

# Sydney Metro West Planning Study

## Stage 2: Draft Final Report

### Urban Design Framework

City of Canada Bay, NSW

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**Prepared for**  
City of Canada Bay

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**Issued**  
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# Report Overview

# 1

## 1.1 Executive summary

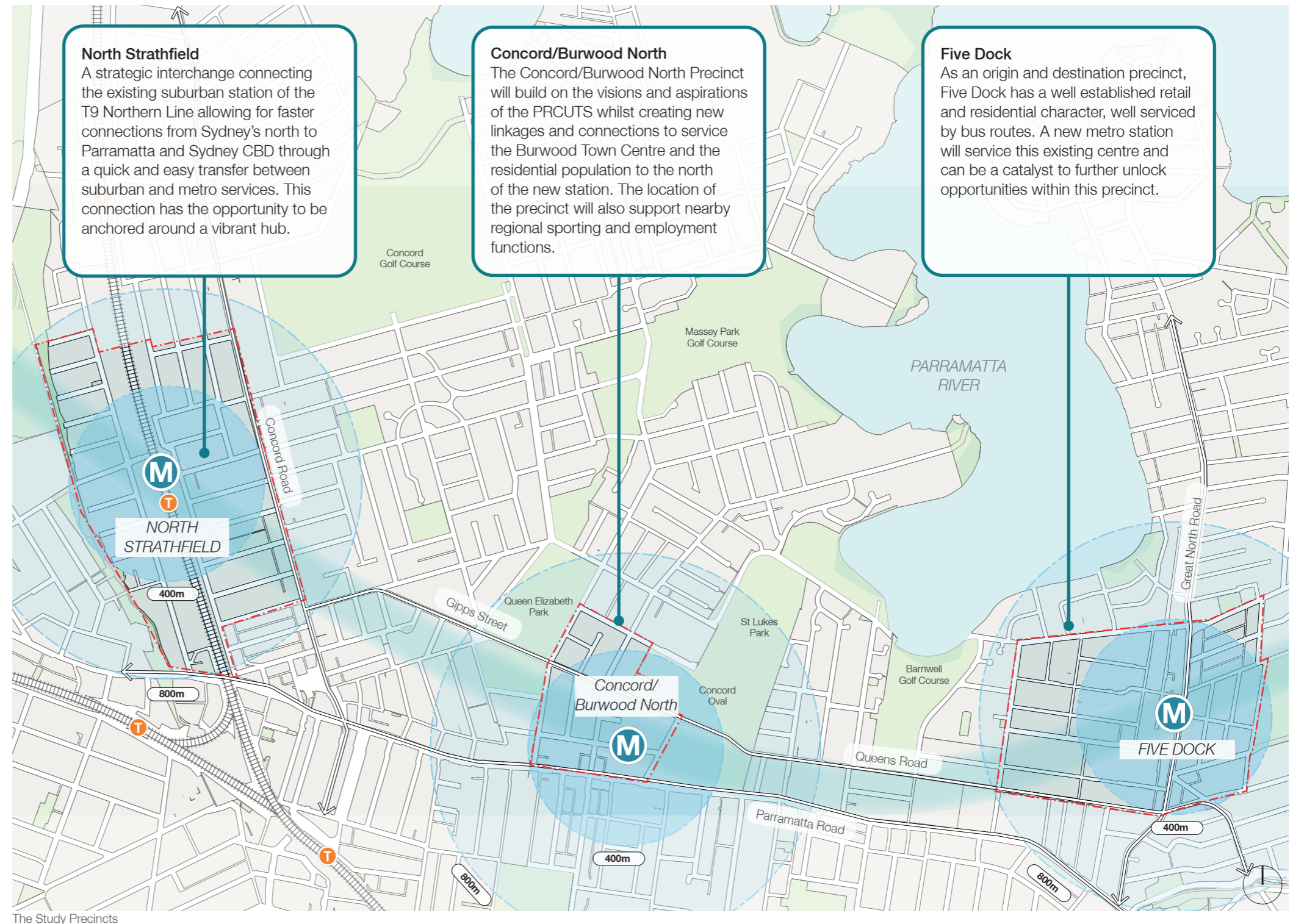
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### The Purpose

The purpose of this report is to provide City of Canada Bay (CCB) with a study of the opportunities created by the delivery of Sydney Metro West. The study focuses on strategic issues which can be used in collaboration and discussion with Sydney Metro and other government agencies.

The key objectives of the planning study are to:

- Identify a strategic vision for North Strathfield, Concord/Burwood North and Five Dock unlocked by Sydney Metro and ensure that this vision is reflected in public domain, land use and built form outcomes
- Identify opportunities for new and/or improved areas of open space and social infrastructure within and around new Metro locations
- Identify opportunities for and facilitate improvements to the public domain to maximise pedestrian amenity, movement and experience
- Establish preferred land uses within and around new Metro locations, addressing established character and heritage buildings
- Ensure that employment functions around station locations are supported and enhanced
- Establish preferred built form outcomes and building typologies within and around new Metro locations.



## Report Overview

### 1.2 Approach to Stage 2 - The Framework

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#### The Process

The process included collaborative workshopping of ideas and built form testing with Council's strategic planning team to ensure that the vision for each Precinct aligns with aspirations envisaged by Council's existing strategic planning documents. The study is divided into two stages:

#### Stage 1: Background Report and Project Visioning

A review and summary of the key strategic documents to examine opportunities to integrate the key visions and objectives from transport infrastructure and land use planning to support the delivery of the Sydney Metro West and its impact to the surrounding context.

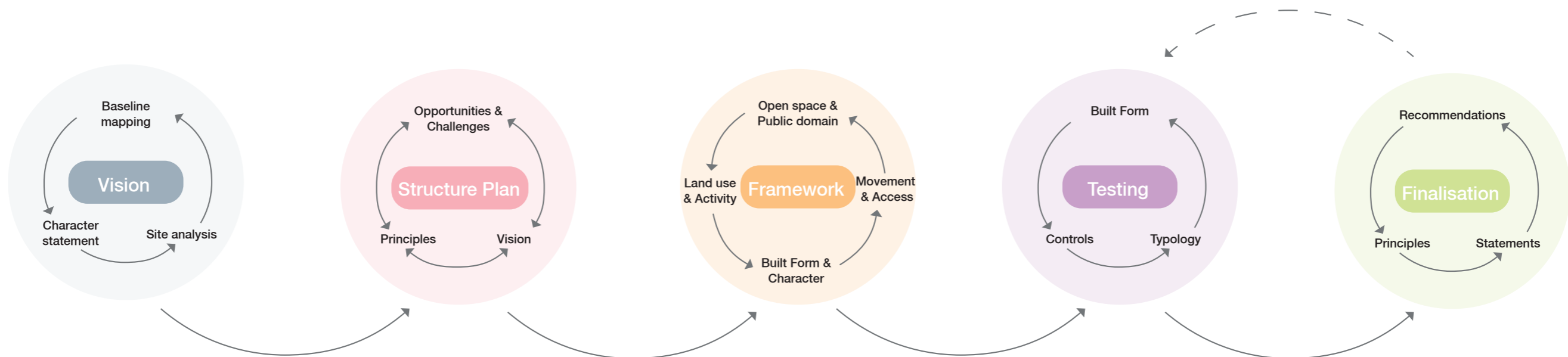
#### Stage 2: Final Report - Urban Design Framework

Preparation of an urban design framework for each Precinct that integrated the findings of Stage 1 to test into a future plan for each precinct this includes;

- A structure plan (overall vision)
- An urban design framework:
  - Open Space, Public Domain and Community facilities
  - Movement and Access
  - Land Use and Activity
  - Built Form and Character

A series of options were developed testing a range of development scenarios to inform the preferred plan.

The framework outlined below illustrates how the vision has been identified, refined and referenced throughout the design process. The framework also focuses on meeting the objectives of the precincts, which includes significant employment targets, improving amenity and strengthening local character.



#### 1. - Understand Place and Future Vision

The first step in the Structure Plan process was to recognise the places, goals, aspirations and objectives articulated by a vision. The vision seeks the creation of a resilient, liveable, responsive, equitable and integrated environment that builds on existing place making qualities.

#### 2. - Create a Structure Plan

The second step was to identify the key factors that have informed our understanding of the key opportunities and challenges. Key challenges include lack of open space and provision of future commercial floor space. The creation of a Structure Plan, which has been informed by a vision incorporating existing and future character elements, public domain, built form, movement and access. The Structure Plan identifies priority actions and directions to ensure the vision is achieved.

#### 3. - Refine through Framework

The third step was to refine the Structure Plan with Framework Plans that convey how the priorities for the Plan can be achieved by addressing key issues through responsive principles and criteria.

#### 4. - Design Testing

The fourth step entailed built form testing outcomes to be tested against the design principles outlined in the framework plans to establish a preferred approach to built form that aligns with the vision and principles.

#### 5. - Finalisation of Plans

From the process of the built form testing, updates are made to finalise the Structure Plan and Urban Design Frameworks to reflect the feasibility of the preferred options.

# Report Overview

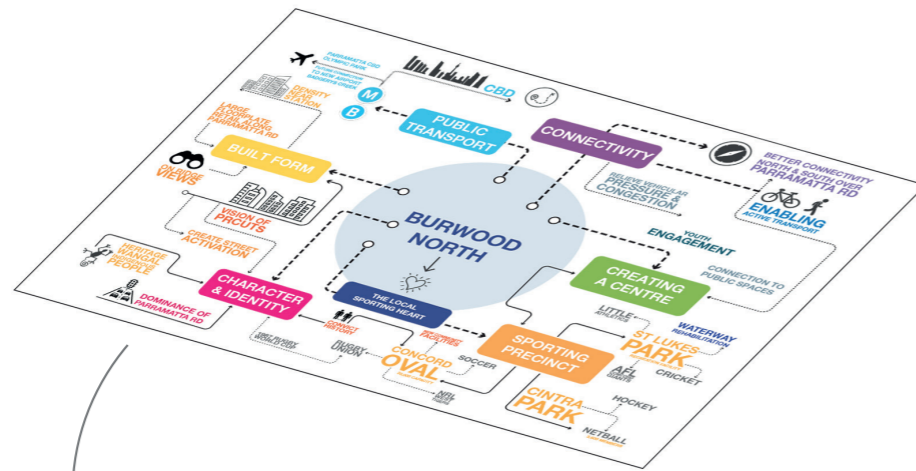
## 1.3 Approach to Stage 2 - Outcomes

The following is a representation of the structure of the outcomes for each Precinct:

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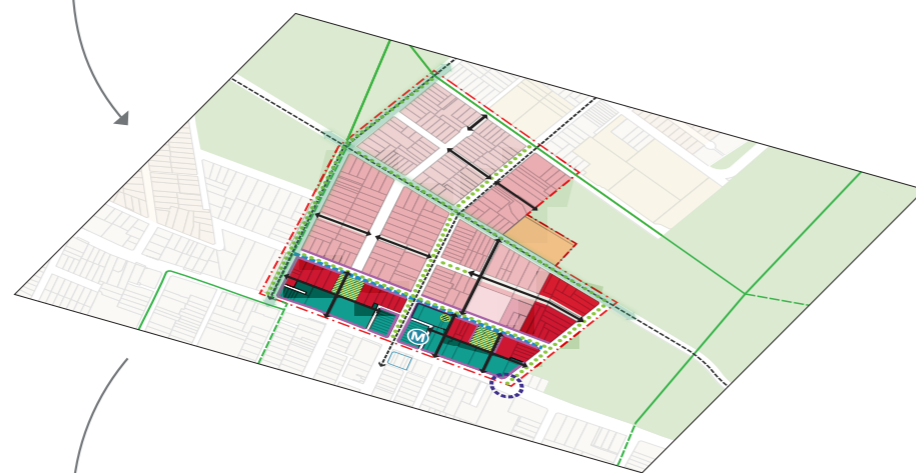
### Principles & Vision

A workshop was held early in the study process to gain a better appreciation of the challenges, opportunities and aspirations of each Precinct and to summarise this vision through a brainstorming exercise.



