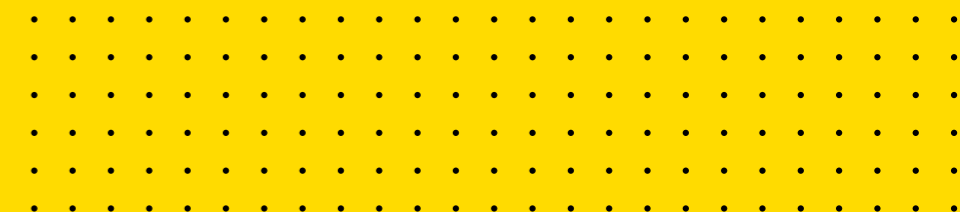




HOMEBUSH NORTH PRECINCT MASTER PLAN REPORT



We acknowledge the traditional custodians of the land, and pay our respects to their elders past present and emerging, recognising their continuing connection to land, waters and culture.

Issue	Title	Date	Prepared	Checked
1	Draft Issue	27.11.2020	SL/JC/NO	JK
2	Draft Issue	18.12.2020	JC/NO	JC
3	Revised master plan	21.01.2021	JC/NO	JC/NO
4	Revised master plan	28.01.2021	JC/NO	JC
5	Revised yield table	29.01.2021	JC	-
6	Revised building heights - Lot D	17.02.2021	JC	-
7	Revised yield table	18.02.2021	JC	-
8	Variation - Issue for Review	16.04.2021	JC/NO	JC
9	Revised Master Plan	20.04.2021	JC	-
10	Revised yield table	26.04.2021	JC	-



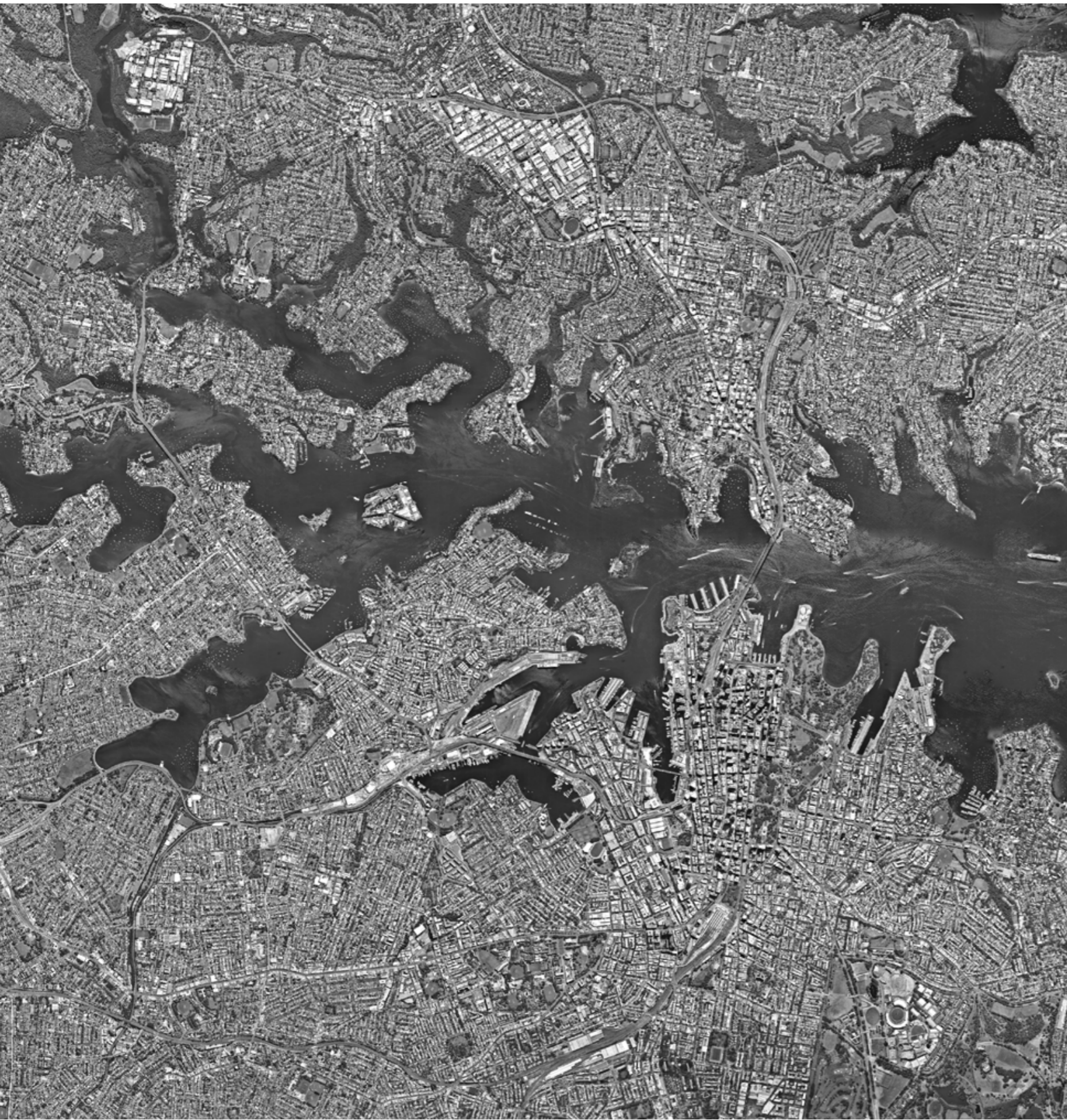
Proudly funded by



CONTENTS

01/ INTRODUCTION	5	04/ MASTER PLAN	29
02/ INTRODUCTION	6	HOME BUSH NORTH PRECINCT VISION	30
PRCUTS POLICY FRAMEWORK	8	MASTER PLAN	32
PRCUTS IMPLEMENTATION TOOL KIT	9	LOT AMALGAMATION	33
PRCUTS PLANNING AND DESIGN GUIDELINES	10	GROUND LEVEL SETBACK	34
PRCUTS_FSR + HEIGHTS	11	BUILDING HEIGHT STRATEGY	35
CITY OF CANADA BAY POLICIES AND GUIDELINES	13	STREET WALL	36
CITY OF CANADA BAY POLICIES AND GUIDELINES	14	OPEN SPACE AND LINKS	37
03/ POLICY CONTEXT & SITE ANALYSIS	17	PROPOSED ZONING	38
THE SITE	19	SHADOW ANALYSIS	40
SITE CHARACTER	20	05/ STREET INTERFACE	43
Streetscape	20	GEORGE & KING STREET SPINE	44
Infrastructure	21	VICTORIA AVENUE	45
SITE ANALYSIS	22	KING STREET SHARED ZONE	46
STRATEGY CONTEXT: PRCUTS	23	STATION AVENUE SHARED ZONE	47
Access and connectivity	23	06/ YIELD ESTIMATE	49
Land use and activation	24	YIELD ESTIMATE	50
Public domain and streetscape	25		
OPPORTUNITIES & CONSTRAINTS	26		
Opportunities	26		
Challenges	27		





INTRODUCTION

01

INTRODUCTION

In November 2016, Urban Growth NSW released the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) together with a package of implementation and reference documents. A Section 117 Ministerial Direction gives the Strategy and Implementation Tool Kit statutory weight.

PRCUTS aims to renew Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity. It presents significant urban renewal opportunities for land within defined development precincts.

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

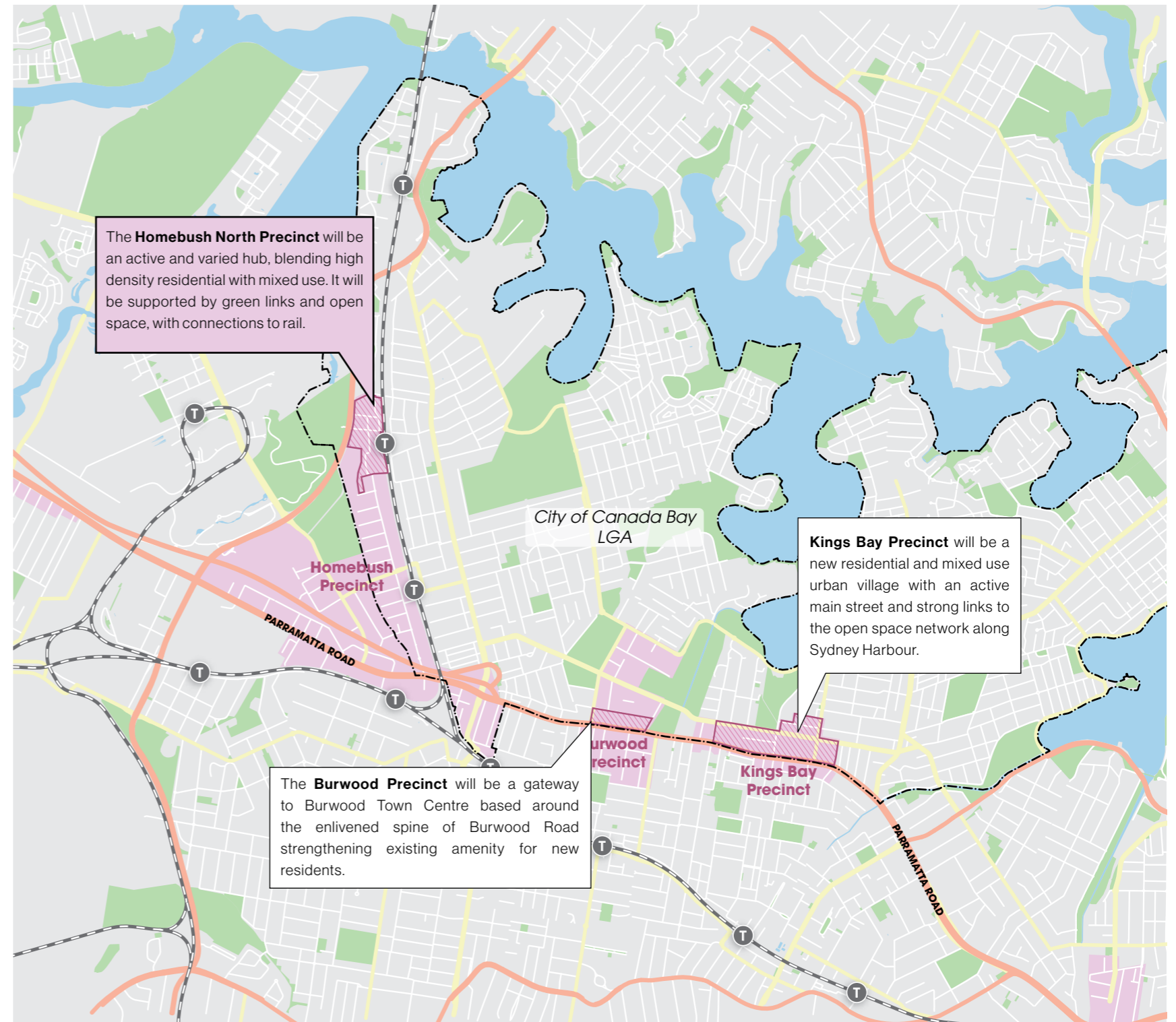
The Urban Design testing of the PRCUTS planning and design controls has been undertaken and informs this project. The Masterplan proposed in this report for Kings Bay consolidates the PRCUTS with other studies and plans that Council has produced that support the implementation of the PRCUTS. The Masterplan is intended to guide the future built form and urban environment and to inform amendments to the Canada Bay LEP 2013, DCP and contributions plan.

The Parramatta Road Corridor

The Parramatta Road Corridor traverses 20 kilometres from Granville in the west to Camperdown in the east. The corridor includes land adjoining Parramatta Road, and wider focus precincts where future development is considered appropriate based on function and character. Within PRCUTS, the Corridor is separated into two distinct sections – Corridor West and Corridor East. Corridor East includes the land within the Canada Bay, Strathfield and Burwood LGAs.

There are three renewal precincts which include land within the City of Canada Bay: Homebush, Burwood-Concord (Burwood), and Kings Bay.

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

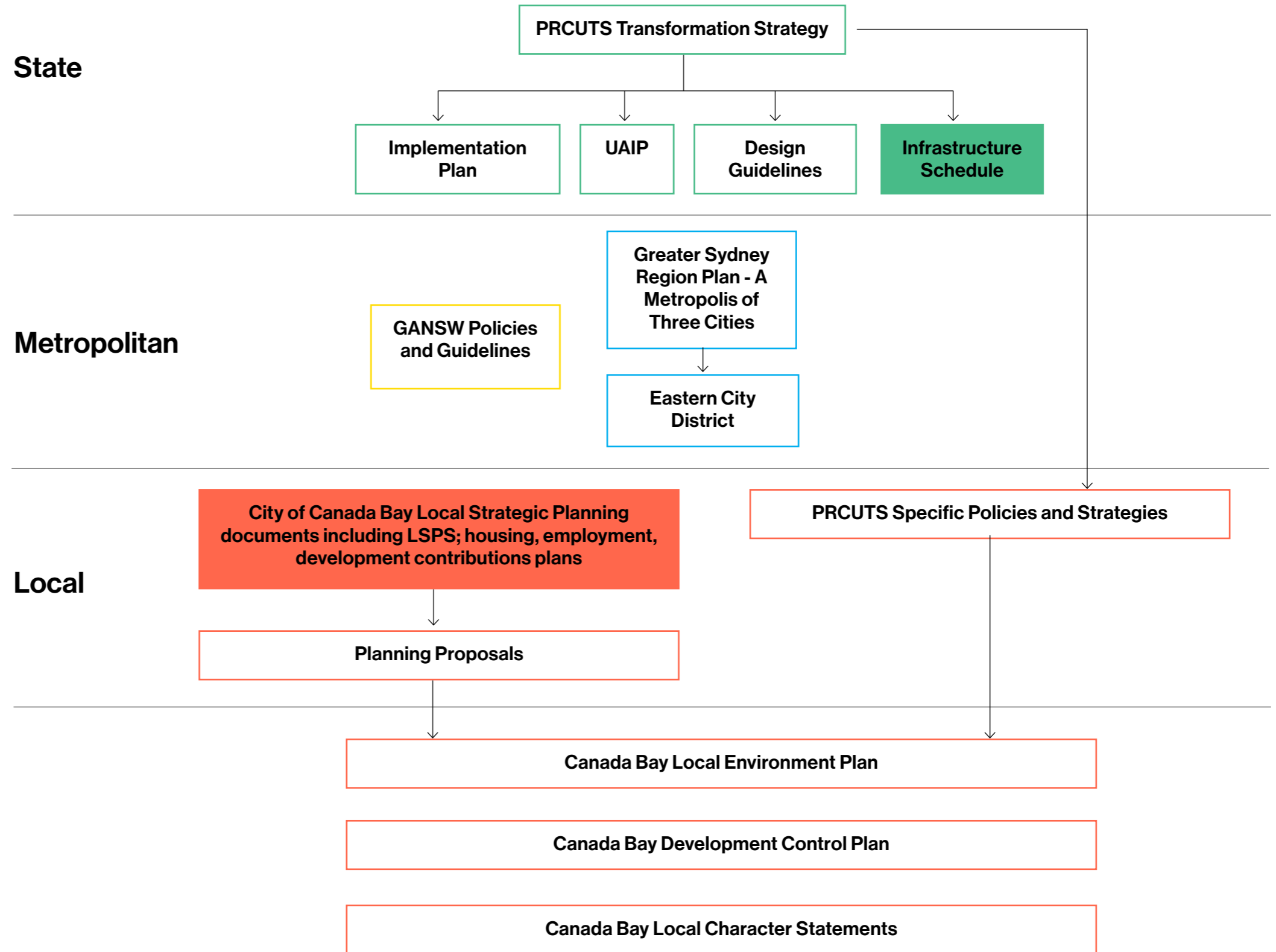


As part of the baseline analysis, we have critically reviewed and distilled key information related to PRCUTS.

