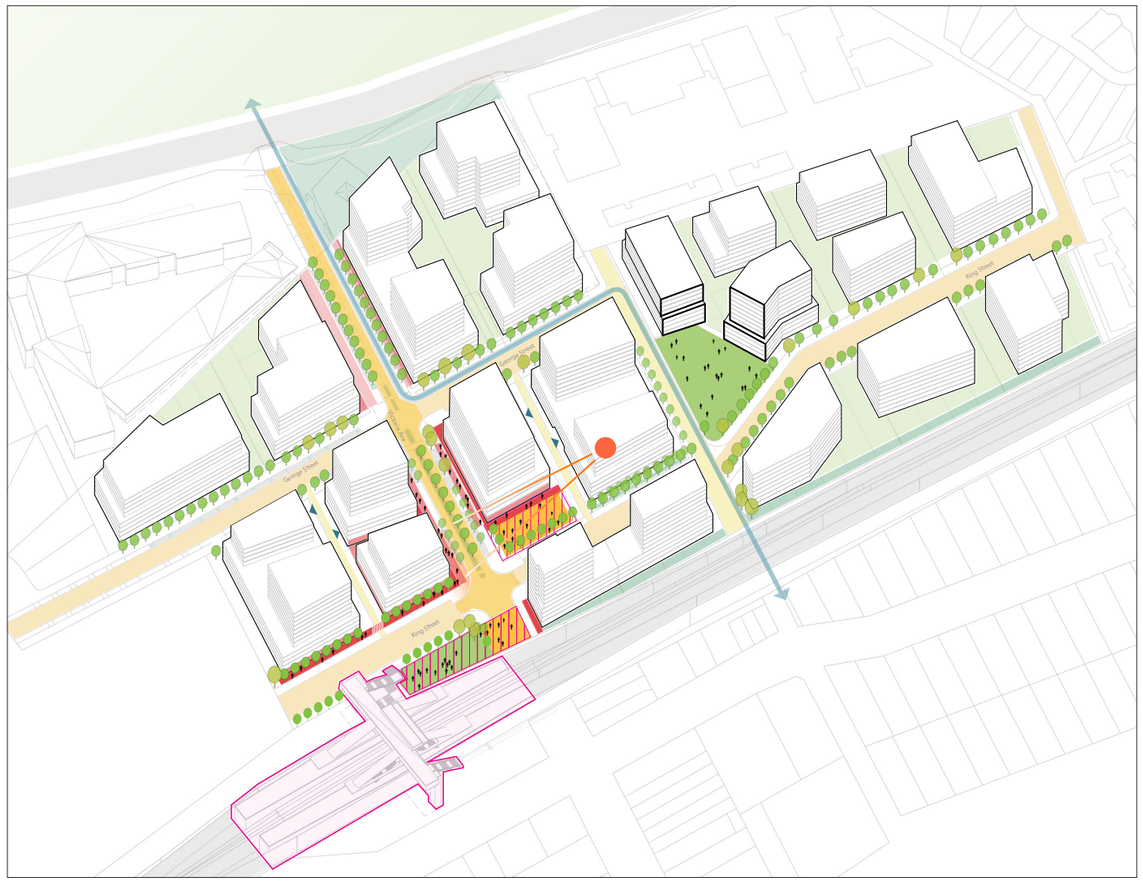
Note: Figures in the table are rounded to the earest whole number for simplicity.

Proposed LEP FSR Map



7.2 DCP

A precinct-specific DCP for Parkside can be created based on this urban design report to achieve the vision and future desired character for the precinct.



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