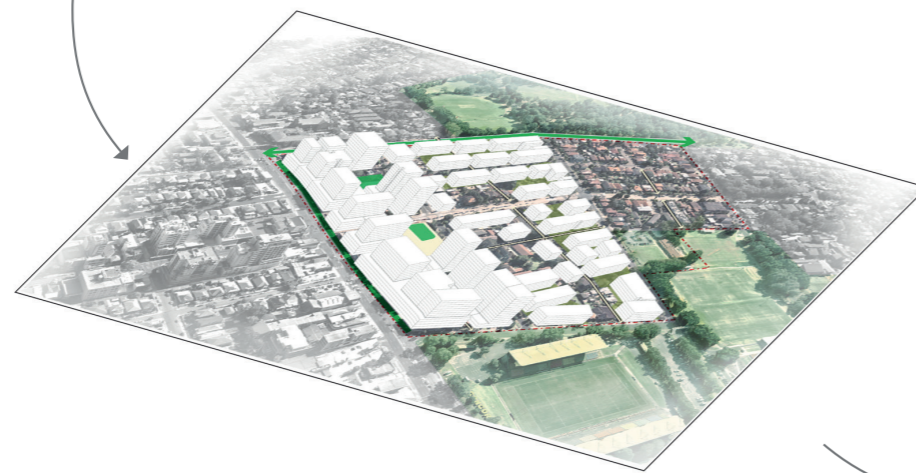
### Structure Plan

Structure Plans were produced as a synthesis of the principles and visioning exercise as well as information analysed in the baseline documentation of the background reports in Stage 1. The Plans shown within this report are the preferred options, other options were developed as part of an iterative process with Council, these options are found in the Appendix. The Structure Plan is the basis for the Urban Design Framework.



### Design Testing

Opportunities to test the built form recommendations ensured that the Structure Plans had veracity and are aligned to Council's future vision. Built form testing allows for future population, commercial floorspace and dwelling targets to be calculated.



### Urban Design Framework

The Structure Plan is distilled into the following Framework:



# Report Overview

## 1.4 Key moves

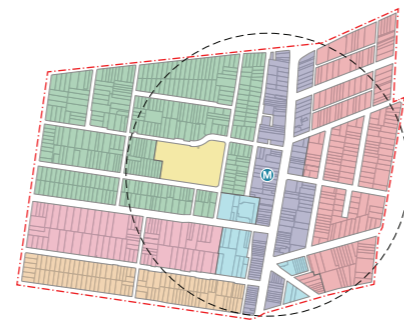
The following are the key moves for each Precinct based on the understanding of each Metro station's role within the corridor as identified in Stage 1.

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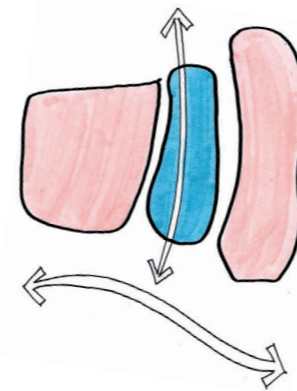
### Five Dock

- Role within the Metro corridor**  
 An origin and destination precinct with a strong retail and residential character. It is a centre that is a well-connected attractor and place to both live and work.
- Existing condition**  
 Strong focus on the town centre spine along Great North Road but disconnected to the surrounding area.

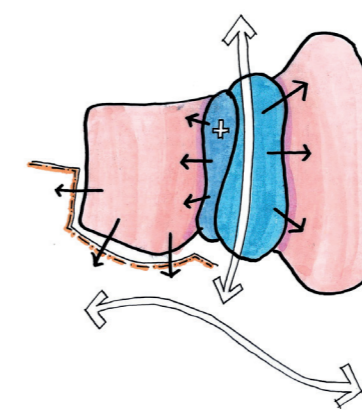
Existing precinct structure



Existing key moves



Proposed key moves

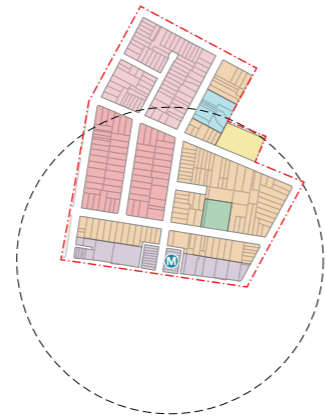


**Proposed key moves**  
 Create links and permeability throughout the precinct and improve connectivity with links and a proper interface with the visions and aspirations of the PRCUTS's Kings Bay Precinct.

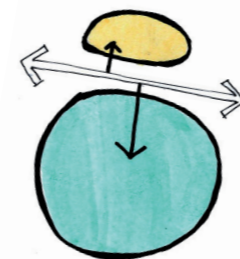
### Concord/Burwood North

- Role within the Metro corridor**  
 An employment and sporting destination hub which integrates the visions and aspirations of the PRCUTS within the broader transport network.
- Existing condition**  
 Constrained by Parramatta Road and limited connectivity north/south. Lack of facilities and services north of Parramatta Road (mostly located south in neighbouring Burwood).

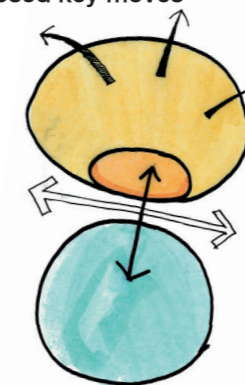
Existing precinct structure



Existing key moves



Proposed key moves



**Proposed key moves**  
 Unlock north/south connectivity with Burwood. Create a local heart aligned with the new metro and expand opportunities to the north.

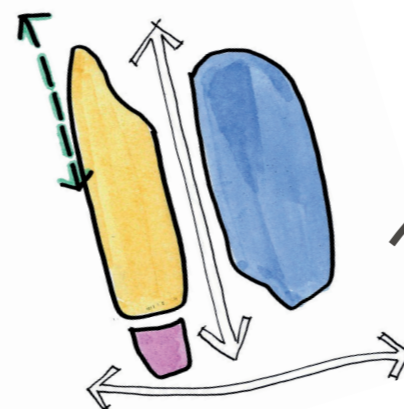
### North Strathfield

- Role within the Metro corridor**  
 A strategic interchange allowing for faster connections from Sydney's north to Parramatta and Sydney CBD through a quick and easy transfer between suburban and metro services at a vibrant hub.
- Existing condition**  
 Heavily constrained by existing rail corridor and Parramatta Road and limited connectivity east to west.

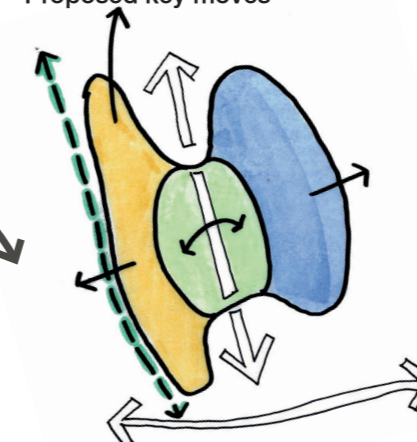
Existing precinct structure



Existing key moves



Proposed key moves



**Proposed key moves**  
 Unlock east/west connectivity within the precinct and the surrounds. Create a local heart aligned with the new metro.

# The Context

## 2.1 Strategic drivers

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Canada Bay Local Government Area (LGA) is situated south of the Parramatta River with the northern boundary defined by the river foreshore. It is strategically located approximately 10kms from both the Sydney and Parramatta Central Business Districts (CBD) and is bounded by the Burwood Council LGA to the south.

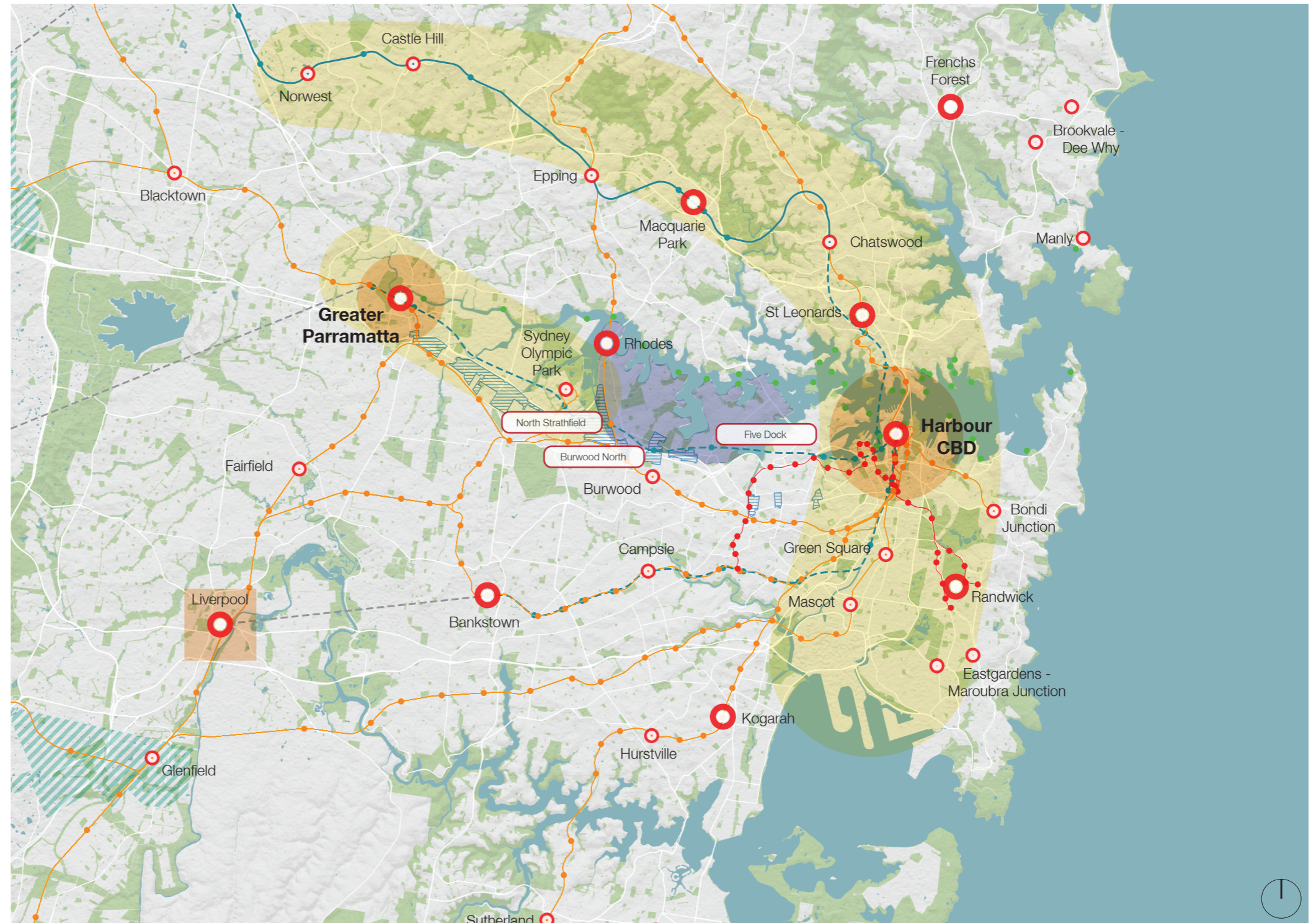
The Precincts for this study fall within the **Eastern City District Plan**, which is part of the Greater Sydney Commission's region plan, **A Metropolis of Three Cities**. This plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The LGA has significant regional connectors within its boundary with the T9 train line to the west, intersecting through North Strathfield. Victoria Road to the east and Parramatta Road and the new WestConnex, a 33km underground motorway, to the south.