As demonstrated on the flowchart adjacent, there is a substantial amount of policy and strategic thinking that has been evolved and directly impacts the three precincts that are the subjects of this study.

We see the literature review in the following chapters as the next step in this process, and have tried to summarise and graphically represent the key information that will assist in moving the project forward to design development.

Intended as a starting point to evolve throughout the design process, the following chapters will inform our thinking and ground our recommendations through to the master plan phase of the project.



- NSW State Government
- Government Architect New South Wales
- Greater Sydney Commission
- City of Canada Bay Council

*coloured boxes indicate literature review input by SGS

PRCUTS POLICY FRAMEWORK

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



Combining big picture considerations, a sub-regional response, and the depth of local knowledge required to plan for existing and future communities, it will lead to the enlivening of this important Sydney artery.

The Strategy is supported by the Implementation Tool Kit – four documents that will guide and inform how the Strategy is to be implemented, and are summarised on the following pages.

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

The strategy sets out a vision for the corridor of tomorrow:

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

Relevance to project:

The Strategy sets an overarching vision and high level employment and dwelling projections that are summarised in the adjacent pages. It also identifies a number of challenges to achieving these, which have been synthesised graphically onto maps in the next chapter.



Homebush Precinct

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

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

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

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

PRCUTS IMPLEMENTATION TOOL KIT

The Strategy is supported by the Implementation Tool Kit – four documents that will guide and inform how the Strategy is to be implemented, and are summarised on the following pages.



PRCUTS Planning and Design Guidelines

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

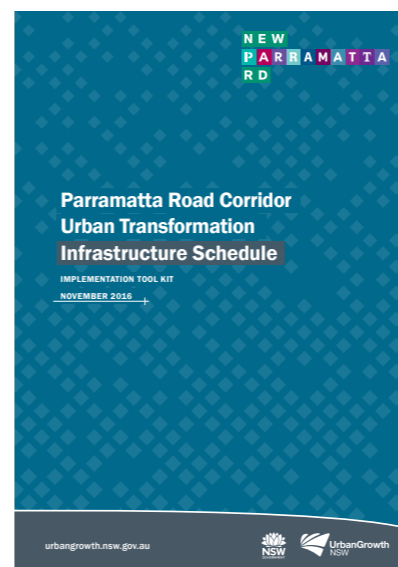
- describe the priorities and principles that will ensure future development achieves high design quality and design excellence
- guide the rapidly changing character of the Corridor whilst ensuring future development responds to the distinct character and identity along different parts of the Corridor

The Guidelines have been prepared as planning and development controls significantly differ across the local government areas that make up the Corridor, and have been developed to assist designers and planners apply 'better practice' design principles to promote high quality public, private amenity and good design.

Relevance to project:

The controls identified in the PRCUTS guidelines will be tested throughout the master plan process and recommendations made at the conclusion of the study.

The guidelines also identify a number of public domain requirements, strategic links, opportunities and constraints for each precinct, which have been identified and graphically represented for each precinct in later chapters.



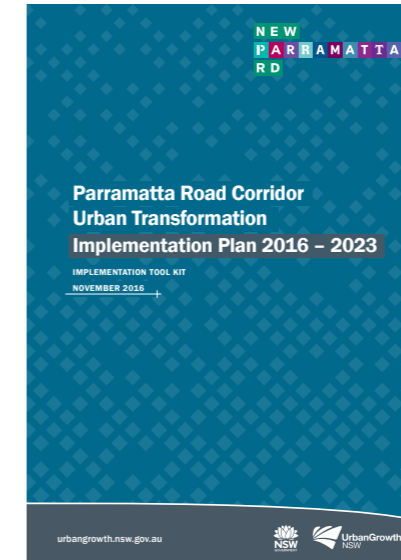
Infrastructure Schedule

Identifies infrastructure in the Corridor must respond to population growth and change.

It also recognises that some existing infrastructure is ageing or is insufficient to meet the needs of communities as they grow and change. The Infrastructure Schedule therefore identifies the transport, open space, community, education and health facilities required to support the proposed growth across the Corridor. It will also assist the coordination of infrastructure and services provided by state agencies, government-owned corporations, local government and the private sector.

Relevance to Homebush North:

GroupGSA are working on this study with SGS Planning and Economics who have provided a separate literature review of this document as an Appendix.

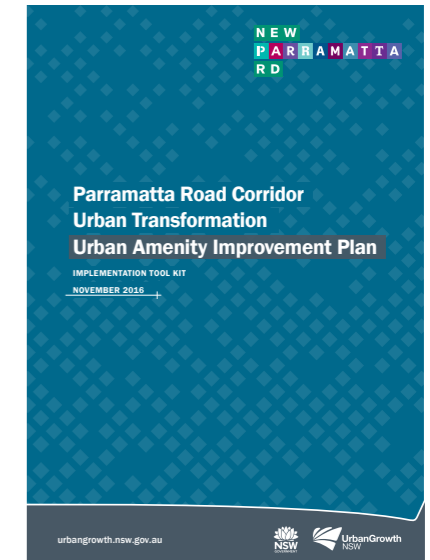


Implementation Plan

Intended to inform and guide the land use planning and development decisions in the Corridor in the short term.

Relevance to Homebush North:

- Identifies the need for a Precinct wide traffic study and supporting modeling that considers the recommended land use and densities and identifies the necessary road improvements and upgrades to be delivered as part of any proposed renewal precinct.
- A minimum of 5% of new housing is to be provided as affordable housing
- Delivery of Powells Creek Reserve pedestrian and cycle link



Urban Amenity Improvement Plan

Identifies ways to deliver tangible public benefits, contributing to the delivery of liveable communities and neighbourhoods and stimulate the development.

The works fall into three categories:

- Streetscape upgrade
- Creation of new or improved open spaces, urban plazas and town squares
- New walking and cycling links to key transport nodes

Relevance to Homebush North:

- A number of the UAIP improvement works are proposed within the broader Homebush Precinct but do not specifically reference the precinct boundary of this study

PRCUTS PLANNING AND DESIGN GUIDELINES

Homebush Precinct Recommended Land Uses



- Precinct Boundary
- - - Frame Boundary
- Land Use
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- B2 Local Centre
- B4 Mixed Use
- B6 Enterprise Corridor
- B7 Business Park
- IN1 General Industrial
- SP2 Infrastructure
- RE1 Public Recreation

The subject site, the North Homebush Precinct, currently largely characterised by R2 - Low density residential, with pockets of IN1 - General Industrial to the north-west and south-east and SP2 - Special Purposes and RE1 - Public Recreation to the west.

PRCUTS proposes rezoning R2 and the north-west IN1 lots to R3 - Medium Density Residential. The SP2 lots will be absorbed into the R3 rezoning. The south-eastern IN1 lot will be rezoned B7 - Business Park. The RE1 lots are retained.

Homebush Precinct Recommended Building Heights



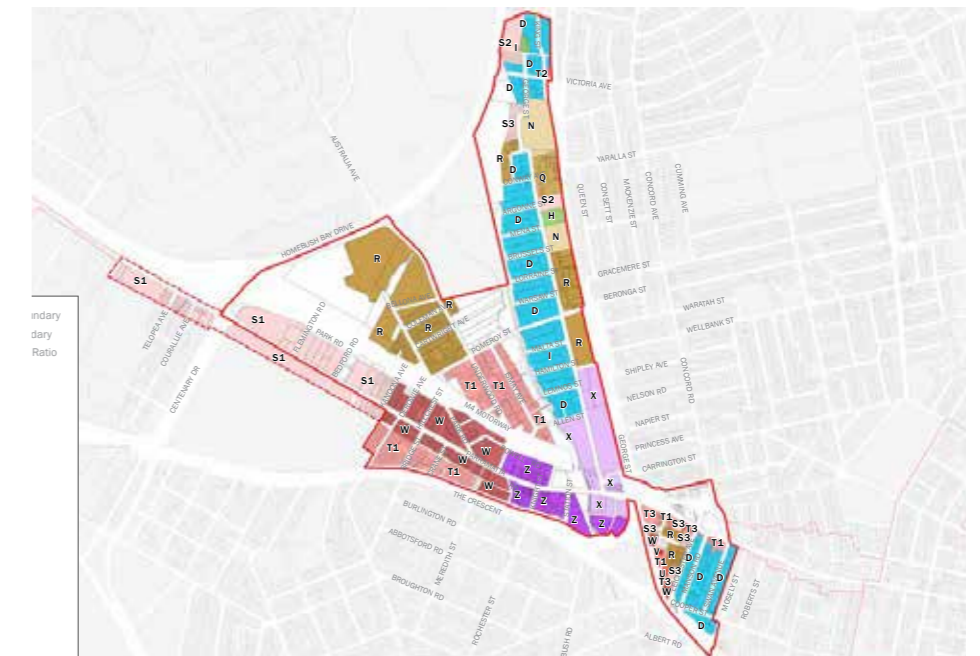
- Precinct Boundary
- - - Frame Boundary
- Height of Buildings
- I 8.5m
- K 10m
- L 11m
- M 12m
- O 16m
- P 17m
- R 22m
- T1 25m
- T2 26m
- U1 30m
- U2 32m
- V 35m
- W 41m
- Y 50m
- Z 59m
- AA 75m
- AB 80m

Under the PRCUTS Planning and Design Guidelines, the subject site is generally characterised by low building heights of 8.5m adjacent to Concord West Station.

Some peripheral lots to the north-west and south-west will have allowable building heights of 16-25m.

Lots to the south of the subject site and the proposed Employment Hub (zoned B7), and adjacent to the train line, have generally higher allowable building heights of 16-32m. Heights increase approaching Parramatta Road.

Homebush Precinct Recommended Densities



- Precinct Boundary
- - - Frame Boundary
- Floor Space Ratio
- D 0.5:1
- H 0.7:1
- I 0.75:1
- N 1.0:1
- Q 1.3:1
- R 1.4:1
- S1 1.5:1
- S2 1.6:1
- S3 1.9:1
- T1 2.2:1
- T2 2.3:1
- T3 2.4:1
- U 2.8:1
- V 3.2:1
- W 3.6:1
- X 4.0:1
- Z 5.0:1

The subject site, the North Homebush Precinct, is generally characterised by low densities adjacent to Concord West Station, with an FSR of 0.5:1.

Rezoned industrial lots to the south and lots adjacent to the train line are generally higher, between 1:1 and 1.6:1.

PRCUTS_FSR + HEIGHTS



	Precinct Boundary		U1	30m
	Frame Boundary		U2	32m
	Height of Buildings		V	35m
	I		W	41m
	K		Y	50m
	L		AA	75m
	M		AB	80m
	O			
	P			
	R			
	T1			
	T2			



	Precinct Boundary		T1	2.2:1
	Frame Boundary		T2	2.3:1
	Floor Space Ratio		T3	2.4:1
	D		U	2.8:1
	H		V	3.2:1
	I		W	3.6:1
	N		X	4.0:1
	Q		Z	5.0:1
	R			
	S1			
	S2			
	S3			

Enlarged view of Homebush North Precinct
PRCUTS FSR and height controls

CITY OF CANADA BAY PRCUTS STRATEGIES

There are a number of Strategic documents that have been engaged by Council specifically for the PRCUTS. We have summarised these, and also graphically represented the key information in later chapters of this report.



Sustainable Precinct Strategy

The Strategy provides strategies and mechanisms to deliver cost-effective and high environmental performance outcomes across all precincts.

Relevance to project:

The strategy proposes a number of parking principles for all three precincts, to be taken into consideration during later phases of the project:

- Minimise underground parking, with no minimum parking within 800m of metro and other rail stations, and no parking within 400m (consistent with East Rhodes DCP).
- Any above ground parking delivered through the project should be designed to be reconfigured to other uses, including commercial and residential floorspace.
- Unbundle all parking from the sale of apartments to enable affordable housing and housing choice outcomes.
- To support these strategies at a building level, Council should identify key on-street parking spaces for car share adjacent or within the new precincts. It is recommended that new car share spaces are provided on-street (rather than in building) to ensure maximum use by the surrounding community.
- The 25% canopy cover target will be required to be achieved at a precinct scale, with some sites delivering higher canopy cover and others that are more constrained.



Concord West Precinct Master Plan Flood Study

The study maps the flood risk across the Homebush North precinct.

Relevance to project:

The flood hazard and Flood Planning Area have been graphically represented in later chapters.

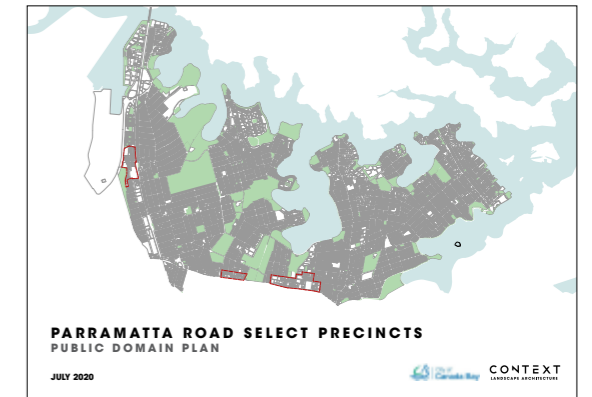


Site Investigation Contamination

The investigation identifies a number of contaminated sites across the precincts and their risk level.