The three Precincts of Five Dock, Concord/Burwood North and North Strathfield are within close proximity (and overlap at Concord/Burwood North and North Strathfield) with the boundaries of Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The PRCUTS is a planning framework that seeks to revitalise the Parramatta Road corridor spanning from Granville in the west to Camperdown in the east through the introduction of new homes, jobs, transport, open spaces and public amenity once WestConnex and Sydney Metro West alleviates congestion within this area. The vision of the Precincts should align with the strategies outlined in the PRCUTS.

### Key

- |   |   |   |                      |
|---|---|---|----------------------|
|  | Canada Bay Council                            |  | Metropolitan Centre  |
|  | PRCUTS  |  | Metropolitan Cluster |
|  | Economic Corridor                             |  | Light Rail           |
|  | Place-based Infrastructure Compact (PIC) Area |  | Sydney Trains        |
|  | Western City District Area                    |  | Sydney Metro         |
|  | Strategic Centre                              |  | Planned Sydney Metro |
|  | Health and Education Precinct                 |  | Future Sydney Metro  |



Regional context and strategic plan



## The Context

### 2.2 Sydney Metro West

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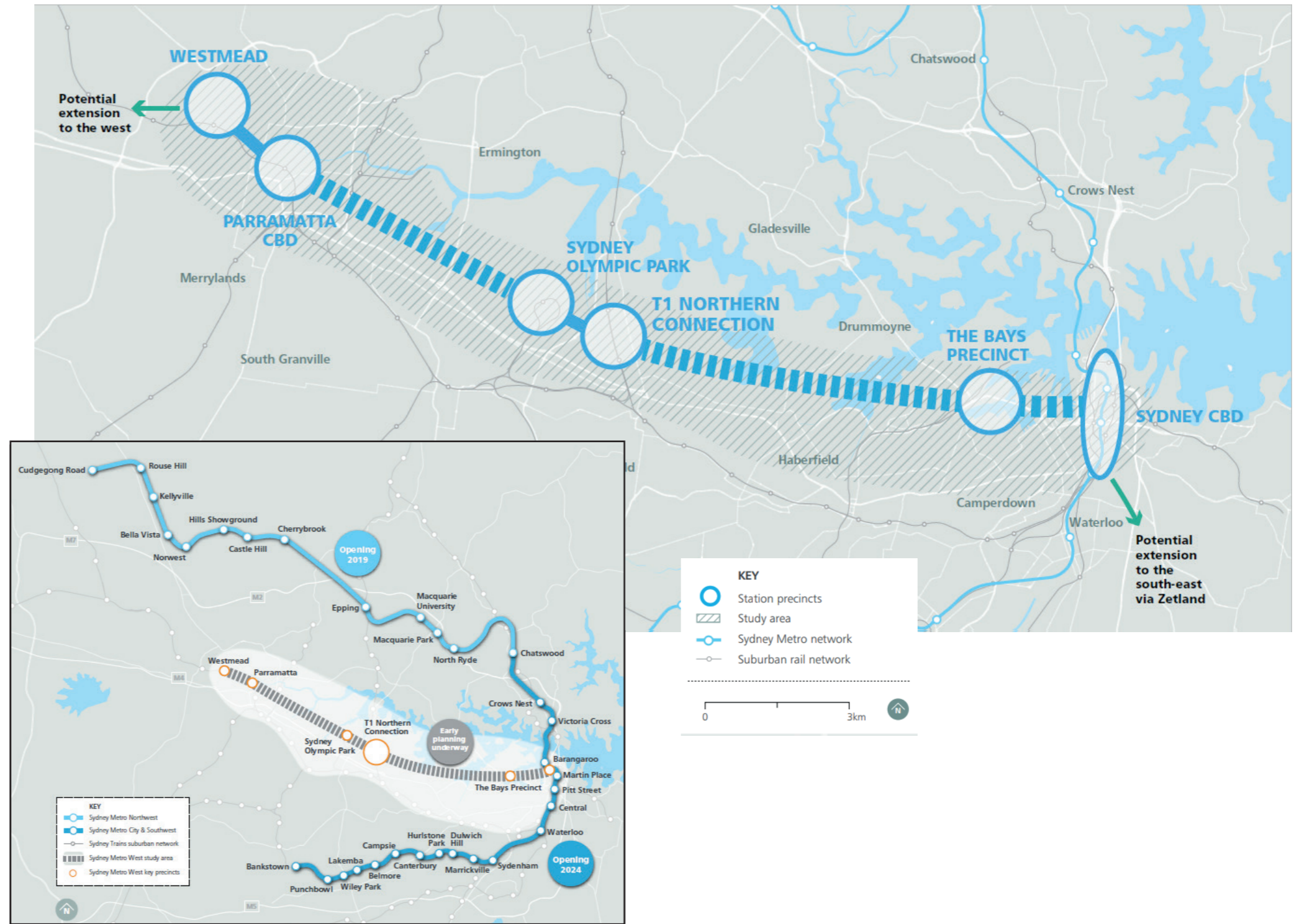
A key strategic driver in Greater Sydney Commission's *A Metropolis of Three Cities* is the Sydney Metro West, a metro system to provide fast and frequent connection between Greater Parramatta and the Harbour City.

In October 2019, the State Government announced eight new stations as part of the Sydney Metro West. Of them, three stations - North Strathfield, Concord/Burwood North and Five Dock - are located within the LGA. These eight stations will aim to service the 3.2 million people expected to live in Western Sydney by 2036, which is 50% of Sydney's population. More than 300,000 new jobs will be created in the Parramatta to Sydney corridor by 2036, with 420,000 people expected to move into the corridor.

The three proposed new metro station locations have been identified within the LGA with different roles:

- **North Strathfield:** A local centre - New metro platforms would sit alongside the existing station and entry to the station would be from a new entrance on Queen Street to provide relief to the T9 Northern Line (formerly T1 line).
- **Concord/Burwood North:** A strategic centre - The proposed Concord/Burwood North Station would be located at the corner of Burwood and Parramatta Roads, with entrances on both the north and south sides of Parramatta Road. Potential of an intermediary metro station in the vicinity of the intersection of Parramatta Road and Burwood Road.
- **Five Dock:** A local centre - The proposed Five Dock Station would be located off Great North Road, between East Street and then at the corner of Second Avenue and Waterview Street. The station entrance would be located at the civic plaza, Fred Kelly Place. It is a place of origin and destination, with an opportunity to increase amenity densities and work opportunities.

The design of the Sydney Metro West will also include safeguards to allow for future extensions to the southeast of the Sydney CBD via Zetland, serving the Green Square Town Centre, and west beyond Westmead and potentially the Western Sydney Airport.



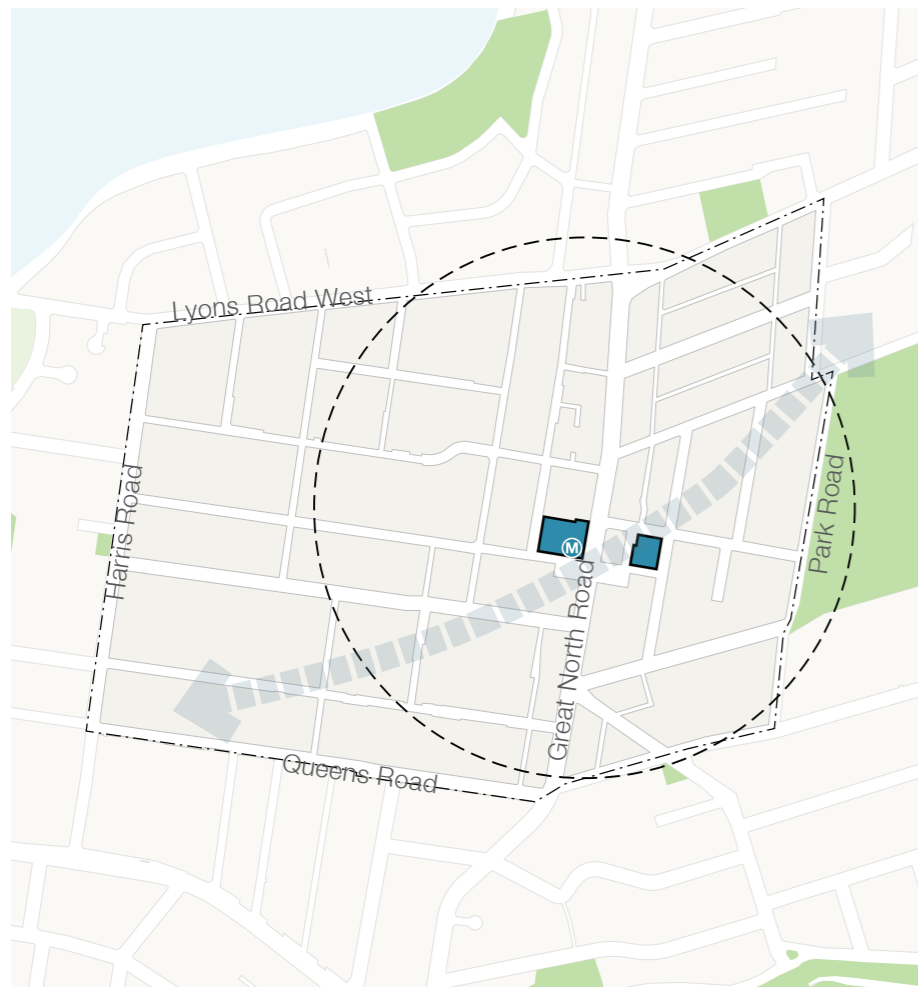
Investigation corridor for Sydney Metro West Source: NSW Government Sydney Metro 2018

## The Context

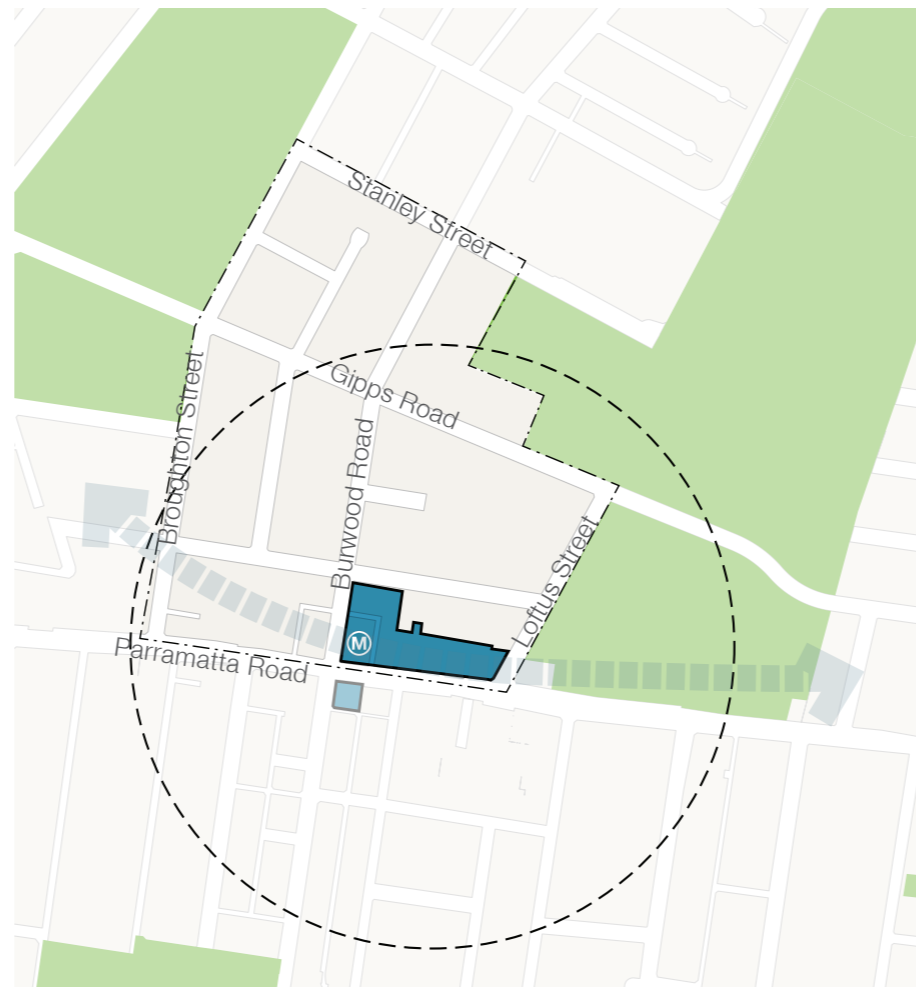
### Acquisition boundaries and metro sites

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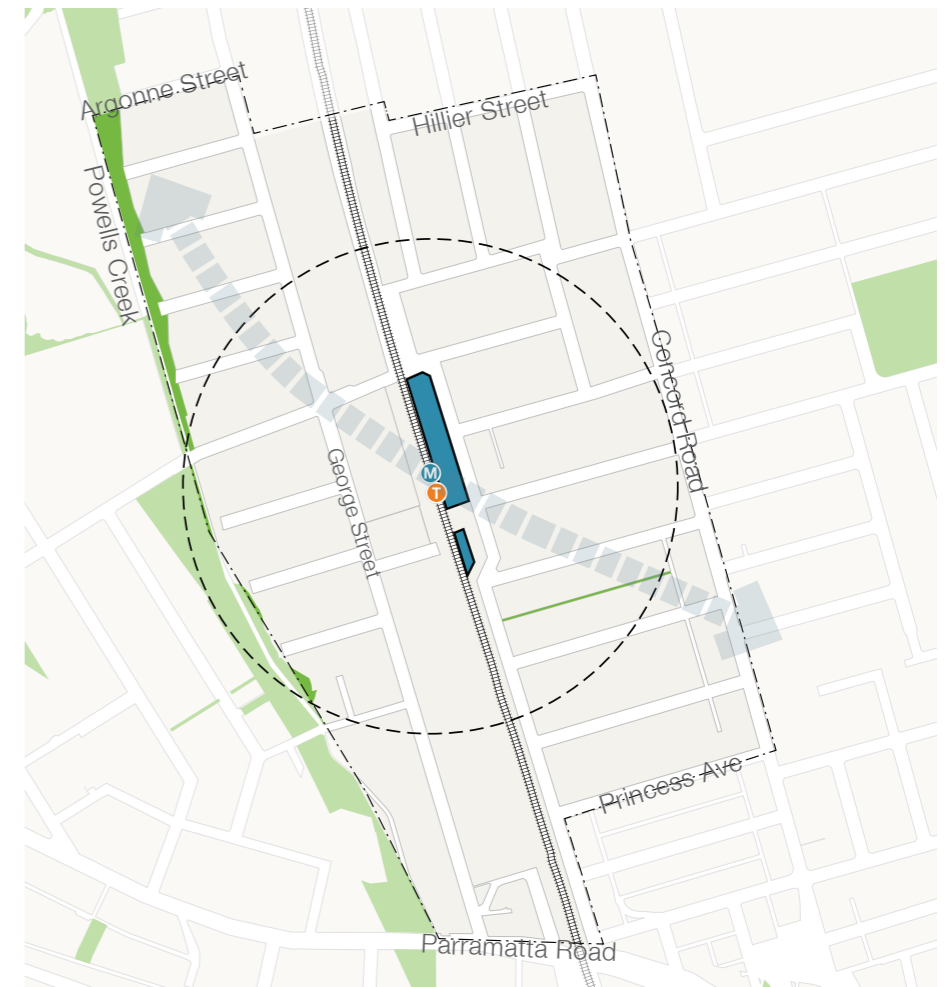
#### Five Dock



#### Concord/Burwood North



#### North Strathfield



#### Key

- Precinct boundary
- - - 400m catchment
- M Metro site
- █ Acquisition boundaries
- ↔ Indicative metro direction

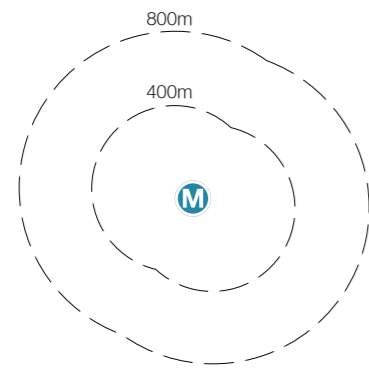
## The Context

### 2.3 Overarching urban design principles

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The following overarching themes serve as guiding principles that inform the approach to each Precinct and aims to synthesise the main drivers identified in Stage 1.

#### 1. Support Transport Orientated Development (TOD)



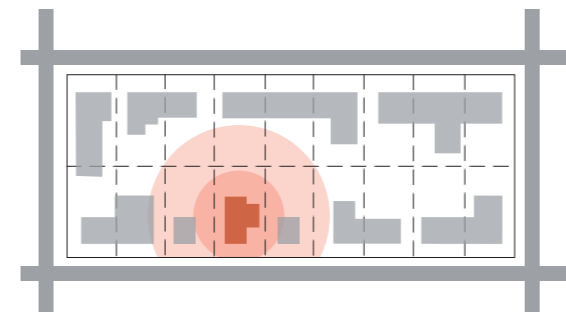
Density is focused towards the Metro station, reflecting the principles of Transit Oriented Development (TOD). Taller buildings are to be located within 150-200m of the station, and transition in height outwards.

#### 2. Street activation and strengthening of activity hubs



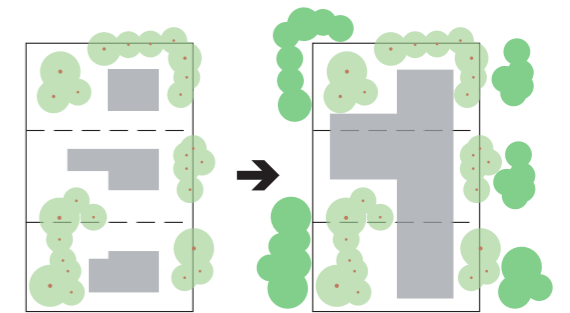
The height, bulk, activation and grain of development within each centre represents the commercial and civic role of the precinct.

#### 3. Retention of character and reduce impacts of new development on heritage items and character areas



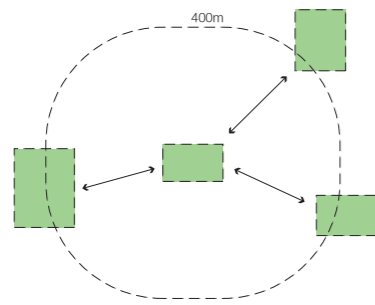
Heritage items and character areas are to be treated as special areas to be protected and maintained. Proposed developments are to ensure adequate transition, minimal overshadowing, and avoid unreasonable visual impact to these areas.

#### 4. Preservation and expansion of tree canopy



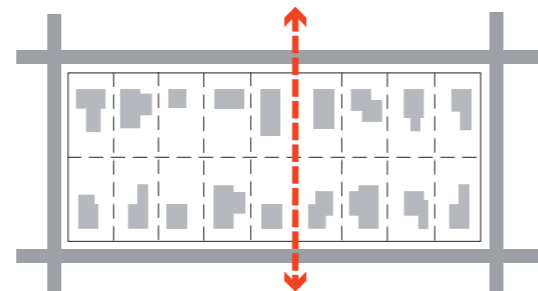
Increase the quantity of trees and the quality of the tree canopy. Measures must be taken to ensure that this is not lost when development takes place. Ensure trees are maintained within lots and that street trees are protected within streetscapes.

#### 5. Expand open space network and protect amenity



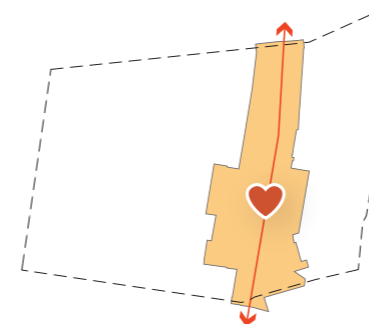
Find opportunities to provide additional open space in the Precincts as civic spaces and in areas where there is an under supply. Overshadowing to any key existing or proposed public open spaces is to be avoided.

#### 6. Improve accessibility



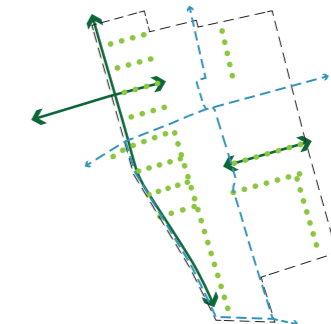
The porosity of the urban blocks can be refined to enable greater pedestrian movement throughout the Precincts. Encourage mid-block links where possible.