Relevance to project:

Key sites for at risk of contamination in each precinct has been graphically represented in later chapters.



Parramatta Road Select Precincts Public Domain Plan

The purpose of the plan is to ensure that all public domain needs are identified at an early stage and can inform detailed planning in the Corridor. The three overarching design principles are adjacent.

Relevance to project:

A graphic summary of street setbacks is included in later chapters of this report where we have provided a detailed analysis of each precinct.

CITY OF CANADA BAY POLICIES AND GUIDELINES

There are a number of Local Government Policies and guidelines that will be taken into consideration.



City of Canada Bay Local Strategic Planning Statement

The City of Canada Bay Local Strategic Planning Statement (LSPS) is the core strategic planning document for the City of Canada Bay. It will guide the character of the centres and neighbourhoods into the future.

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

Relevance to project:

The PRCUTS precincts can respond to and strengthen the land use vision set by the LSPS. There are also a number of Priorities identified in the LSPS that PRCUTS can respond to:

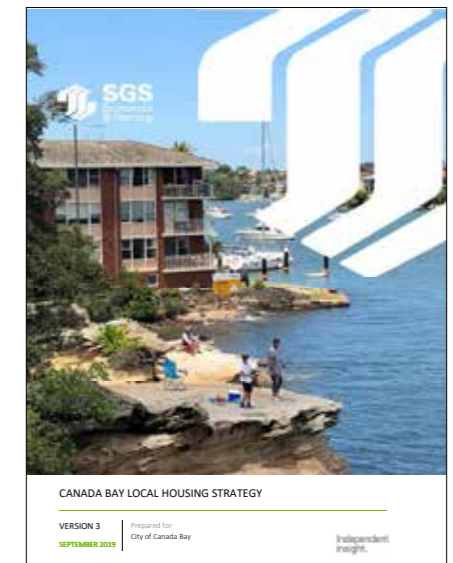
- Priority 5 to provide housing supply, choice and affordability in key locations. The PRCUTS study is specifically highlighted as being able to directly respond to how the additional dwellings needed in the LGA can be provided.
- Priority 5.5: 5% affordable housing is to be provided in new developments
- Priority 7.8: Include a minimum lot size of 800sqm for boarding houses in the R2 density zones to improve the amenity of boarding houses and reduce their impact on these areas
- Priority 9.2 New local centre in Spencer Street in the Kings Bay Precinct to deliver an active main street.
- Priority 10.1: Investigate and encourage new mixed use forms, larger format uses and urban support services on the ground floor of development with a frontage to Parramatta Road in the Kings Bay Precinct.
- Priority 10.2: ensure that the future built form controls and the structure of street blocks in the Kings Bay precinct facilitate:
 - + alternate access from a road, other than Parramatta Road
 - + Double height ceilings for ground floor uses that front Parramatta Road
 - + rear lane low bay access for small truck and customer parking
 - + shared loading facilities for non residential uses



Employment and Productivity Study

The study acknowledges that the Parramatta Road Corridor is undergoing significant change as part of the PRCUTS.

It makes recommendations that aim to ensure that sufficient and appropriately located retail floorspace is provided in the emerging centre of Kings Bay as well as identifying opportunities to retain as much floorspace in these new developments as possible to retain some of the uses in the corridor that will otherwise be displaced.



City of Canada Bay Housing Strategy

The Local Housing Strategy analyses the population, demographic and supply issues associated with the delivery and take up of housing in the LGA.

This assessment is required by City of Canada Bay Council to develop an understanding of what it could do to plan for and deliver optimal residential outcomes for its community.

Relevance to project:

The Strategy identifies a number of actions relevant to the PRCUTS:

- Large-scale urban renewal to deliver high density housing in the form of apartments as outlined under State Government plans
- Develop the Parramatta Road Urban Transformation Precincts as higher density apartment development areas in the short to medium-term.
- Housing diversity and choice to be further addressed by infill development around centres, based on planning controls that are feasible, to provide a wider range of housing forms whilst being respectful of local neighbourhood character

CITY OF CANADA BAY

POLICIES AND GUIDELINES



Social Infrastructure Community Strategy and Action Plan

Provides an audit of all community facilities located within our area and owned by Council, NGOs, private sector, and Government agencies.

These trends and principles should inform the future kinds of social infrastructure that is funded and developed within Canada Bay, as well as how they are delivered. The following principles should drive the design and delivery of future community facilities, services and programs to 2036:

1. Diverse and activated
2. Inclusive and equitable
3. Connected and co-located
4. Collaborative and shared
5. Multipurpose and future-proofed

Relevance to project:

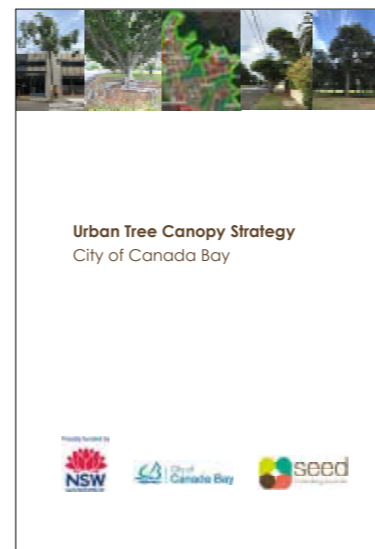
Draft Parramatta Road Urban Transformation Strategy designates new social infrastructure for Homebush as part of the project which would be located in close proximity to catchment residents. These will be explored in later phases of the study.



Open Space and Recreation Strategy and Action Plan

This report provides a Strategy and Action Plan for social infrastructure (open space and recreation) to 2019, 2026 and 2036. This work identifies our community's needs, to inform development of a deliverable action plan to inform Council's budgeting process as well as the operational and resourcing plans for open space and recreation facilities, programs and services.

The Strategy and Action Plan has been developed alongside a suite of other focus area strategies - community facilities, housing, economic productivity, biodiversity, traffic and transport - as part of a review of the City's planning framework. This review includes the development of the Local Strategic Planning Statement (LSPS), the land use strategy for the next 20 years and implementation through a revised Local Environmental Plan (LEP) and Development Control Plan (DCP).



Urban Tree Canopy Strategy

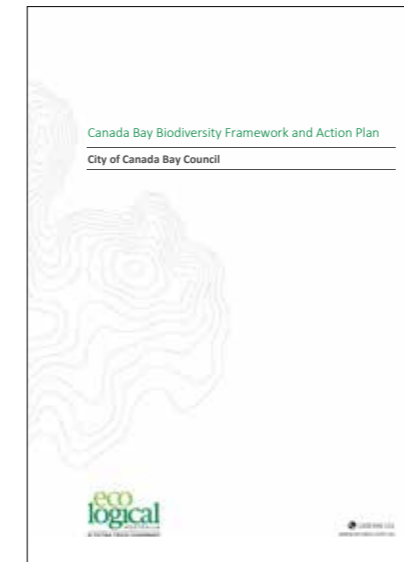
The purpose of this Urban Tree Canopy Strategy is to inform the development of the revised City of Canada Bay Local Environment Plan and to present Council's vision, priorities and actions to managing the urban forest.

Achieving the proposed increased canopy cover target will require extensive tree plantings on public and private spaces. If planned appropriately, such plantings can achieve multiple outcomes and maximise the benefits from trees. To identify broad priority planting locations, the following factors were integrated: canopy cover, potential plantable space (Sections 5.2 and 5.3), thermal heat mapping (Section 6.4), and location of proposed green grid opportunities, parks and streets.

Relevance to project:

Homebush North is identified in the strategy as being a high priority hot and plantable suburb.

The strategy also looks at opportunities to interface with the Greater Sydney Green Grid.



City of Canada Bay Biodiversity Framework

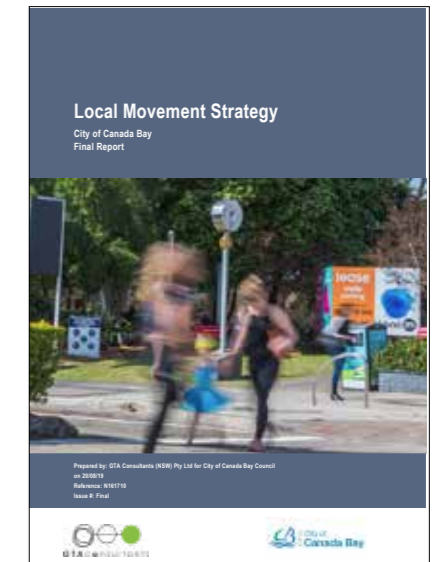
City of Canada Bay has developed this Biodiversity Framework and Action Plan to help to ensure that local ecosystem health including species and their genetic diversity survive in their natural habitat.

The Biodiversity Framework and Action Plan supports the Local Strategic Planning Statement which sets out the 20-year vision for land-use in the local area.

The plan is based upon six interconnected themes: native vegetation, urban waterways and foreshores, corridors and connectivity, public spaces, urban habitat and green infrastructure. This plan is supported by international, national, state and local policy that drive the development of a biodiversity plan at the local level. This Biodiversity Plan provides capacity to reinforce regional connections and enhance local corridors. It will allow for regional partnerships and is flexible enough to embrace any future infrastructure and development.

Relevance to project:

Identification of biodiversity corridors in the Homebush North Precinct.



Local Movement Strategy

An overview of the existing transport, opportunities and constraints, future transport and land use trends and changes.

It also presents a series of actions per travel mode that support overarching strategic objectives across the Canada Bay Local Government Area (LGA). It provides a list of key future projects within and surrounding the PRCUTS precinct study areas including; WestConnex, Sydney Metro West.





POLICY CONTEXT & SITE ANALYSIS

02

THE SITE

The Homebush North Precinct is an approximately 270m wide stretch of land bound by Homebush Bay Drive and the Northern Line.

The study area contains a mix of low-density residential and large industrial lots. The study area is accessible by train via Concord West Train Station.

There are two main roads running through Homebush North precinct: Victoria Avenue and George Street.

- Victoria Avenue, running east to west, is interrupted by the T9 Northern Line. Within the study area, it is characterised by single storey detached dwellings. East of the study area, Victoria Street turns into a local shopping centre with well-designed and activated public realm.
- George Street, which runs north to south, connects the study area to higher density residential development to the south.

The precinct is immediately adjacent to Bicentennial Park and the network of green and recreational infrastructure connecting the study area to Olympic Park to the south-west.



SITE CHARACTER

Streetscape

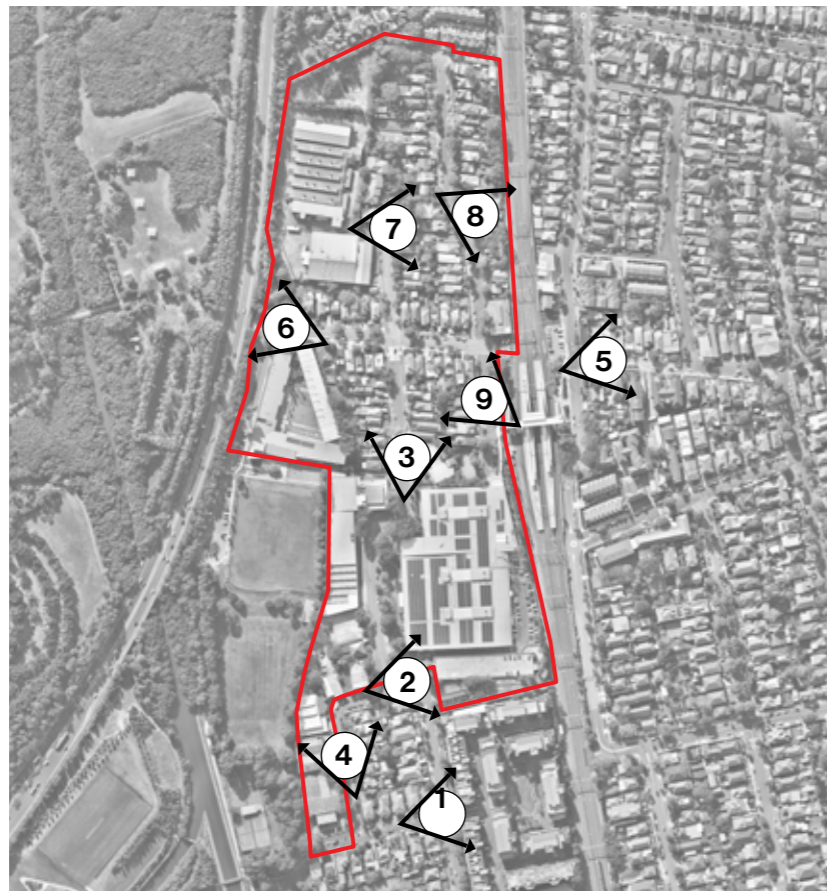
The study area is characterised by a complex arrangement of local streets.

Local streets are characterised by narrow footpaths bound by turfed nature strips. (Station Avenue, to the site's north, lacks a dedicated pedestrian path.)

Residential areas are characterised by low rise detached dwellings on narrow lots, contributing to the suburban character of much of the study area.

Medium density apartment development to the south of the study area is characterised by long 4-5 storey apartment buildings with a retail ground floor. Public domain is poorly configured to the active street frontage - with footpaths disconnected from the retail by narrow nature strips.

Street tree canopy is uneven across the study area. The exception is King Street, in the study area's north-east, which is lined with well-established Melaleuca quinquenervia trees. However, most other streets including George Street and Victoria Avenue lack continuous tree canopies.



George Street



George Street Roundabout



George Street



Rothwell Avenue



Victoria Avenue



Victoria Avenue



Station Avenue



Kings Street



Kings Street

Infrastructure

The study area is located in close proximity to transport and leisure opportunities - between Bicentennial Park and Concord West Station.

However, the study area has low quality east-west pedestrian connectivity characterised by poorly-designed and located underpasses at the train line and Homebush Bay Drive. The poor quality of these connections contributes to the sense of

disconnection from the study area's surrounding recreational assets.

The study area is also served by Victoria Avenue Public School, which opened in 2015. Aside from primary education, the school incorporates a 47-place day care centre (operated by City of Canada Bay Council), an early childhood health centre (operated by NSW Health), shared community sports facilities and an enlarged hall that accommodates out of school hours community use.



Victoria Avenue Public School



Victoria Avenue Gates



Bicentennial Park



Light industrial buildings



View towards Sydney Olympic Park



Pedestrian/Cyclist connection under railway bridge



Concord West Train Station - East side



Concord West Train Station - West side



Industrial building next to the train station

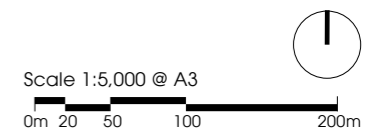
SITE ANALYSIS

Homebush North Precinct is located immediately west of Concord West Train Station and bound by large established parklands to the west and south-west.

- There are two pedestrian connections across the train line - an underpass off Station Avenue and the train station overpass.
- Existing local centre is located at the corner of Victoria Avenue and Queen Street with retail and shop-top housing.
- The study area has a mixture of residential houses and light industrial buildings. A big industrial block on the southwest of the station reduces the permeability for the southern area to access the station.
- George Street that runs North to South is the main street that connects the study area to Parramatta Road.
- Lots of mature trees on King Street create a leafy streetscape for the low-density residential area.
- Victoria Avenue Public School that sits at the corner of Homebush Bay Drive and Victoria Street is a new school that opened in 2015.



LEGEND	Educational	Heritage	Bus Stop
Precinct Boundary	Industrial	Council Owned	Contour (2m Interval)
Frame Boundary	Mixed Use	Metro West Tunnel	Pedestrian over/underpass
Open Space	Strata Lot	High Flood Risk	Contamination (High Risk)
Water Body	Easement	Low Flood Risk	



STRATEGY CONTEXT: PRCUTS

Access and connectivity

The proposed open space, linkages and high pedestrian activity zones are summarised from *PRCUTS Planning and Design Guidelines Chapter 7*.

- New public open spaces and improvements to existing parks and reserves are proposed to support the transformation of the Homebush Precinct. New and improved pedestrian and cyclist connections will also be provided throughout the precinct.
- Parramatta Road, Homebush Bay Drive and Concord Road will function as Movement Corridors. George Street will function as a Place for People, and will also be a high pedestrian activity zone. All remaining roads, including Underwood Road and Pomeroy Street, will perform a Local Street function.
- Any new streets are to be designed as Local Streets under the Street Function Hierarchy.

The interpretation of PRCUTS will be implemented by the proposed master plan on pages 30 and 35 of this document.



LEGEND

- | | | |
|-------------------|-------------------------------|--------------------------|
| Precinct Boundary | Heritage | Existing Cycle Link |
| Frame Boundary | Proposed Park | Proposed Cycle Link |
| Open Space | People Place | Through Site Link |
| Water Body | High Pedestrian Activity Zone | Prioritised Walking Link |

Scale 1:5,000 @ A3

0m 20 50 100 200m



Land use and activation

The proposed land use, active frontages are summarised from *PRCUTS Planning and Design Guidelines Chapter 7*.

- The recommended land use zones to implement the vision for the study area are shown in the diagram on the right side.
- Active and Commercial Frontages are to be provided in the locations illustrated.
- The ground floor level of Active and Commercial Frontages is to match the street level.
- Consistent paving, street furniture, signage, planting and lighting should be provided along Active and Commercial Frontages.

The interpretation of PRCUTS will be implemented by the proposed master plan on pages 30 to 35 of this document.



LEGEND

- | | | |
|-------------------|---------------|-----------------|
| Precinct Boundary | Educational | Active Frontage |
| Frame Boundary | Residential | |
| Open Space | Business Park | |
| Water Body | Heritage | |

Scale 1:5,000 @ A3



Public domain and streetscape

PRCUTS Public Domain Plan includes the visioning work undertaken by Roberts Day which explores the future character of the precinct.

Future character areas:

1. Residential Nexus:

- + Built Form: Town-houses and Terraces
- + FSR: 0.5:1 - 1.6:1
- + Height: 8.5 - 25m

2. Transit Core:

- + Built Form: Shop top housing and Large format employment
- + FSR: 0.5:1 - 2.3:1
- + Height: 8.5 - 16m

3. Employment Hub

- + Built Form: Large format employment
- + FSR: 1.0:1
- + Height: 8.5m

Street Setbacks:

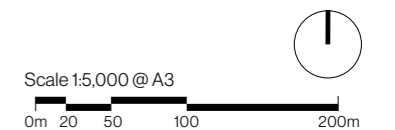
The general street setback is a minimum of 3m, with exceptions of 0m for active frontages.

The interpretation of PRCUTS will be implemented by the proposed master plan on pages 32, 33 and 34 of this document.



LEGEND

- | | | |
|-------------------|-------------------|------------------------------|
| Precinct Boundary | Employment Hub | Active Frontage (0m Setback) |
| Frame Boundary | Transit Core | General (3m Minimum Setback) |
| Open Space | Residential Nexus | |
| Water Body | Proposed Park | |



OPPORTUNITIES & CONSTRAINTS

Opportunities

Based on the site analysis, literature review and an understanding of the local context, the precinct presents a number of opportunities for the design response to the site.

- Create an integrated precinct
- Increase and improve east-west permeability
- Enhance existing recreational opportunities and linkages for active transport
- TOD Opportunities
- Limited strata lots



LEGEND

- | | | |
|-------------------------------|--------------------------|------------------------------|
| Precinct Boundary | Existing Cycle Link | Employment Hub |
| Open Space | Proposed Cycle Link | Active Frontage (0m Setback) |
| Proposed Park | Through Site Link | Council Owned |
| High Pedestrian Activity Zone | Prioritised Walking Link | Bus Stop |

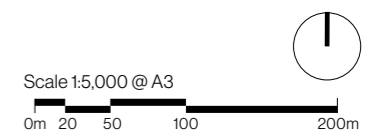
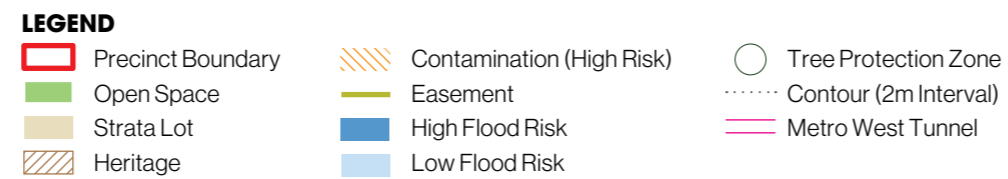
Scale 1:5,000 @ A3



Challenges

Based on the site analysis, literature review and an understanding of the local context, the precinct presents a number of challenges for the design response to the site.

- Incompatible land uses
- Low permeability
- Noise + traffic impacts from Homebush Bay Drive
- Contamination
- Tree protection zones
- Heritage Interface
- Low height and density allowances in close proximity to Concord West Station.







MASTER PLAN

03

HOME BUSH NORTH PRECINCT VISION

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

- Parramatta Road Corridor Urban Transformation Strategy, UrbanGrowth, 2016

On 11 March 2021, Sydney Eastern Planning Panel advised that rezoning of 7 Concord Ave is inconsistent with good planning principles and with Ministerial Direction 4.3 pertaining to flooding, and recommended that rezoning of the site should not proceed.

202 George Street, 2 Station Avenue and the properties on the western side of King Street were also identified in the Canada Bay Concord West Flood Study as being flood affected.

A flood study is currently being prepared for the Powell's Creek catchment. This study is anticipated to be completed by mid-2022.

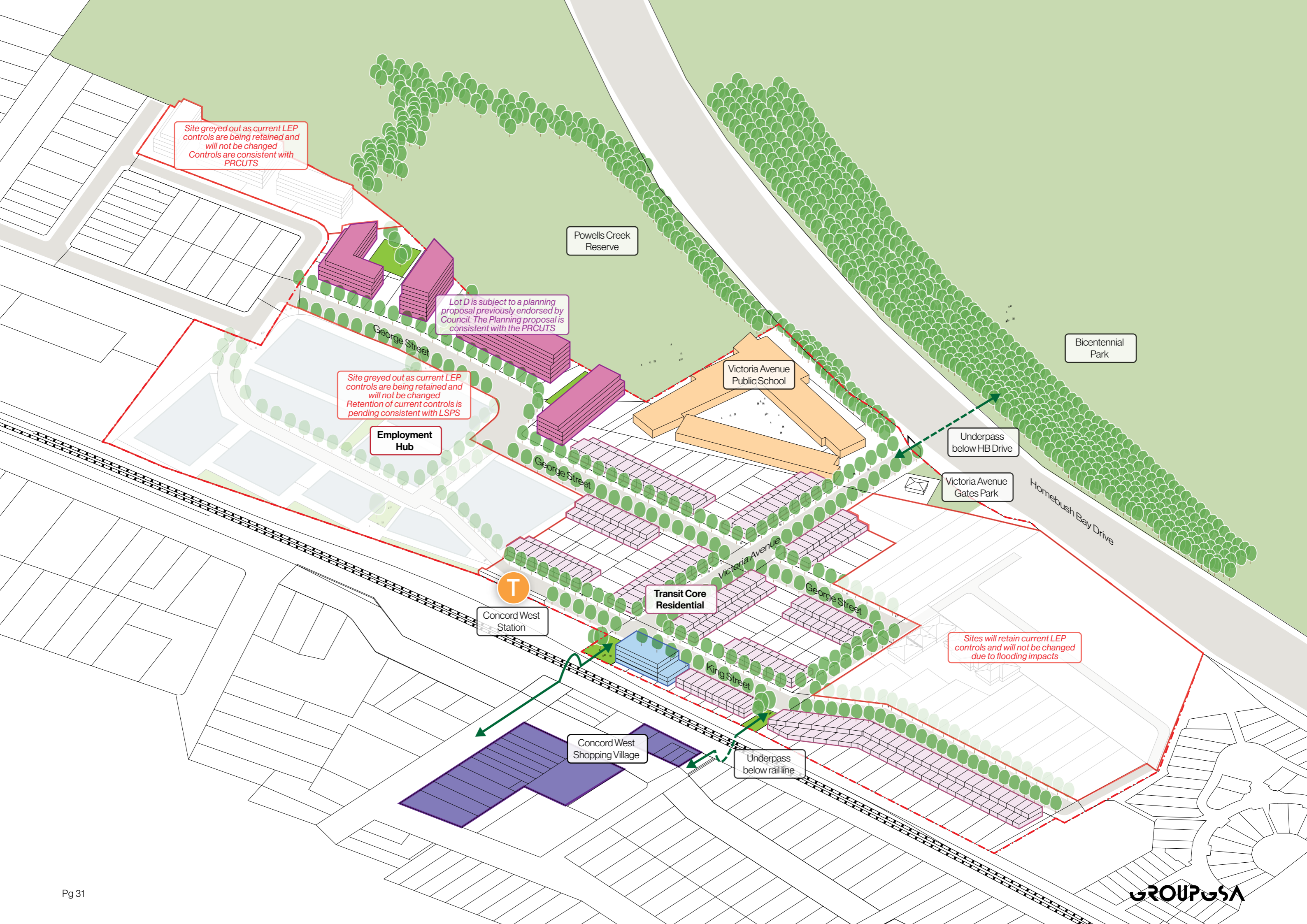
Council intends to adopt a precautionary principle in relation to flood affected land in the Powells Creek catchment and intends to retain 7 Concord Avenue and 202 George Street as IN1 General Industrial zone, and 2 Station Avenue and the King Street properties as R2 Low Density Residential, until completion of the study, which can then inform the suitability of the area for rezoning.

Flood Affected Land

Socio Economic Study

Action 6.5 of the Canada Bay Local Strategic Planning Statement requires Council to undertake a Socio Economic Study prior to any land use change occurring on the site known as 1-7 King Street, Concord West. The study will consider matters including the PRCUTS and Sydney Metro West. It will provide a recommendation on the preferred land use outcome for the site having regard to prevailing strategies and considerations.

-  Business Park
-  Neighbourhood Centre
-  Mid-rise residential
-  Low-rise residential
-  Victoria Avenue Public School
-  Concord West Shopping Village



Site greyed out as current LEP controls are being retained and will not be changed
Controls are consistent with PRCUTS

Lot D is subject to a planning proposal previously endorsed by Council. The Planning proposal is consistent with the PRCUTS

Site greyed out as current LEP controls are being retained and will not be changed
Retention of current controls is pending consistent with LSPS

Sites will retain current LEP controls and will not be changed due to flooding impacts

MASTER PLAN

The aim of this master plan is to illustrate how sites proximal to Concord West Station could be redeveloped to increase resident density and transform existing industrial lots into new commercial and residential uses.

The master plan proposes the amalgamation of select lots in the precinct to facilitate medium density residential and commercial redevelopment.

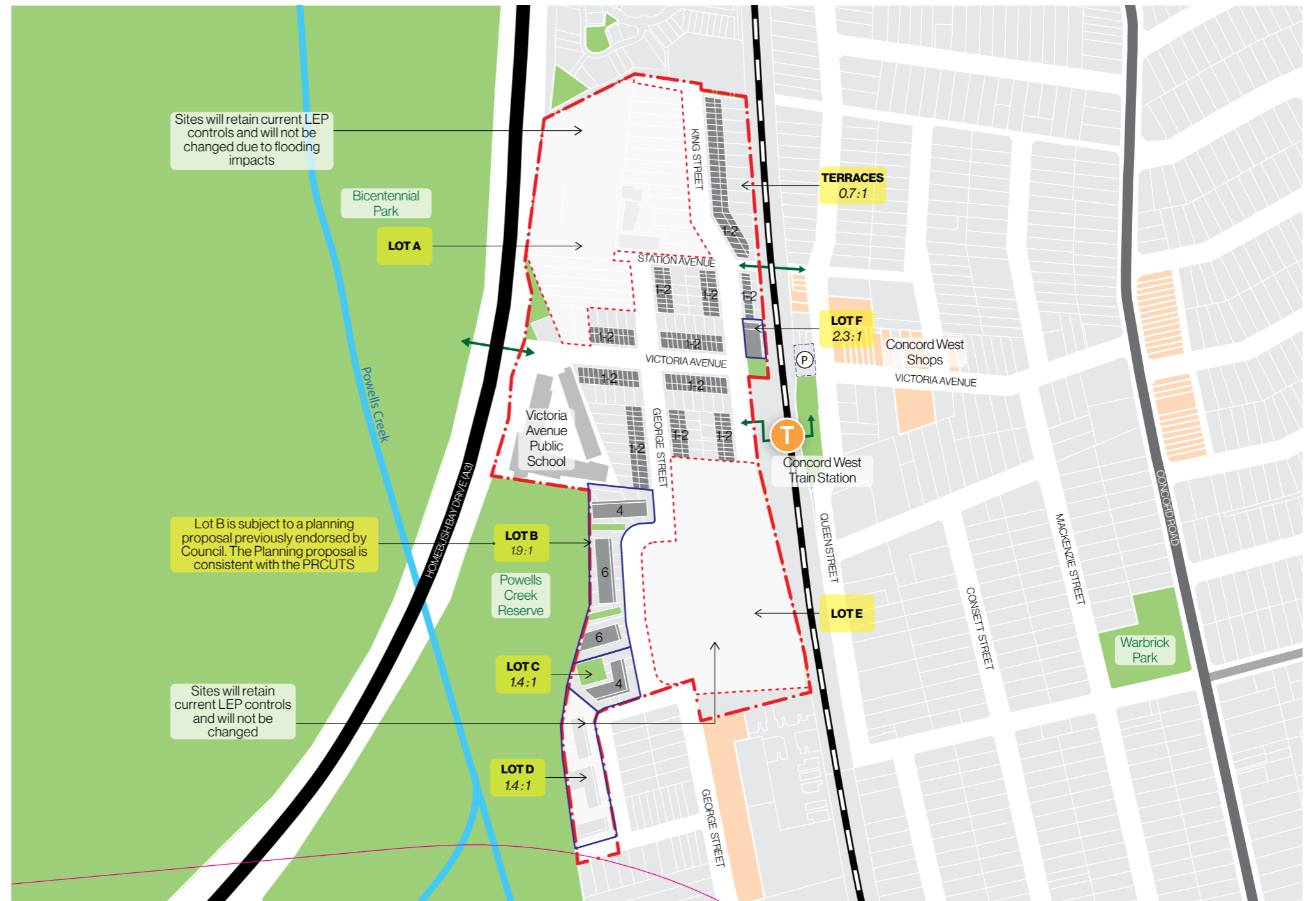
The master plan illustrates the conversion of large industrial lots on the precinct's periphery to accommodate larger, ADG-compliant buildings.