#### 7. Reinforcing the Precinct with a high street



The suitability of a proposed development should consider its relationship with the surrounding context and urban grain. Reinforce the high street with improved accessibility through appropriate frontage treatment, the provision of laneways and enhanced public domain.

#### 8. Active cycle links and green street networks



Provide opportunities for active transportation connections, linking to key destinations both within and surrounding the precinct. These connections should have appropriate shading, street planting and lane dedication for user safety and comfort.

# Precincts

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The three precincts of North Strathfield, Concord/Burwood North, Five Dock are presented in this section.

Key challenges and opportunities that were identified in Stage 1 are represented to highlight key issues that the vision, principles and structure plan address.

This is followed by the urban design framework which is the distillation of the vision and principles into a single structure plan detailed by a series of framework plans that identify how the structure plan can be delineated.

# Five Dock

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### 3.2 Challenges

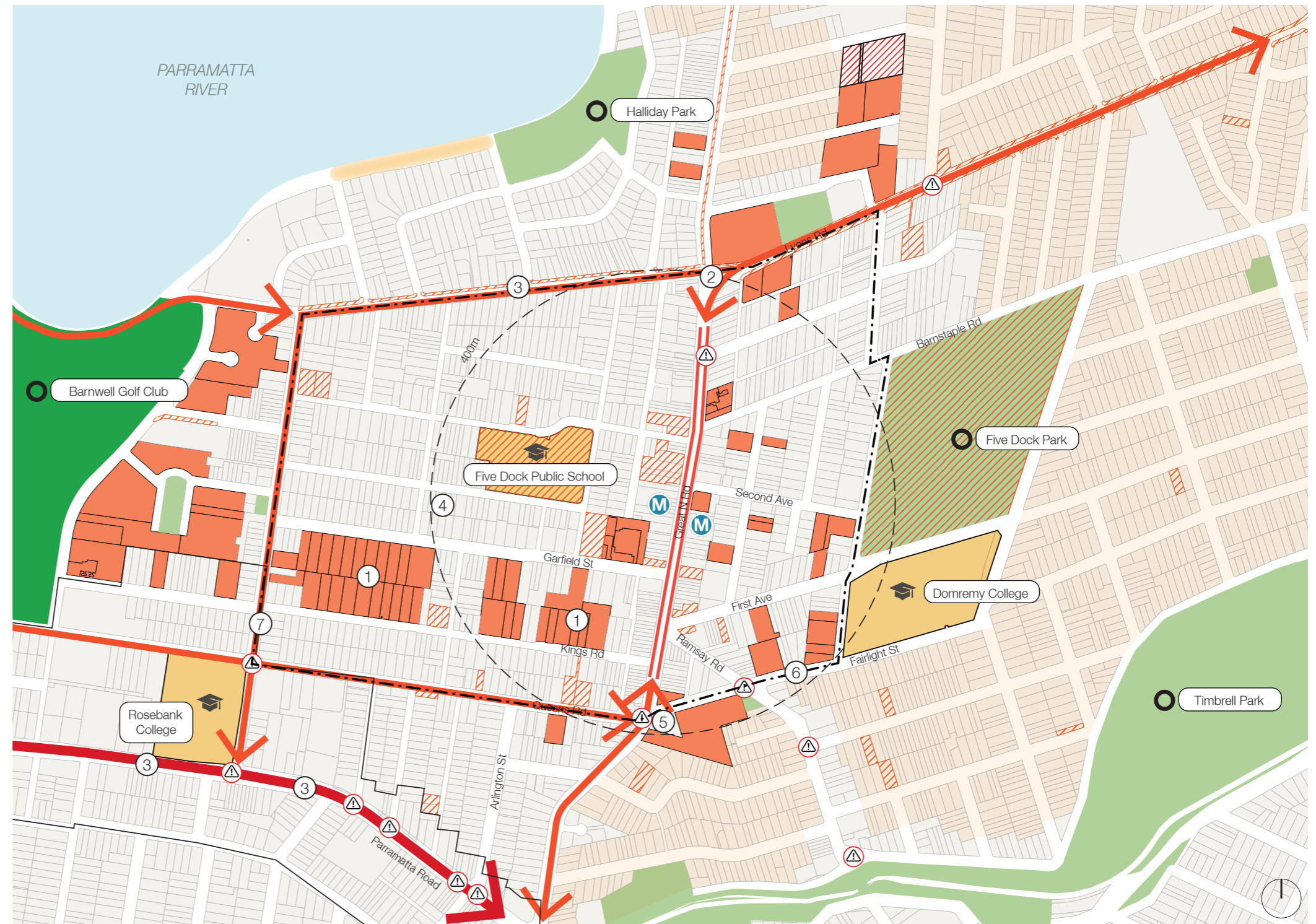
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The key findings from the site analysis and distillation from the baseline review have been summarised into the following key points:

1. Significant areas with existing medium density, difficult to redevelop
2. Limited connectivity and way-finding to water
3. Precinct bounded by busy roads, especially Parramatta Road
4. Lack of open space provision within the area bounded by Lyons, Harris, Queens and Great North Roads
5. Identified problematic intersections
6. Existing development has an appropriate interface with heritage items and conservation areas
7. If unconstrained, there could be a bleeding of density towards Kings Bay Precinct which could blur the character of the two precincts.

#### Key

- Precinct boundary
- Metro site
- 400m catchment
- High street
- Busy traffic road
- Major traffic road (barrier)
- Inaccessible foreshore
- Kings Bay PRCUTS boundary
- Existing medium density
- Education facility
- Character areas under investigation
- Heritage item
- Dangerous crossing
- Open space



Key challenges in Five Dock

# Five Dock

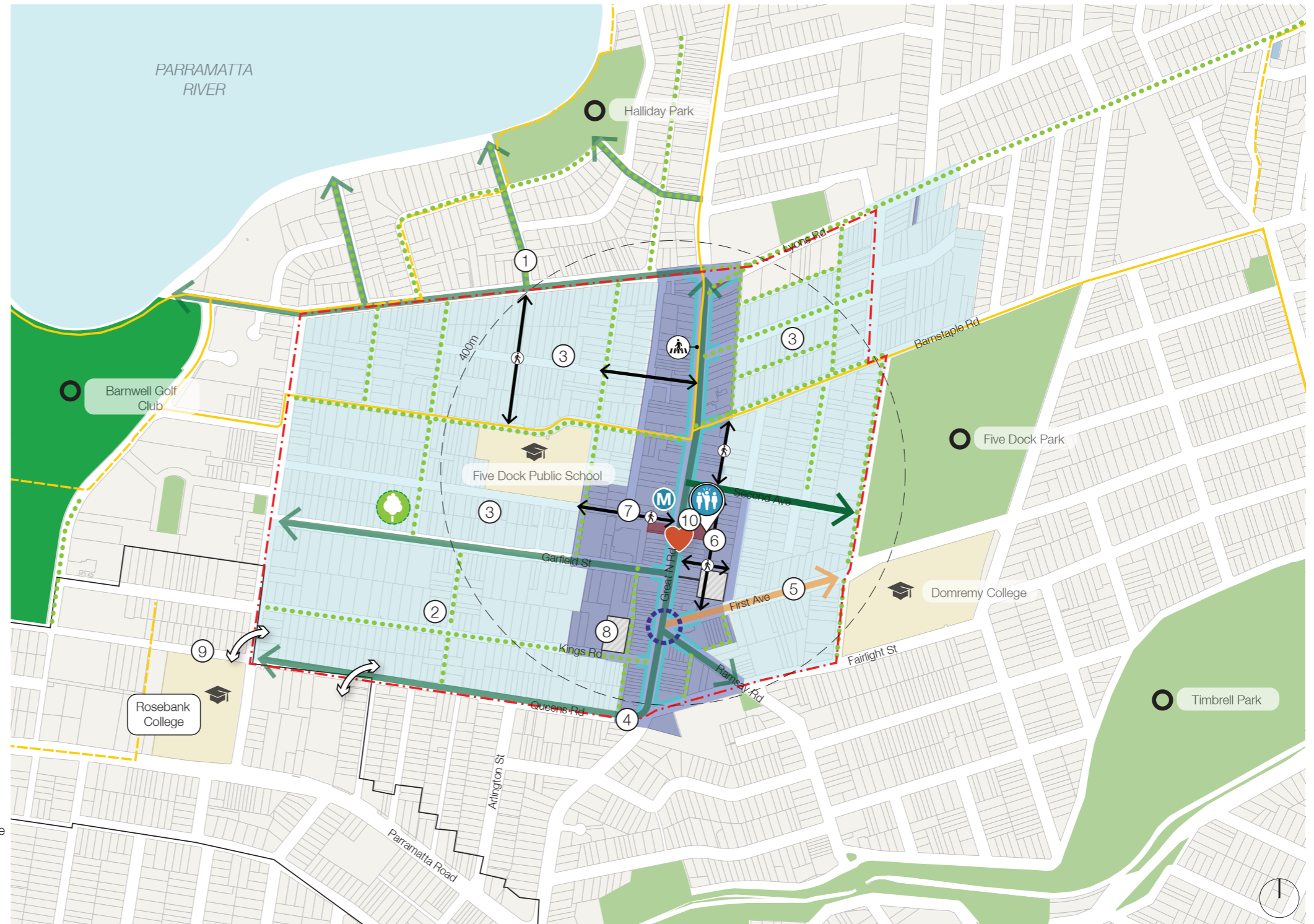
## 3.3 Opportunities

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1. Opportunities to strengthen links and way-finding to the Parramatta River and to existing open spaces and provide additional spaces with active transport and green links
2. Potential for additional new open spaces (of at least 0.3ha) within the area to the west of the precinct.
3. Areas within 400m of a significant Metro have the potential for density uplift
4. Opportunity to improve the gateway entry into Five Dock at the intersection between Queens Road and Great North Road.
5. First Ave to be transformed into a 'calm street' - bus only access to improve pedestrian amenity with priority for pedestrians and cyclists as envisioned by Five Dock Town Centre Urban Design Strategy.
6. Improve connectivity with through-site links, mid-block connections along long blocks and transformation of laneways into exciting and active public spaces.
7. Strengthen Great North Road high street character with mid-block permeability and pedestrian connectivity on high street
8. Facilitate pedestrian free movement and crossing along Great North Road maintaining parking and access on the laneways
9. Consolidate ground level carparking
10. Improve the interface with Kings Bay precinct
11. Extend Fred Kelly Place and open space on the eastern side of Great North Road to define the civic focal point in the town centre to strengthen the 'heart' of Five Dock.

**Key**

	Precinct boundary		Car park opportunity site
	Metro site		Street planting
	New link		Green spine
	Strengthen existing cycleway		Street calming (bus only access)
	Proposed cycleway		Opportunity to improve pedestrian crossings
	Active street frontage		Opportunities to introduce new open space area
	Civic plaza		Heart of the precinct
	Opportunity for mixed use		Open space
	Opportunity for medium density		Kings Bay PRUCTS boundary
	Education facility		



Key opportunities in Five Dock

# Five Dock

## 3.4 Vision

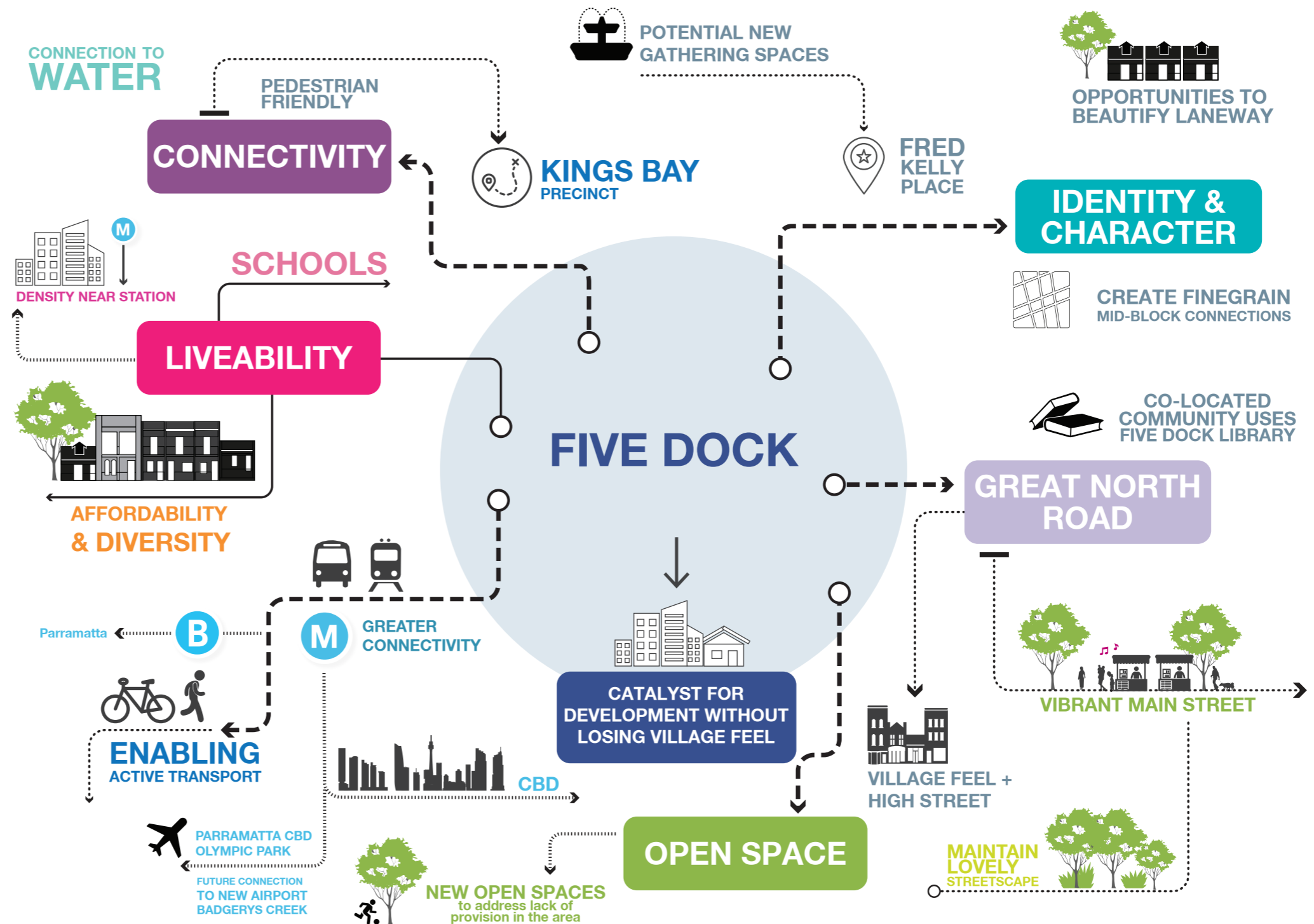
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Five Dock is an urban village that hums with culture and life. The community come together in their main street, Great North Road (GNR), and enjoy the amenity of their local parks and foreshore areas around at its margins.

Five Dock is known for its strong town centre that is based along GNR. It is vibrant and lively with fine-grain street level retail, social events, community facilities and an active public realm. GNR also hosts public events like the annual Italian Ferragosto Festival. New public plazas and open spaces along GNR will further strengthen Five Dock as a place with a strong sense of community and identity.

There are several public and private schools within walking distance to the new metro station. This brings with it a younger generation of commuters that activate the local area at key times of the day. Local elders in the community enjoy the amenity along the main street throughout the day and keep a close eye on the goings-on of their beloved Five Dock. Revitalisation of local streetscapes will continue to create spaces for people to linger and all ages to co-exist.

Future green spines will weave together the open spaces, the foreshore, GNR and local schools. These threads will be verdant spaces with broad tree canopy and lush garden beds at eye level. Even and wide pavements will encourage walkability and safe cycle paths will support greater uptake of active transport modes.





## Five Dock

### Vision objectives

The new metro station will support growth in both residential and employment opportunities within the precinct that builds upon fine-grain village vibrancy of the centre.

Five Dock is an established centre adjacent to the Kings Bay precinct (identified in the PRCUTS) and will provide complementary retail and housing opportunities that are distinct to the existing character of the area.

There are opportunities to improve Five Dock's connectivity to water with its proximity to Parramatta River as well as surrounding open spaces. Five Dock will be strengthened as a truly connected, mixed use, fine-grain precinct. It will respond to its surrounding context and be defined by its integrated yet unique character areas.

The following are a number of high-level objectives that have informed the vision for the future of Five Dock area. These objectives have been taken from the vision statement. The principles that underpin the delivery of the vision objectives are explored in detail over the following pages.

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1. Reinforce Great North Road as the retail spine and the heart of Five Dock. Strengthen high street character with mid-block permeability and pedestrian connectivity.



2. Provide a new open space of at least 0.3ha west of Great North Road to address the lack of facilities within this area. Potential to include high quality children's play within the park.



3. A strong community heart: extend Fred Kelly Place as the focal civic centre to Five Dock. Activation of public spaces around the centre and near the metro station.



4. Opportunities to create a better pedestrian experience by introducing mid-block connections along long urban blocks at more frequent intervals.



5. Maximise activation of the ground plane and create spaces for people to linger and gather throughout the day and into the evening, including more opportunities for on street dining.



6. Create 'places for people' in the street network with wide footpaths and pedestrian zones within the town centre and other key locations, such as the identified green links.



7. Encourage development that responds to its local context. Retain generous setbacks to developments to encourage growth of mature trees.



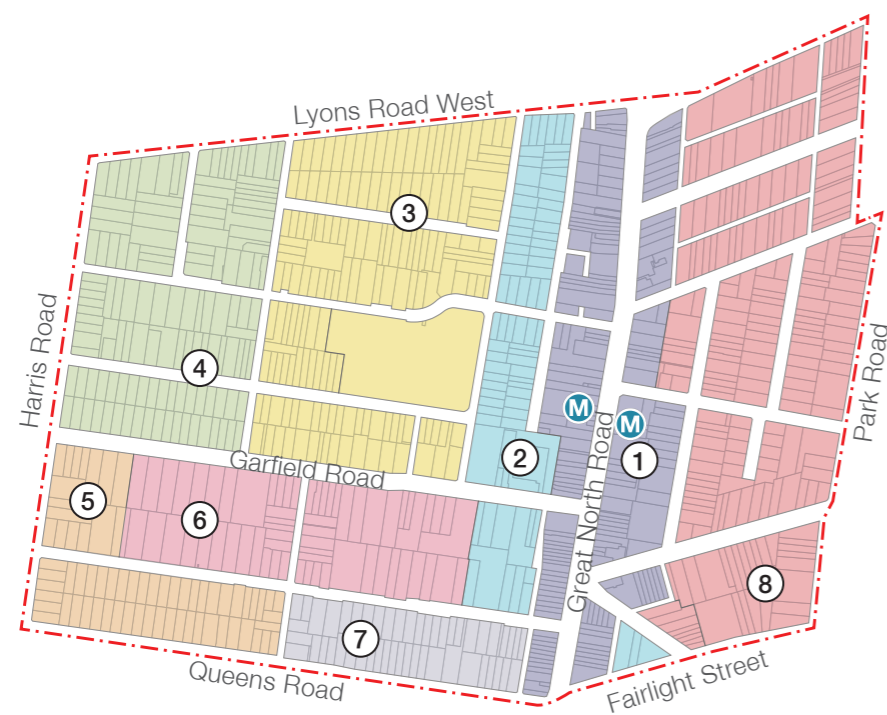
8. Town Centre heights of max. 7 storeys with 4 storey street wall to maintain the village feel, with taller heights set back one block from the retail spine.

## Five Dock

### Summary desired sub-precinct character

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Five Dock has been divided into eight (8) separate future local character sub-precincts based on the feedback from the community and site analysis, as well as considerations for strategic drivers of change (such as the Town Centre Urban Design Study and a new Metro Station). This is a summary of the findings from the Local Character Statement:



Future local character sub-precincts in Five Dock

#### 1 Town Centre Core

Great North Road will be the heart of the local area and maintain its village feel. Future development will complement the existing scale of the street, with heights between five (5) and seven (7) storeys and the levels above the existing street wall will be setback.

#### 2 Transition precinct

Development will be between four (4) and seven (7) storeys and unlock pedestrian connectivity between the public school and the Metro station. High quality developments will activate the local streets with at grade terrace housing and local cafés that complement the residential nature of the area.

#### 3 School and residential precinct

The school's heritage items are strengthened and showcased and future building projects should activate the street. Infill development around the school is encouraged with low-rise residential apartment buildings up to three (3) storeys will be permitted.

#### 4 Low density residential (west)

This character sub-precinct will maintain a mixture of low density 1-2 storey residential detached dwellings. A new quality public open space would be beneficial in the precinct which is easily accessible and well connected.

#### 5 Kings Bay Interface

Strategic changes to the Kings Bay Precinct under the PRCUTS strategy will evolve the character of the local area. Interfacing streets will accommodate buildings up to four (4) storeys and provide transition away from this higher density area into a more suburban neighbourhood.

#### 6 Medium density residential

This sub-precinct is unlikely to change significantly due to strata ownership and the challenge to redevelop with multiple owners. Any infill development of remaining standalone houses should be of a high quality.

#### 7 Low density residential (south-west)

This character sub-precinct has some beautiful examples of federation style development, including two dwellings that are heritage listed. This sub-precinct will maintain its existing character with minor improvements to the amenity with street trees and other public realm improvements.

#### 8 Residential

This character sub-precinct would will maintain the character of the streetscape and include significant landscape setbacks from the street for any future infill development up to four (4) storeys. Mature trees should be maintained and further planting to improve the street canopy and walkability.