Where FSR is lower, town house and terrace house redevelopment is proposed to ensure the character of the local neighbourhood is respected while also facilitating densification.

Non-amalgamated lots were designed to comply with the following controls detailed in *PRCUTS Planning and Design Guidelines*:

- 8.5m (height control)
- 0.7:1* (FSR control on all lots unless noted otherwise)
- R3 Medium density residential (zoning control)

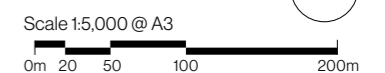
* PRCUTS illustrates a 0.5:1 FSR for a large number of lots in the precinct. 0.7:1 was agreed upon in conversation with Canada Bay Council to facilitate the intensification of these lots through town- and terrace house redevelopment.



LEGEND

- | | | |
|-------------------|-------------------------------------|------------------------------|
| Precinct Boundary | Metro West Tunnel | Existing Built Form |
| Existing lots | Train Station | Existing Ground Floor Retail |
| Open Space | Lots retaining current LEP controls | Proposed Built Form |
| Water Body | Proposed Lot Amalgamation | |

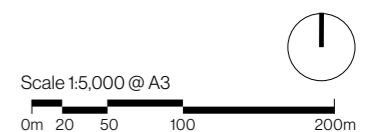
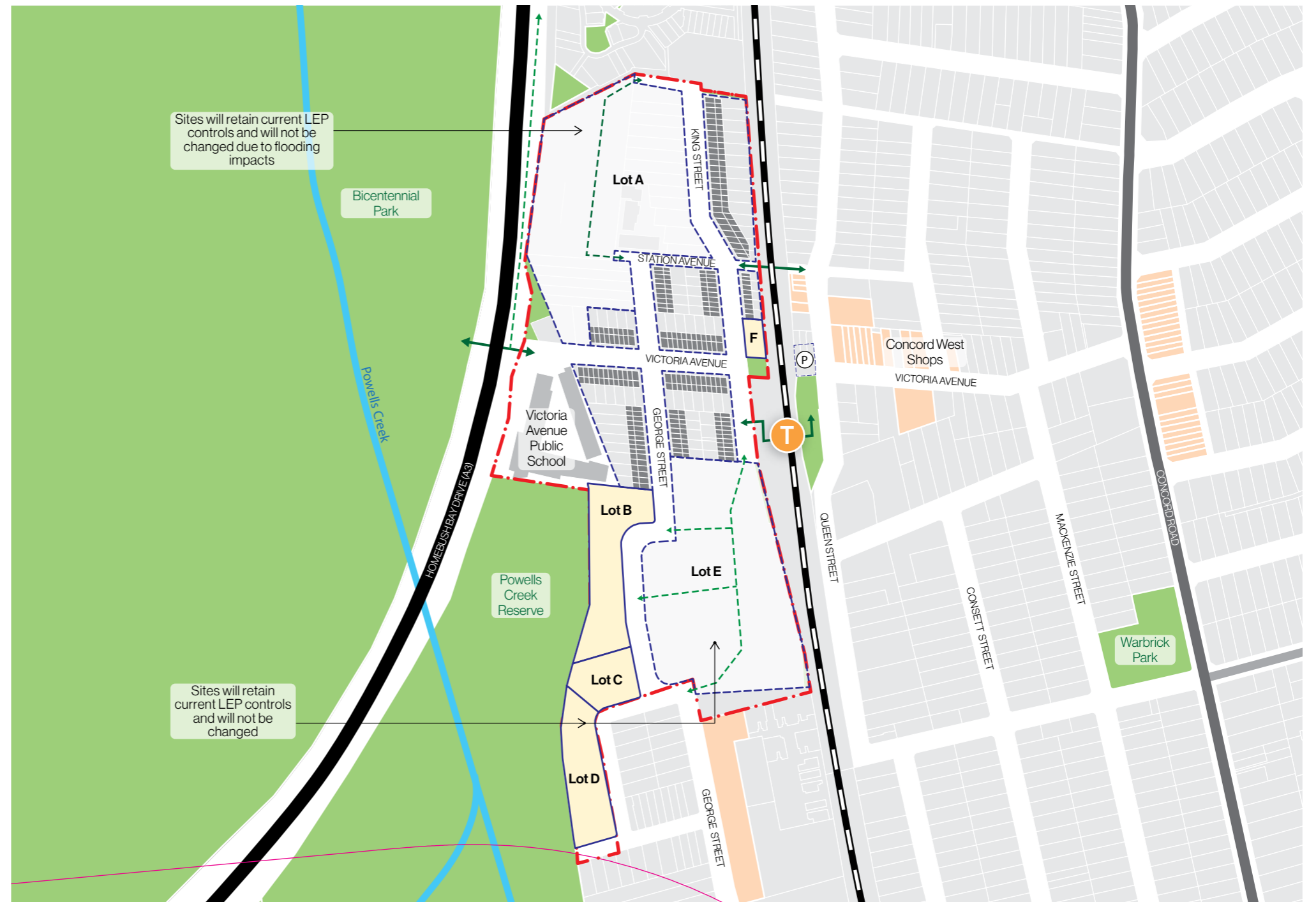
* Note: Numbers on plans indicate number of storeys



LOT AMALGAMATION

The amalgamation pattern is proposed with consideration of current land ownership status, public domain dedication requirement, built form efficiency and urban design outcome.

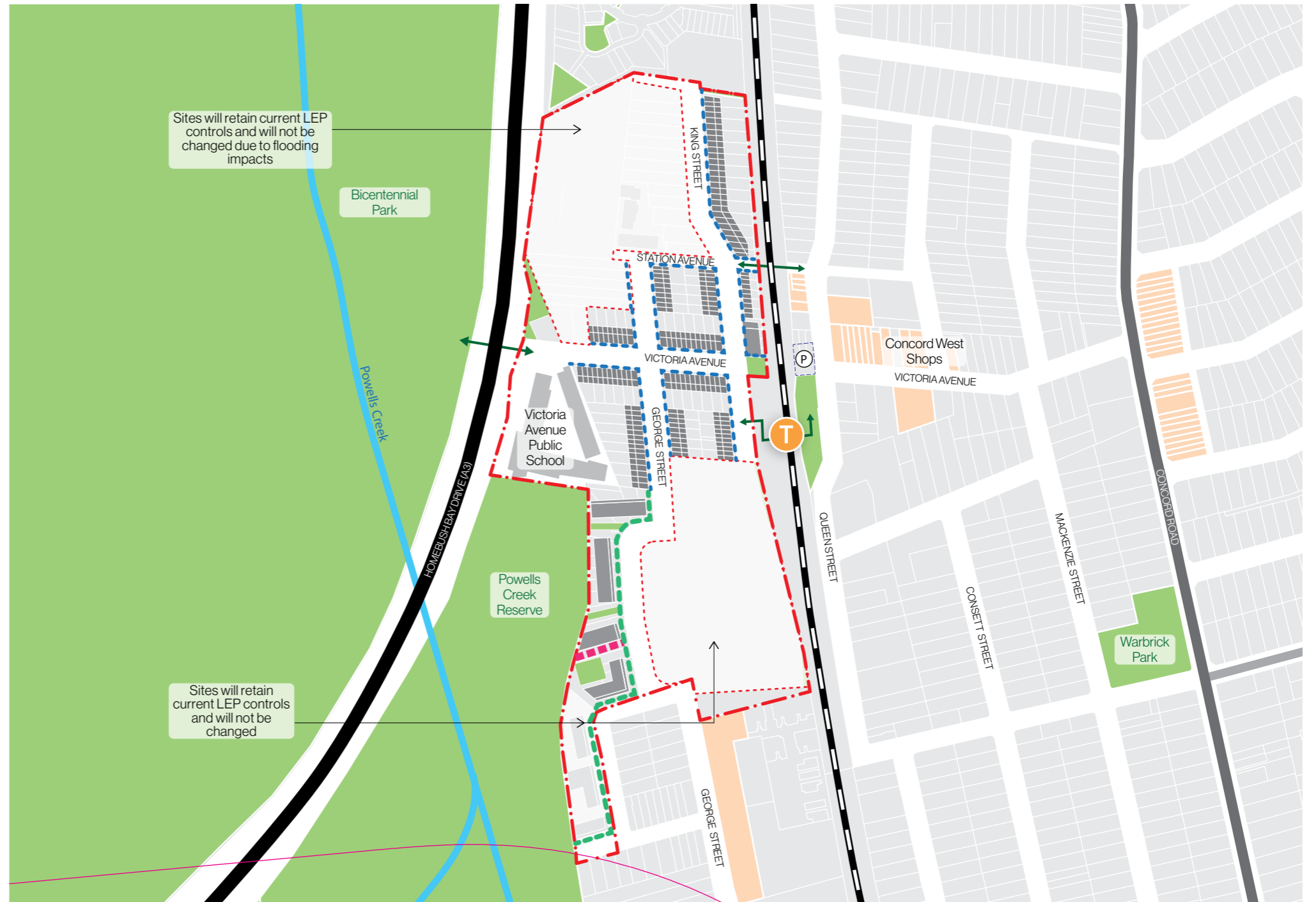
- The length and depth of the amalgamation are considered to provide space for efficient and functional built form while respecting the original subdivision pattern.
- Amalgamation is concentrated on existing industrial lots.
- Existing lots amalgamated under 'Lot A' were identified as an opportunity site for residential redevelopment - the depth of these lots can accommodate a second row of dwellings.
- No amalgamation plan has been proposed for a large number of existing residential lots.



GROUND LEVEL SETBACK

The street setbacks are generally following the PRCUTS design guidelines and Public Domain Plan.

- Building setbacks to local streets are 3m, unless noted otherwise.

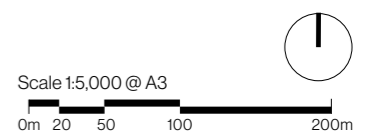


Sites will retain current LEP controls and will not be changed due to flooding impacts

Sites will retain current LEP controls and will not be changed

LEGEND

- Precinct Boundary
- Existing lots
- Open Space
- Water Body
- 4.5 m Setback to Street
- 6.0 m Setback to Street
- 9.0m Side Boundary Setback
- Current LEP controls retained



BUILDING HEIGHT STRATEGY

The building height strategy is informed by the PRCUTS design guidelines, context interface, solar impact to open space and utilisation of land.

- The PRCUTS Planning and Design Guidelines set up the base building height control of 8.5m (2 storeys), 10m, 11m (3 storeys), 16m (4 storeys), 22m (6 storeys) and 25m (7 storeys) for different zones.
- The building heights are arranged in a way to minimise impact on public parks, low scale residential areas, schools and heritage buildings.
- Heights are utilised within the guideline to minimise site coverage, in order to free up more space on the ground and provide generous separation between buildings.
- A maximum building height of one storey will be applied for all areas of open space to allow for structures within parks and plazas.

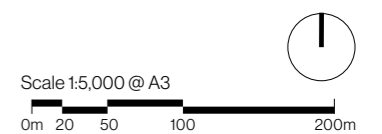
A planning proposal to permit additional maximum building height for terrace housing is currently with the Department of Planning, Industry and Environment for determination.

If a multi dwelling (terrace) development is proposed the maximum height for that development will be 8.5m. However, if the development complies with the following requirements then it may have a maximum height of 9.0m if:

- The development follows a 45 degree height plane, measured at the front and rear building line, springing from 7m above the natural ground level, and
- Only bedrooms and non-habitable spaces are located in the third storey.



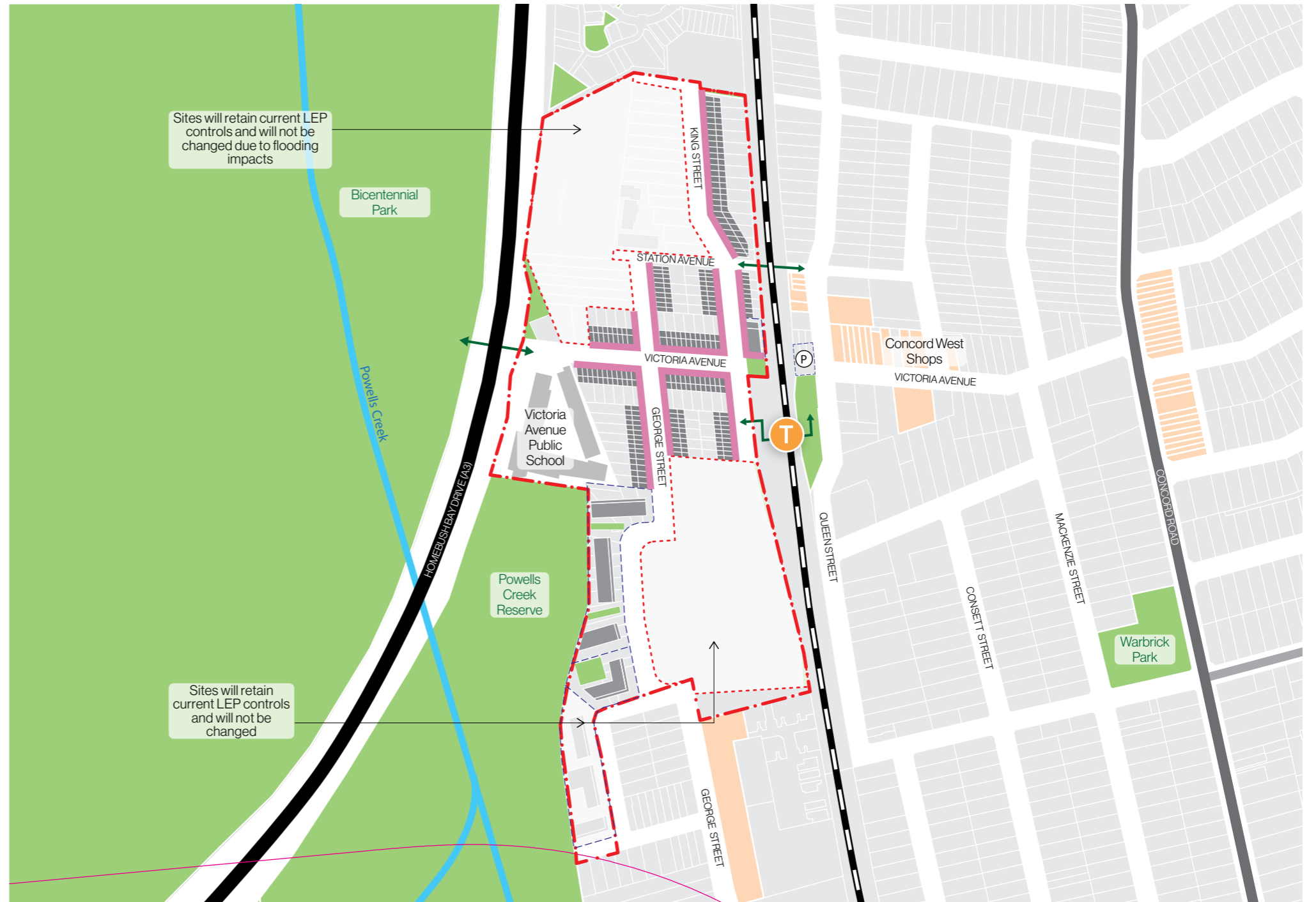
LEGEND	
	Precinct Boundary
	Existing lots
	Open Space
	Water Body
	8.5m PRCUTS height control
	10m PRCUTS height control
	11m PRCUTS height control
	16m PRCUTS height control
	22m PRCUTS height control
	25m PRCUTS height control
	Existing LEP controls retained
	6.2-8.5m
	8.5-11m
	15-16m
	19-22m
	25m
Note: Numbers on buildings indicate height of building in metres	



STREET WALL

The street wall heights are informed by the street character, total building height and adjacent built form.

- Two-storey street walls have been applied along Victoria Avenue, George Street and King Street to ensure future development creates a consistent streetscape commensurate with the character of the area.

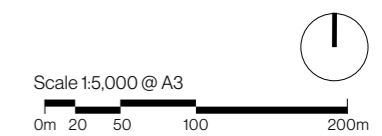


Sites will retain current LEP controls and will not be changed due to flooding impacts

Sites will retain current LEP controls and will not be changed

LEGEND

- Precinct Boundary
- Existing lots
- Open Space
- Water Body
- 2-storey Street Wall
- Current LEP controls retained

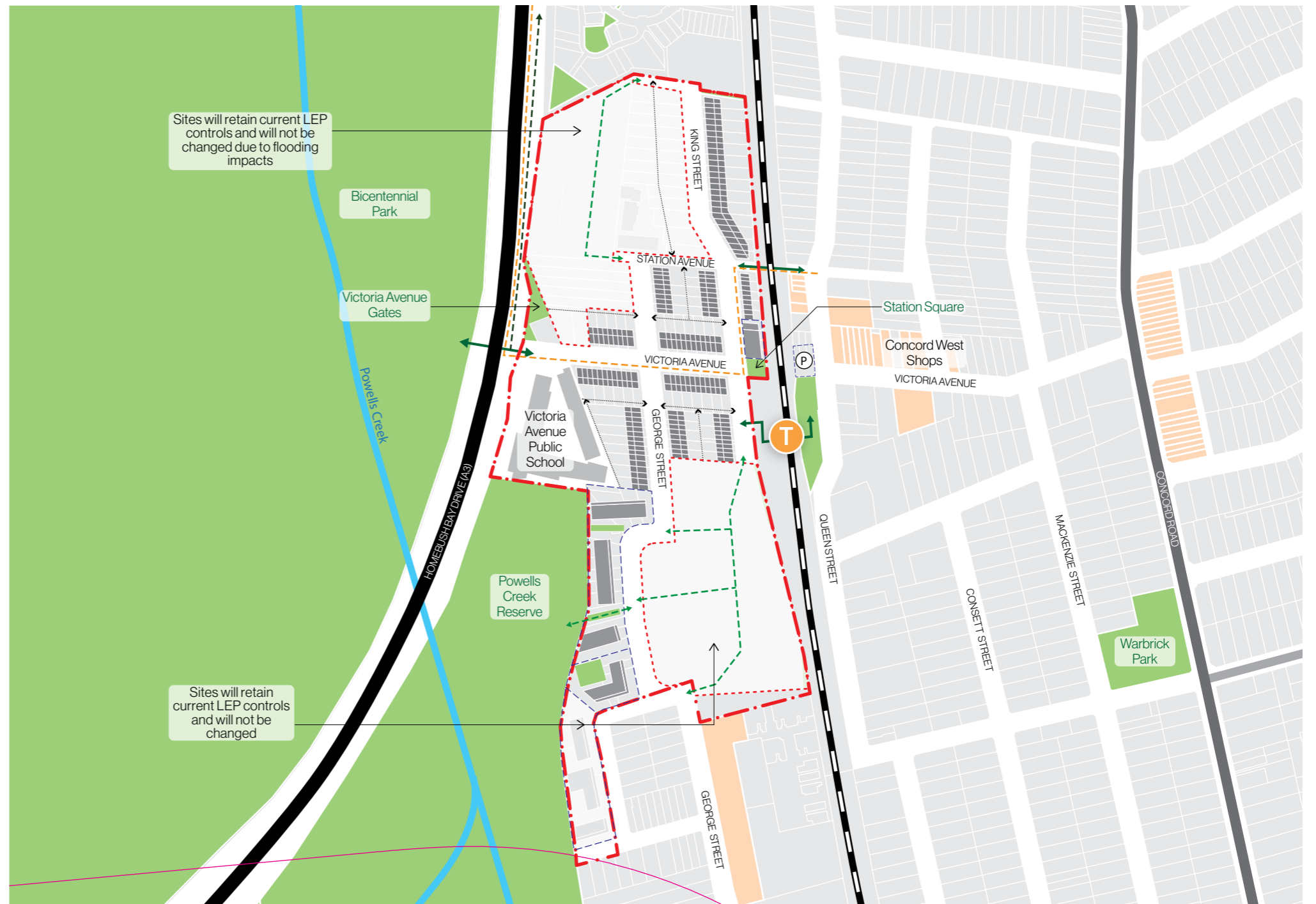


OPEN SPACE AND LINKS

New public open space and linkages are proposed to improve the existing pedestrian and cyclist network.

- Public Open Space and through-site links are provided to align with the PRCUTS design guidelines. In addition to that, several new ones are introduced:
 - + Through-site links to the large industrial lots to the south-west (Lot G) and north-west (Lot B) of Concord West train station
 - + Potential rear lanes have been identified for non-amalgamated lots to mitigate the impact of car parking on Victoria Avenue, George Street and King Street resulting from the increase in occupants.

For additional information regarding the intended character of the public domain and activation concepts for the open spaces, refer to the Parramatta Road Selected Precincts Public Domain Plan pages 22-23.



Sites will retain current LEP controls and will not be changed due to flooding impacts

Bicentennial Park

Victoria Avenue Gates

Powells Creek Reserve

Sites will retain current LEP controls and will not be changed

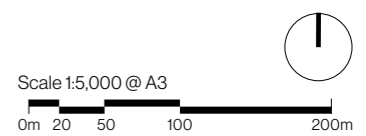
Station Square

Concord West Shops

Warbrick Park

LEGEND

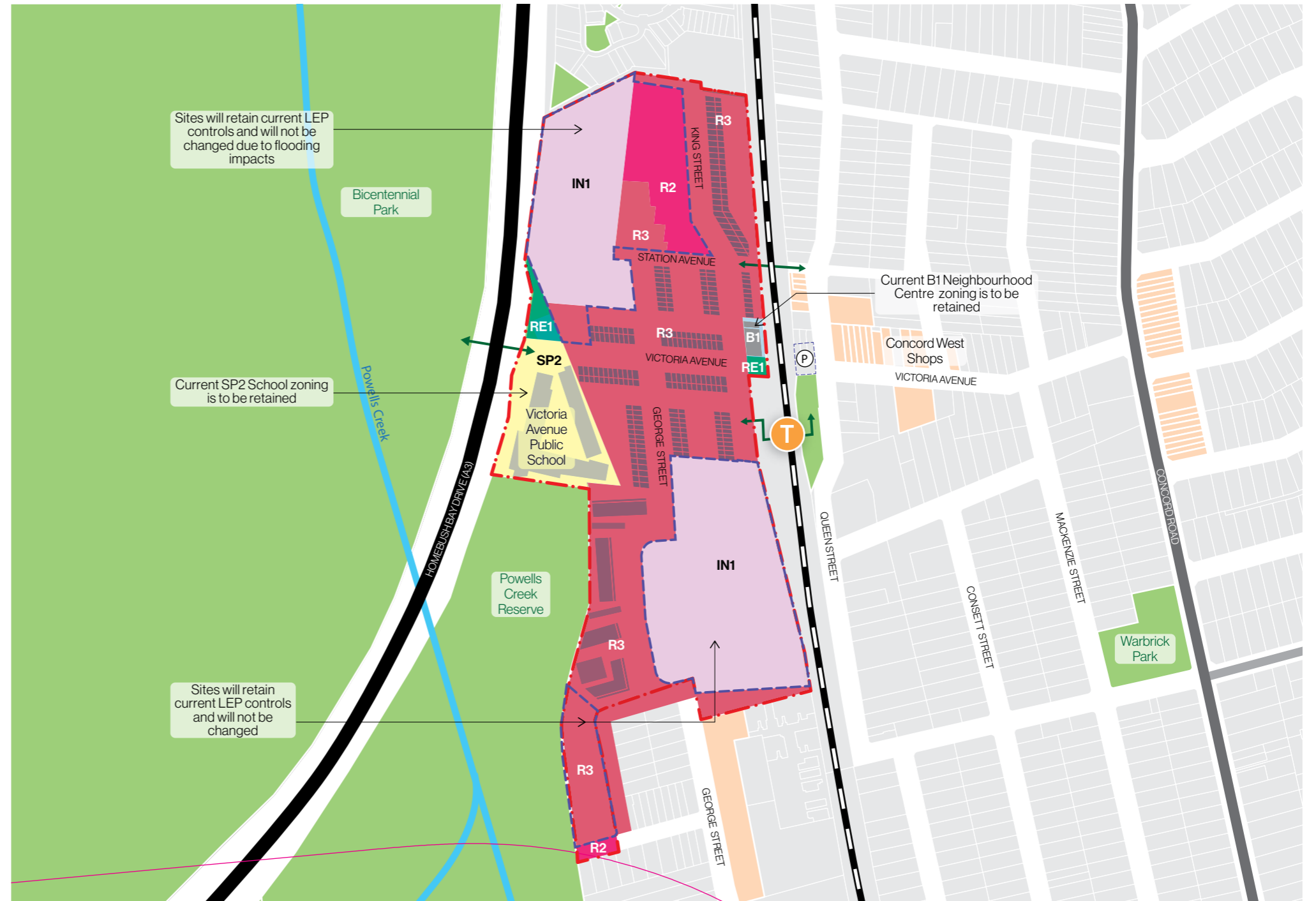
- Precinct Boundary
- Existing lots
- Open Space
- Water Body
- ↔ Desired Through-site Link
- ↔ Potential Rear Lane
- ↔ Cycleway



PROPOSED ZONING

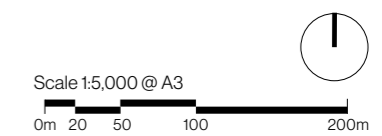
Amendments to the PRCUTS recommended land use strategy are proposed to accommodate strategic uses

- Current SP2 School zoning on the Victoria Avenue Public School lot is to be retained
- Current B1 Neighbourhood Centre at 3-7 King Street will be retained
- IN2 Industrial and R2 Low Density Residential zoning is to be retained in the north-western corner of the site (indicated on the map adjacent) due to flooding impacts.



LEGEND

Precinct Boundary	R2 - Low Density Residential	SP2 - School
Existing lots	R3 - Medium Density Residential	IN1 - Industrial
Open Space	B1 - Neighbourhood Centre	Refer notes on drawing
Water Body	RE1 - Public Recreation	





SHADOW ANALYSIS

The shadow diagrams are generated by SketchUp with the date set to mid winter (21st June) when the sun is lowest in the sky, and limited between 9 am and 3 pm. The diagram represents the 'worst case' scenario for solar access.