## Five Dock

### 3.5 Five Dock preferred structure plan

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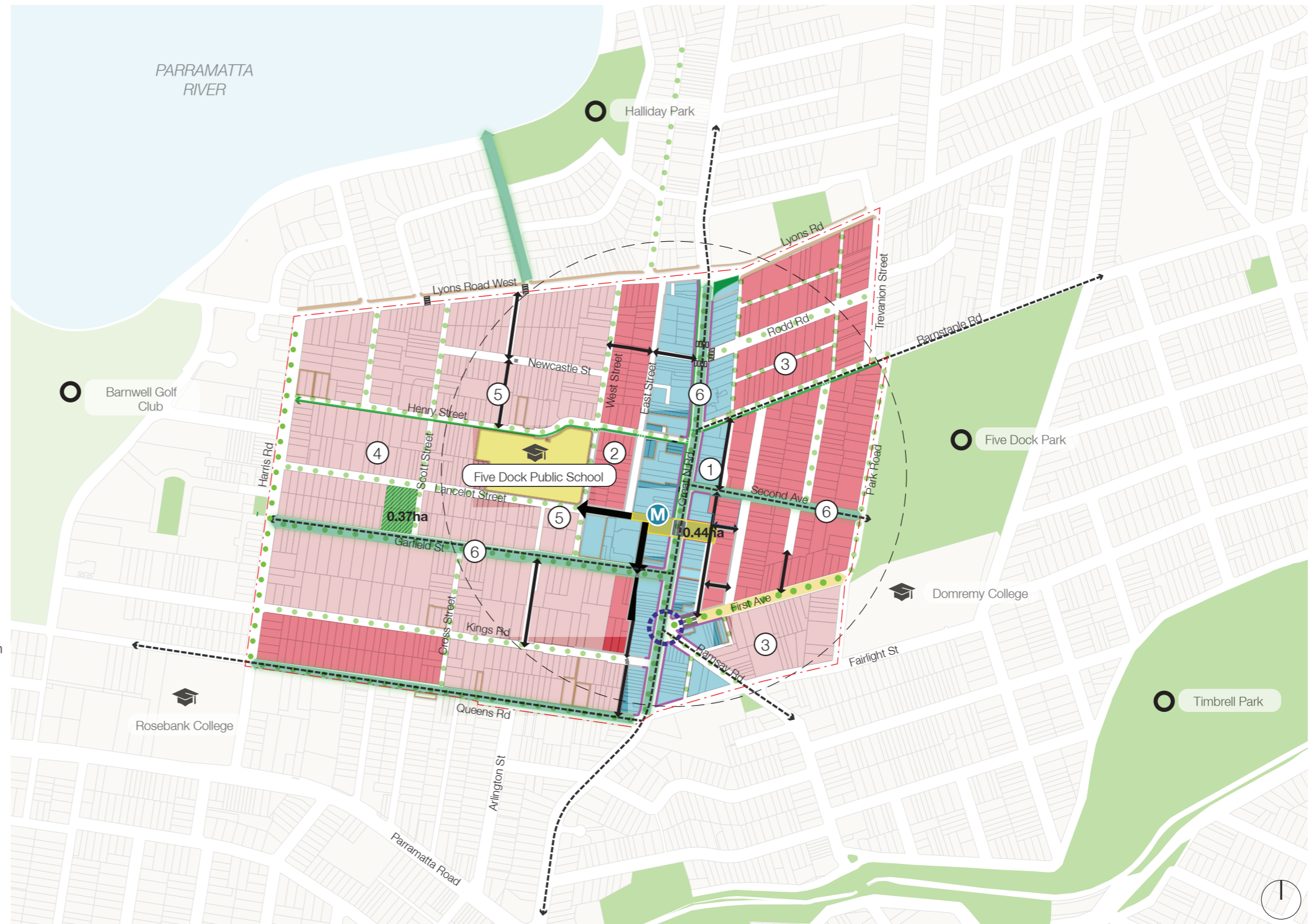
The following are the key elements of the Structure Plan which synthesises the urban design frameworks for Five Dock:

#### Key elements

1. Incorporate the strategic moves of the Five Dock Town Centre Urban Design Study.
2. Additional residential density to be located one block behind the retail high street to protect the fine grain character along Great North Road.
3. Medium density generally within 400m from the Metro station.
4. The remaining areas to remain low residential with transition in height towards the periphery of the Precinct.
5. Investigate opportunity for new open space on Garfield Street to address the lack of open space in the west of the precinct.
6. Green spine streets along Queen Road, Great North Road, Garfield Street and Second Ave as key connection routes.

#### Key

	Proposed precinct boundary		Metro site
	New pedestrian link		Education facility
	Primary connections		Land acquisition for open space
	Pedestrian crossing		Street planting
	Plaza		Green spine
	Solar controls for plaza		Heritage items
	Strengthen existing cycleway from on road to dedicated		1-3 Storey residential
	Active street frontage		4-5 Storey residential
	Upgrade intersection		4-7 Storey mixed use
	Metro acquisition boundary		400m catchment



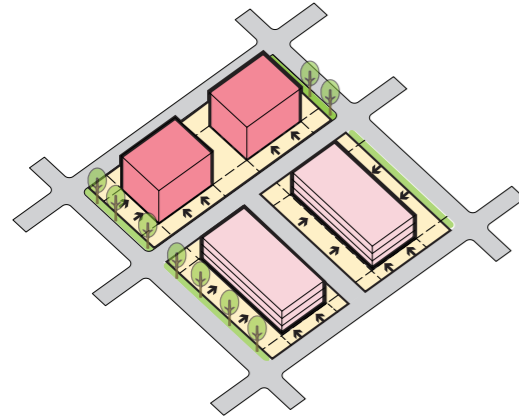
Five Dock Structure Plan

## Five Dock

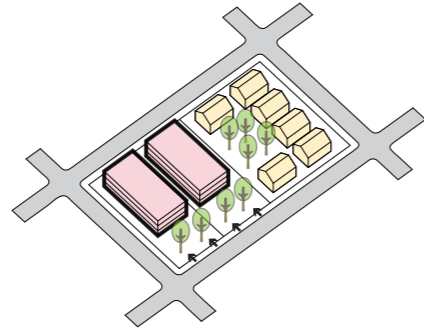
### 3.6 Five Dock - design recommendations

The following are the design recommendations specific for Five Dock to ensure that the vision of the Precinct is achieved:

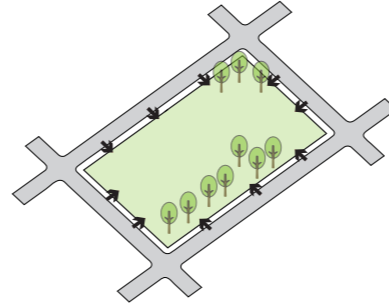
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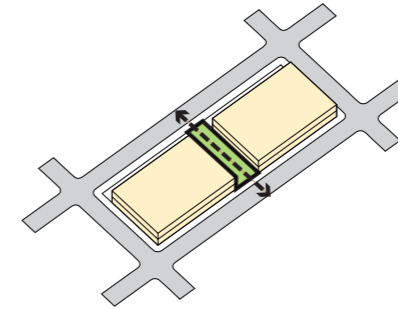
1. Provide landscape setback in residential zone of 5m and 8m along priority green streets.



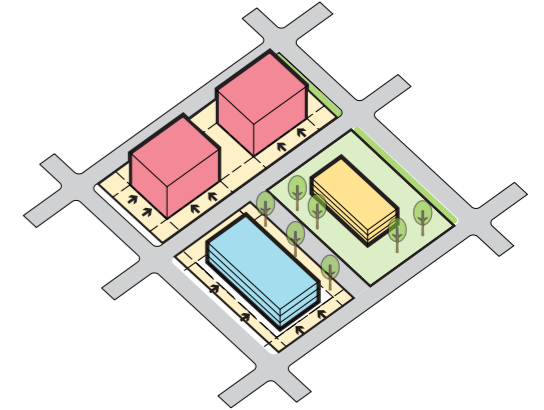
2. Preserve tree canopy within residential zone with deep soil provided to reduce urban heat.



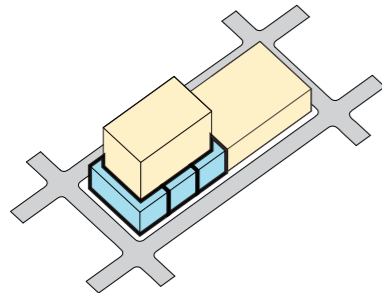
3. New open space to have street frontages on all sides



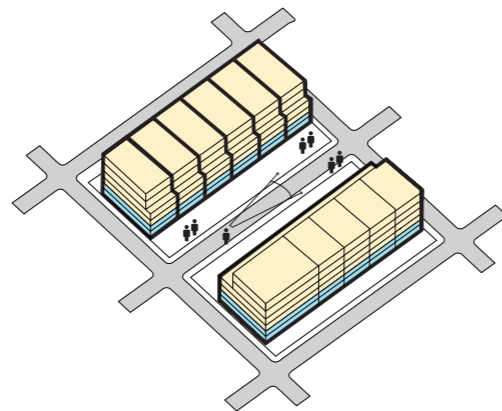
4. Prioritise through-site links and permeability on long urban blocks for improved connectivity.



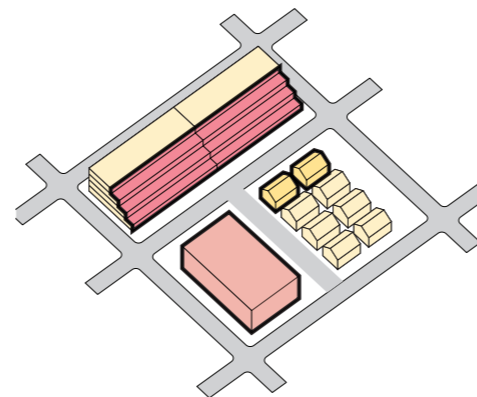
5. Sensitive development around Five Dock School with generous setbacks



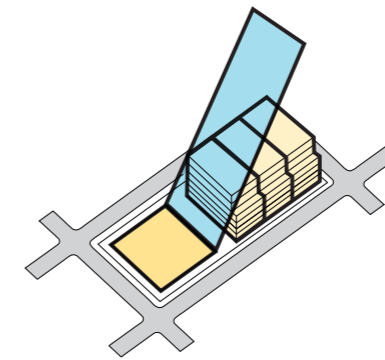
6. Respond to fine-grain of cadastral lots and create a distinctive streetscapes.



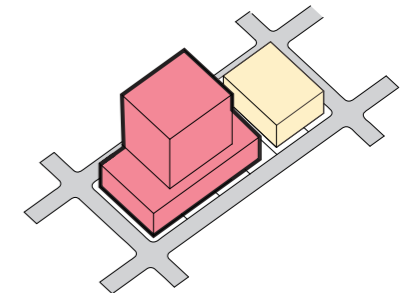
7. Shop top housing along Great North Road, maintaining fine grain with residential uses above. Activity focused on the streets as a place for community and people particularly on Great North Road.