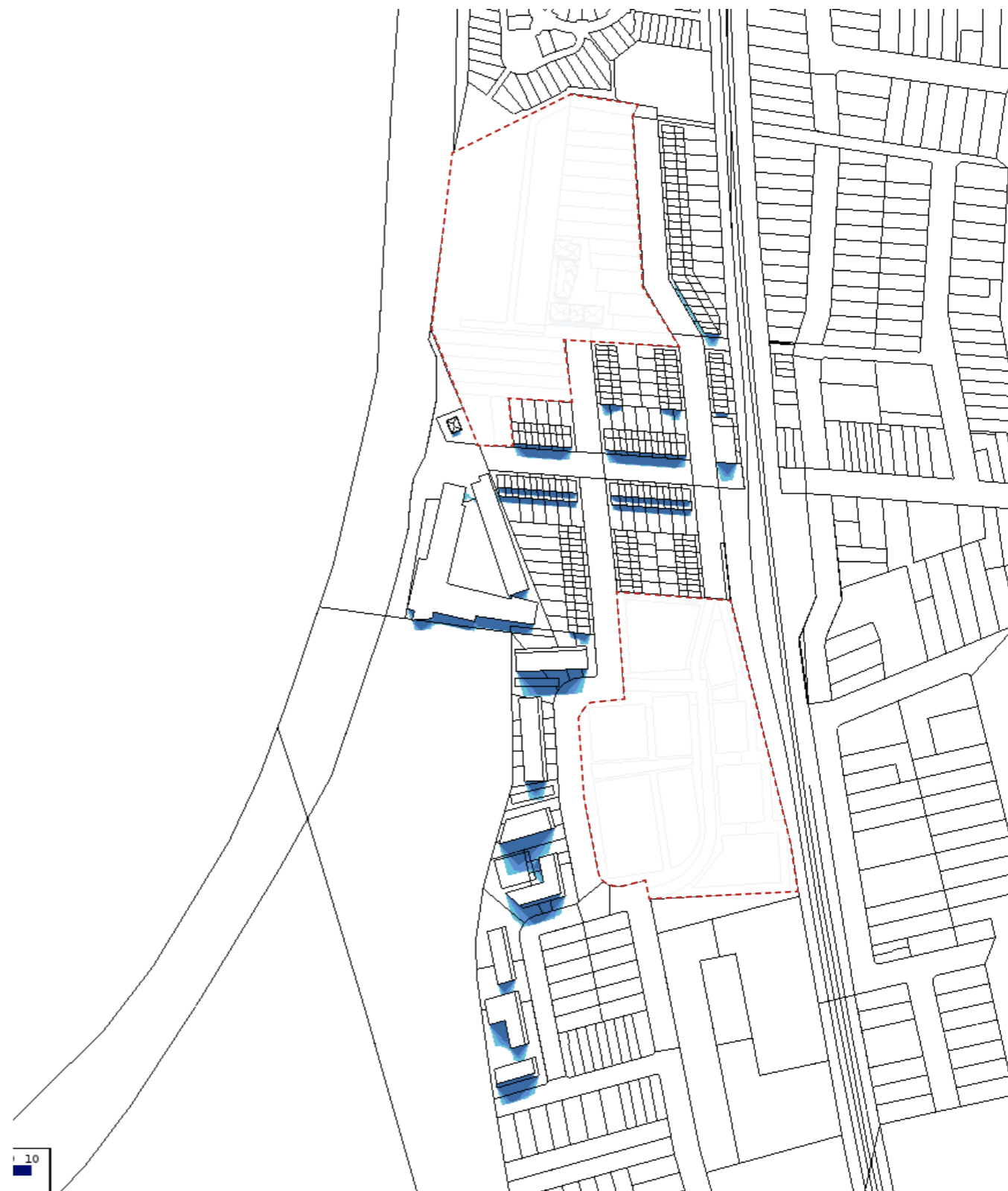
LEGEND

2 hrs sunlight

1 hrs sunlight

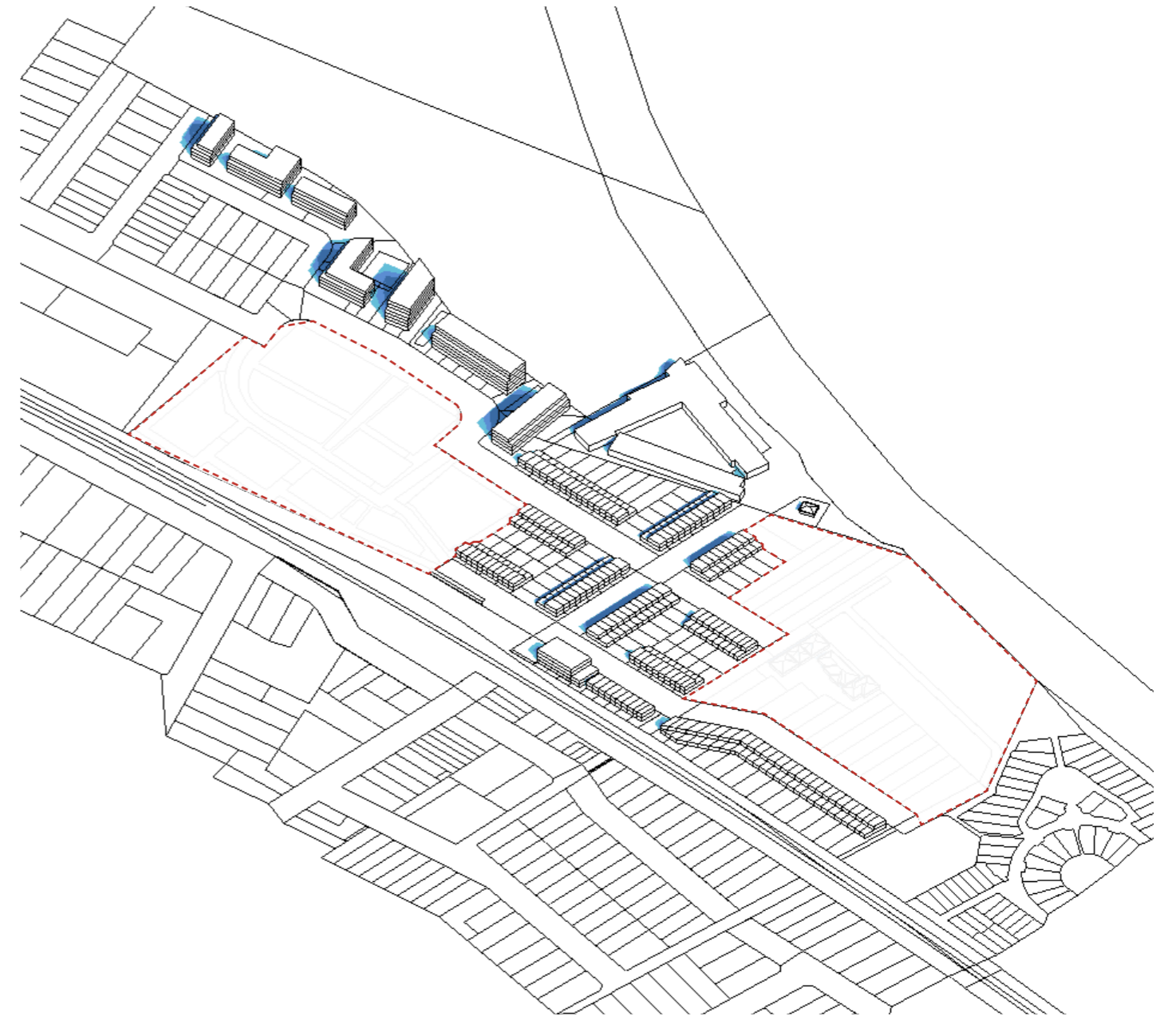
0 hrs sunlight

Note: Greyed out sites have been excluded as current LEP controls will be retained





North-west Isometric



North-east Isometric





STREET INTERFACE

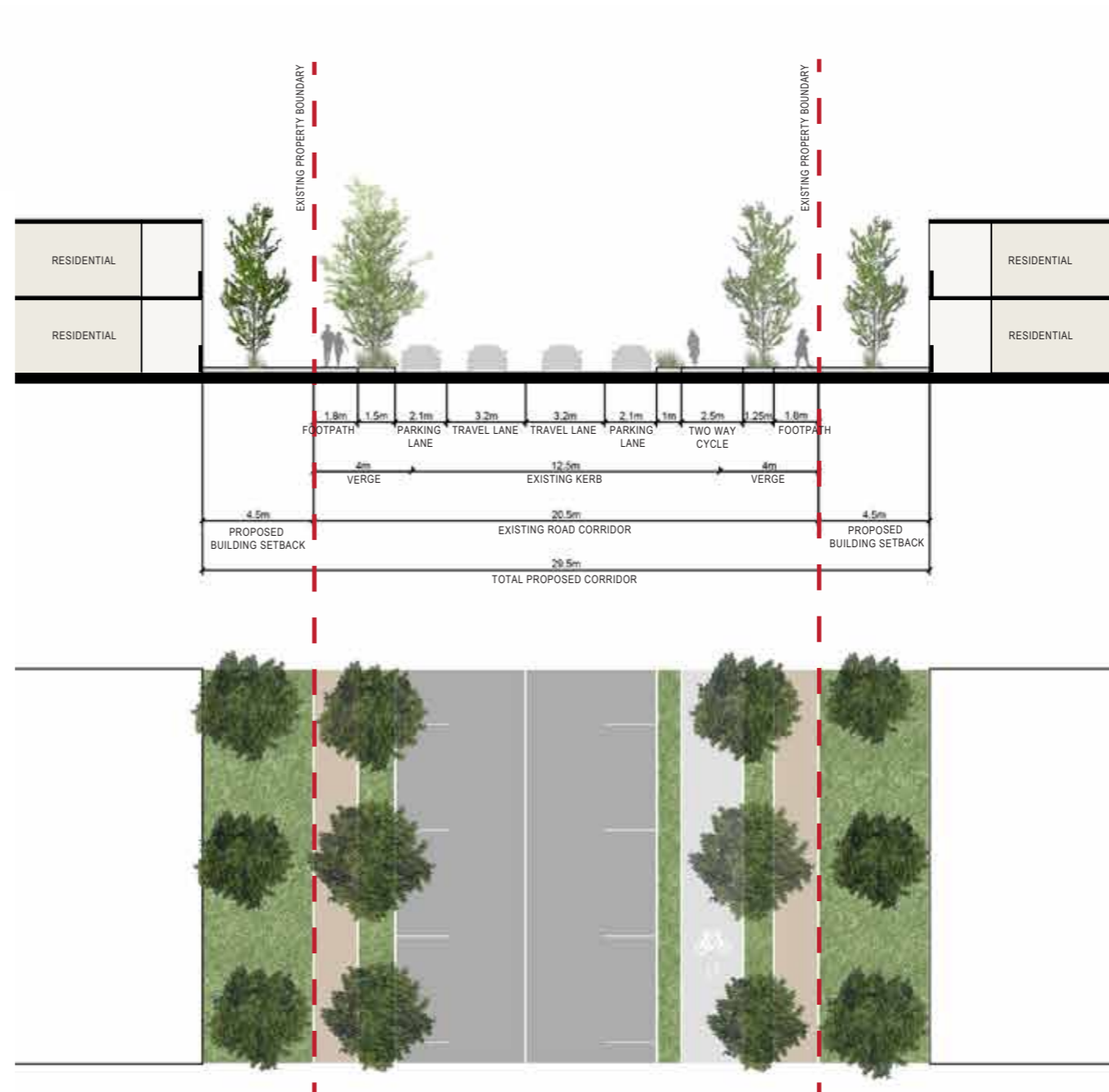
04

GEORGE & KING STREET SPINE

George Street and King Street will form the major thoroughfare through the proposed Homebush North precinct. The roads are oriented north-south and will link the Concord West Railway Station to the residential streets beyond.

An additional 3m setback has been proposed along this spine, widening the green space within the public domain and accommodating footpaths to both sides of the road. A dedicated, two-way cycle lane has also been designed to the east of the road, improving the safety and amenity of cyclists and providing a significant active transport connection to the station.

2-storey terraced town-houses have been proposed along George and King Streets, which will increase the density of residential dwellings in the precinct, optimising the benefits of station proximity for more people.



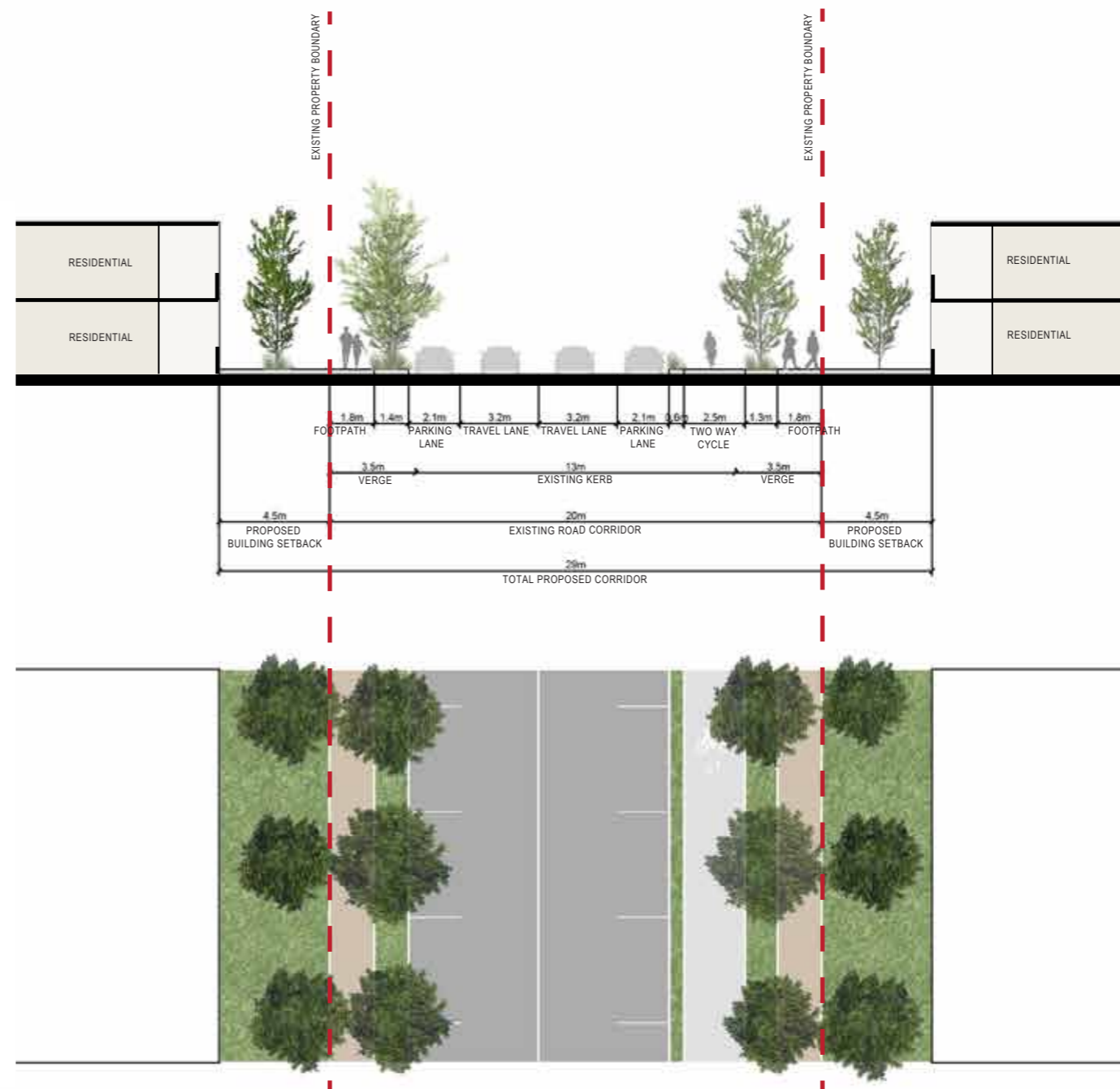
VICTORIA AVENUE

The proposed design of Victoria Avenue will improve the pedestrian amenity between Victoria Avenue Public School and Concord West Station.

The overall appearance of the street will be upgraded, incorporating significant landscaping and improving paths of travel to enhance the role of the street as a gateway to Sydney Olympic Park.

Widening the public domain by increasing setbacks to 3m either side of the road has enabled the provision of 1.8m footpaths and a two-way cycle lane. Additional portions of planted landscaping will delineate cyclists from motorists and pedestrians, and will improve the overall appearance of the street.

The built environment of Victoria Street will feature 2-storey attached dwellings, which will provide a comfortable street wall to sympathetically integrate with the surrounding single story residences.

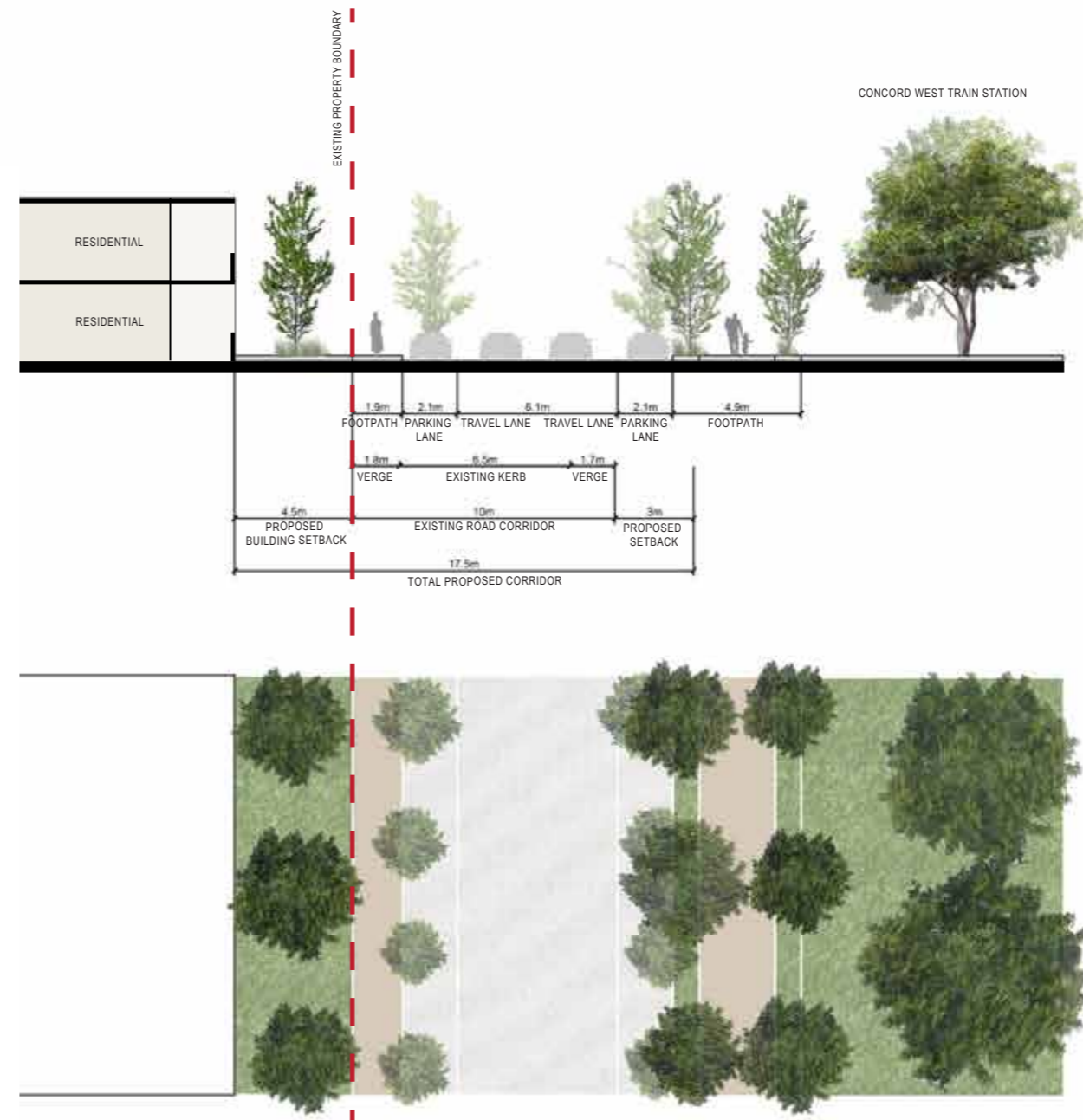


KING STREET SHARED ZONE

The urban design to the southern portion of King Street addresses the street's primary function as a threshold to the adjoining station.

The flush kerbs and paving will indicate the road's intention as a shared space, while wide portions of planting will link to the adjoining green open space at the corner of King Street and Victoria Avenue.

A series of 2-storey terraced townhouses have been proposed along the street's western elevation. These will be set back by 3m, transferring more space to the public domain.

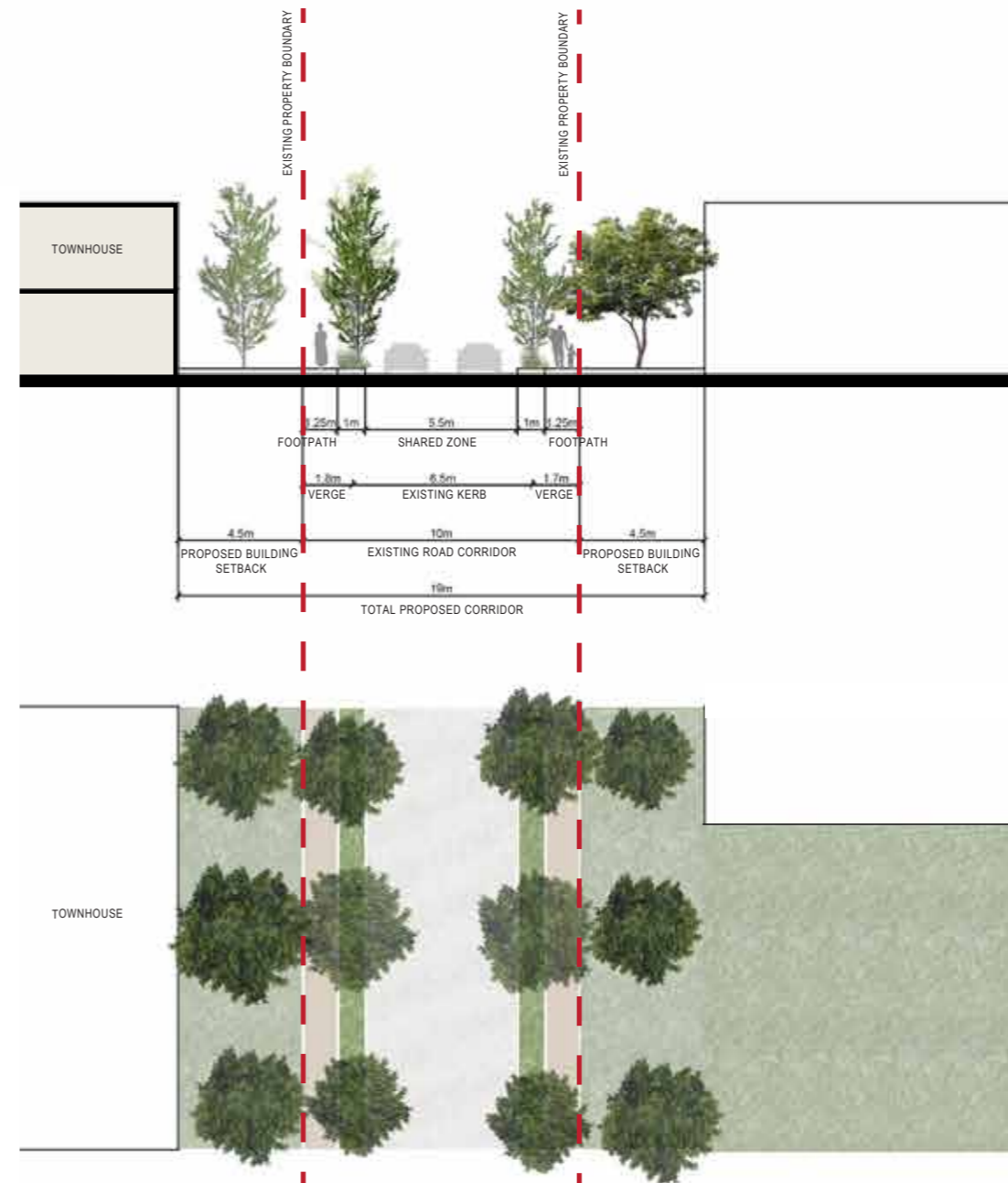
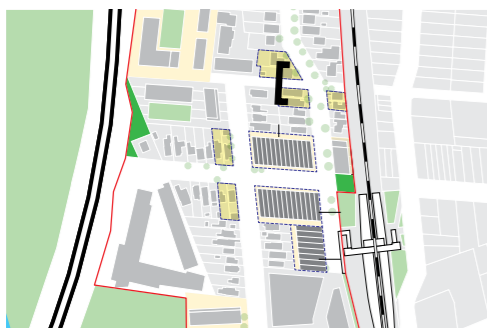


STATION AVENUE SHARED ZONE

The design approach to Station Avenue aims to provide a public zone in which pedestrians, cyclists and motorists can comfortably share a key local connection. The road will link the higher density dwellings proposed to the north west of the precinct, to the amenity of Concord West station.

As a pedestrianised lane, flush kerbs and a paved road surface will delineate the shared intended use of the road. Wide portions of significant planting will also be introduced to the space to enhance comfort and appearance.

The side boundaries of 2-storey terraced townhouses will extend along this street. These dwellings have been set back by a proposed 3m to ensure a sympathetic transition from built form to the public domain of the laneway.







YIELD ESTIMATE

05

YIELD ESTIMATE

PARRAMATTA ROAD HOMEBUSH PRECINCT

GroupGSA for City of Canada Bay Council

Description	Date	Revision
Master plan issue	18.12.2020	A
Building heights added	21.01.2021	B
Revised lot amalgamation boundaries	28.01.2021	C
Revised FSRs	29.01.2021	D
Revised Lot D	17.02.2021	E
Revised lots	20.04.2021	F
Existing dwelling numbers added	26.04.2021	G

Table 1: Study Area Summary	
Overall Area:	112,353 sqm
Total Estimated GFA (for the Non-Developed Land):	108,230 sqm
Study Area FSR:	0.96 :1
Potential Additional Units: (* incomplete information from existing PP reports)	492 units*
Total units to be retained:	78 units
Density	44 dw/ha

Development Assumptions	
Building Efficiency (Non-Res)	
GFA / GEA Ratio: Retail / Commercial	75%
Apartments	
GFA / GEA Ratio	75%
NSA / GFA Ratio	85%
Apartments: Typical Unit Size	
1B	55 sqm (NSA)
2B	77 sqm (NSA)
3B	105 sqm (NSA)
Parking	
Area per Parking Space (Structured Parking)	35 sqm

Table 2: Yield Estimate Breakdown															
DEVELOPABLE LAND (on the non-developed parts of the Study Area)															
Lot	Land Use	Lot Area (m2)	CURRENT FSR REF	New FSR	Building Storeys	Building Heights (metres)	TOTAL ALLOWABLE GFA (m2)	Existing Units	Unit Mix						Indicative Average Unit Size (GFA, m2)
									1-Bed	2-Bed	3-Bed	% 1-Bed	% 2-Bed	% 3-Bed	
Existing Industrial lots	Industrial	51,489	1.0 :1				51,489								
A+B/DP370556	Residential	1,395	0.5 :1				698	2							
King Street lots	Residential	16,102	0.5 :1				8,051	27							
Strata Lot, Station Avenue	Residential	2,875	0.75 :1				2,156	49							
Lots where Current LEP controls are retained		71,861		0.9 :1			62,394	78							
Lot	Land Use	Lot Area (m2)	PRCUTS FSR REF	New FSR	Building Storeys	Building Heights (metres)	TOTAL GFA (m2)	Units	Unit Mix						Indicative Average Unit Size (GFA, m2)
									1-Bed	2-Bed	3-Bed	% 1-Bed	% 2-Bed	% 3-Bed	
Terraces	Residential	22,269	0.5 :1	0.7 :1	2	8.5	15,588	183	-	-	-	0%	0%	0%	85
Non-Amalgamated Lots SUBTOTAL		22,269		0.7 :1			15,588	183							
LOT B	Residential	8,000	1.9 :1	1.9 :1	4 to 6	9.9 to 16	15,200	165	33	99	33	20%	60%	20%	92
* site subject to site-specific planning proposal previously endorsed by Council. The Planning proposal is consistent with the PRCUTS															
LOT C	Residential	3,389	1.4 :1	1.4 :1	3 to 4	9.9 to 16	4,745	52	10	31	10	20%	60%	20%	92
* GFA is an estimate. Site is subject to a separate planning proposal															
LOT D	Residential	6,017	1.4 :1	1.4 :1	3 to 4	9.9 to 16	8,424	92	18	55	18	20%	60%	20%	92
* site will retain current LEP controls															
LOT F	Residential+Commercial	817	2.3 :1	2.3 :1	2 to 4	6.2 to 16	1,879	No information							
Lots employing new FSR controls		40,492		1.1 :1			45,836	492 units	118	374	96				
TOTAL		112,353		1.0	1		108,230	570 units							

SYDNEY

Level 7, 80 William Street
East Sydney NSW 2011
Australia

MELBOURNE

Level 1, 104 Exhibition Street
Melbourne VIC 3000
Australia

BRISBANE

Level 14, 100 Edward Street
Brisbane QLD 4000
Australia

PERTH

Level 2, 307 Murray Street
Perth WA 6000
Australia

SHANGHAI

Room 407, No. 71, Xi Suzhou Road Jingan District
Shanghai 200041
PR China

HO CHI MINH CITY

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