8. Sensitive transition of scale and height to areas with no change/heritage items.



9. Protect solar amenity to existing and future open spaces, especially the upgraded Fred Kelly Place.



10. Amalgamation of lots for developments over 3 storeys with minimum lot sizes of 1,800m².

## Five Dock

### 3.7 Five Dock potential built form massing

Built form testing of the Structure Plan ensures that the design recommendations are achievable and enables proposed future populations to be calculated:

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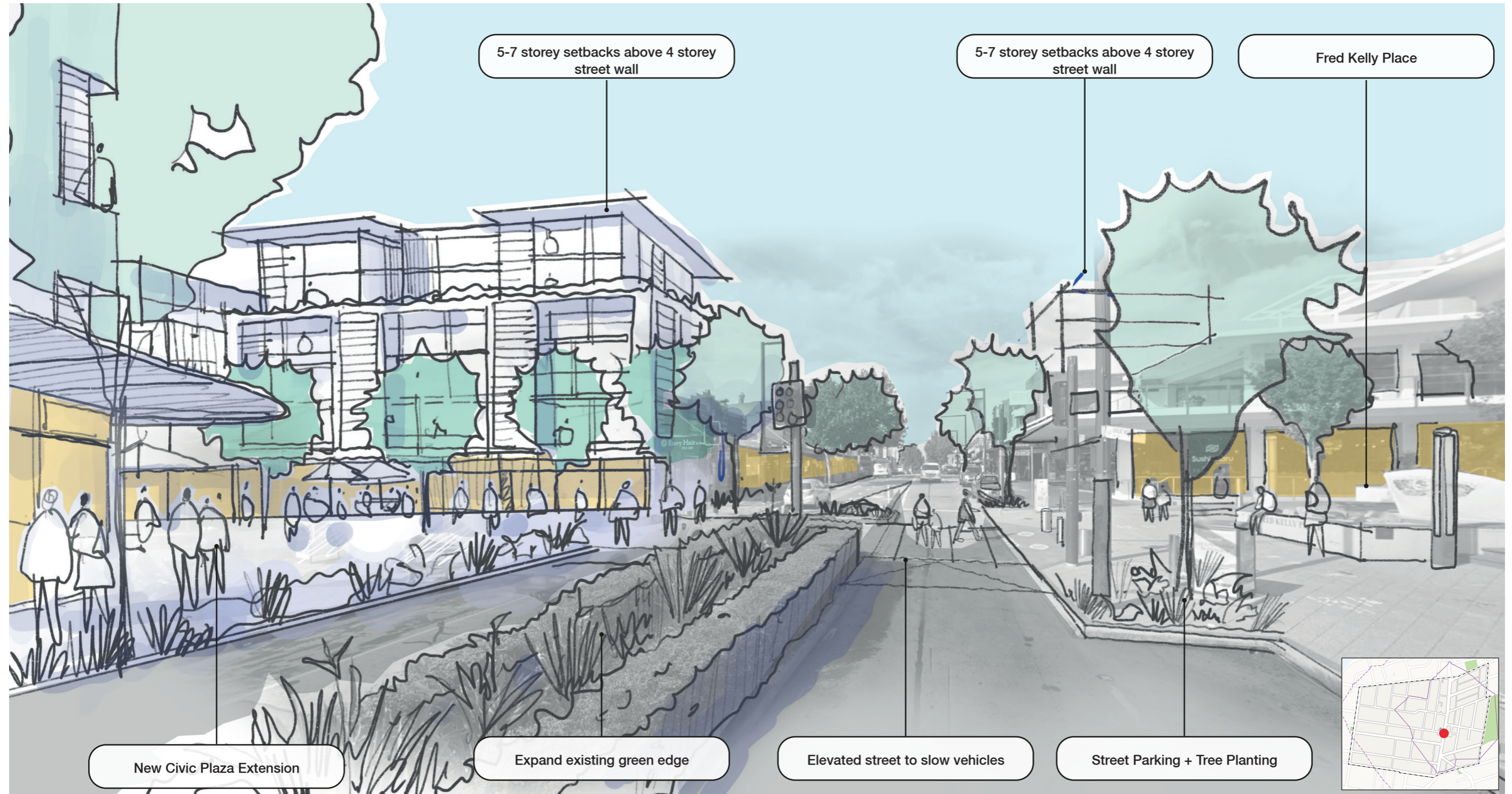


# Five Dock

## Illustrative streetscape - Great North Road looking south

The civic heart of Five Dock is the high street on Great North Road adjacent to the new Metro station and civic plaza, below is an illustrative sketch of the public domain:

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## Five Dock

### 3.8 Open space, public domain and community framework plan

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#### Key moves

1. CCB's *Social Infrastructure (Open Space and Recreation) Strategy and Action Plan (CRED 2019)* indicates 0.3ha open space is required for the Precinct west of Great North Road
2. Great North Road, Queens Road, Garfield Street and Second Avenue are green spine streets consistent with Sydney metropolitan Green Grid network
3. Connect key open spaces with direct green cycle routes and pedestrian friendly streets to create a green network
4. Expand greening of Great North Road aligned with the Five Dock Town Centre Urban Design Study recommendations
5. New park between Lancelot and Garfield Street with opportunities to create the open space with street frontages on all edges and pedestrian connections to the civic plaza
6. Street planting along streets which have been identified with low tree canopy cover
7. Extension of the existing civic plaza (Fred Kelly Place) to the east aligned to Five Dock Town Centre Urban Design Study recommendations
8. Potential to use Five Dock Public School for weekend markets and public events.
9. Delivery of new community facility, Five Dock will need 1,256m<sup>2</sup> by 2036 of new multipurpose community centre as stated by the CCB's *Social Infrastructure Community Strategy (CRED 2019)*

#### Key

	Precinct boundary		400m catchment from open space
	Metro site		Heritage street trees
	New pedestrian link		Land acquisition for open space
	Cycleway network		Education facility within the study area
	Green spine		Possible location for multipurpose community center
	Major vehicular road		Tree canopy cover to be increased
	Tree canopy cover to be increased		Established street tree canopy cover over 40%
	Established street tree canopy cover over 40%		Civic space / plaza
	Civic space / plaza		



Five Dock open space and public domain framework

Five Dock

Civic open space

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① Active children's playground



Sydney Park Playground, St Peters

② Dog Park



North End Dog Park, Boston

③ Pedestrian friendly streets

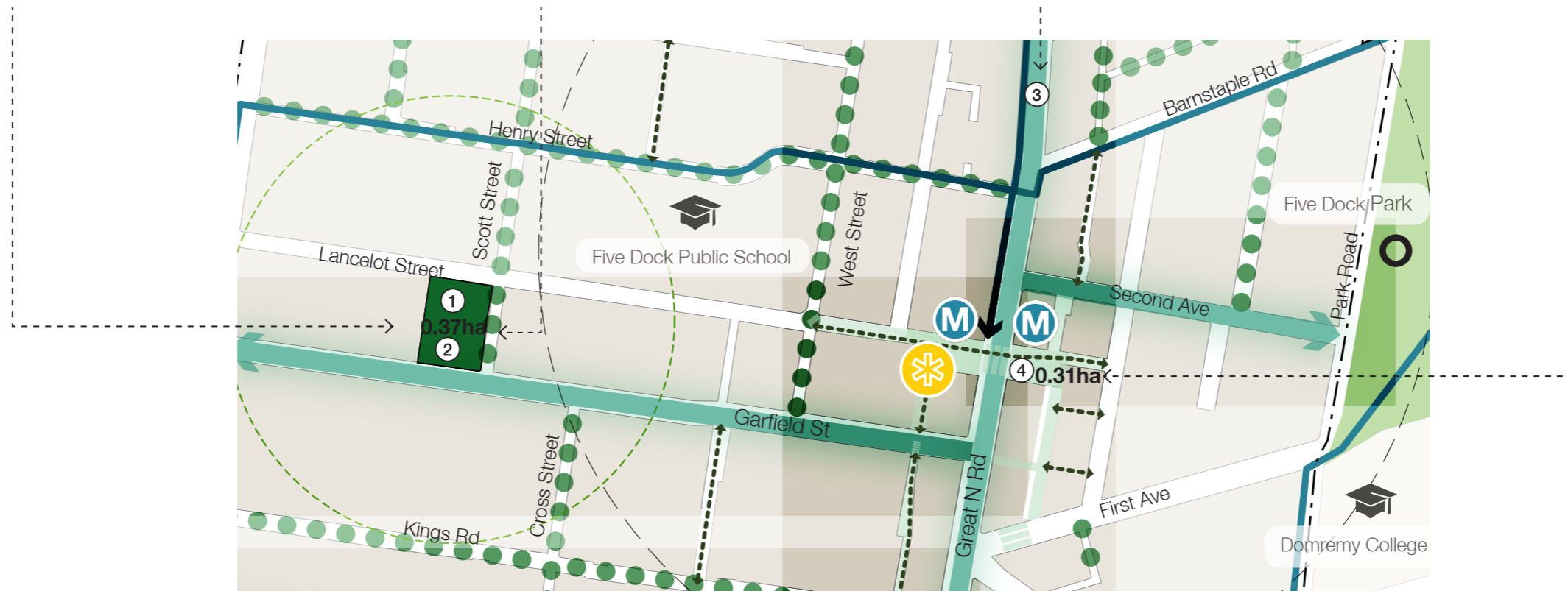


Las Ramblas, Barcelona

④ Landmark civic open space



Rouse Hill Town Centre, Rouse Hill





## Five Dock

### 3.9 Movement and access framework plan

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#### Key moves

1. *Future Transport Strategy 2056* classification to be used to delineate different streets to perform different functions (see definitions on page 24)
2. Great North Road to be developed as 'Vibrant street' this is pedestrian friendly and aligned with the Five Dock Town Centre Urban Design Study recommendations
3. Improved crossing of Great North Road connecting the east and west portion of the Fred Kelly Place made by paving and elevated street to focus on pedestrian amenity
4. Main vehicular movement to be redirected along the periphery of the precinct (Harris Road and Lyons Road)
5. All major and minor local roads intersections with Great N Road to be developed as 'Place for People'
6. First Avenue as a calm street with a raised bus only or shared zone street to simplify the intersection and opportunity to create a new public open space, highlighting historic buildings and offering 'spill-out' spaces
7. Through-site links to provide safe fine grain pedestrian routes connecting residential areas to civic plaza, Metro station and retail street.
8. New improved pedestrian crossing at the intersection of Rodd Road and Great North Road
9. Establish fine grain pedestrian friendly lanes to connect residential to civic plaza

#### Key

- |     |  |   |  |
|-----|--|---|--|
| --- | Precinct boundary                      | ⊗ | Crossing to be improved                  |
| ➔   | Movement corridor                      | ⊗ | Gateway crossing                         |
| ➔   | Vibrant street                         | ↔ | New pedestrian link                      |
| ➔   | Place for people                       | ⊗ | New pedestrian crossing                  |
| ➔   | Local street (major)                   | ▨ | Land acquisition for proposed open space |
| ➔   | Local street (minor)                   |   |  |
| ■   | Education facility                     |   |  |
| □   | 5 minute walking catchment from Metro  |   |  |
| □   | 10 minute walking catchment from Metro |   |  |

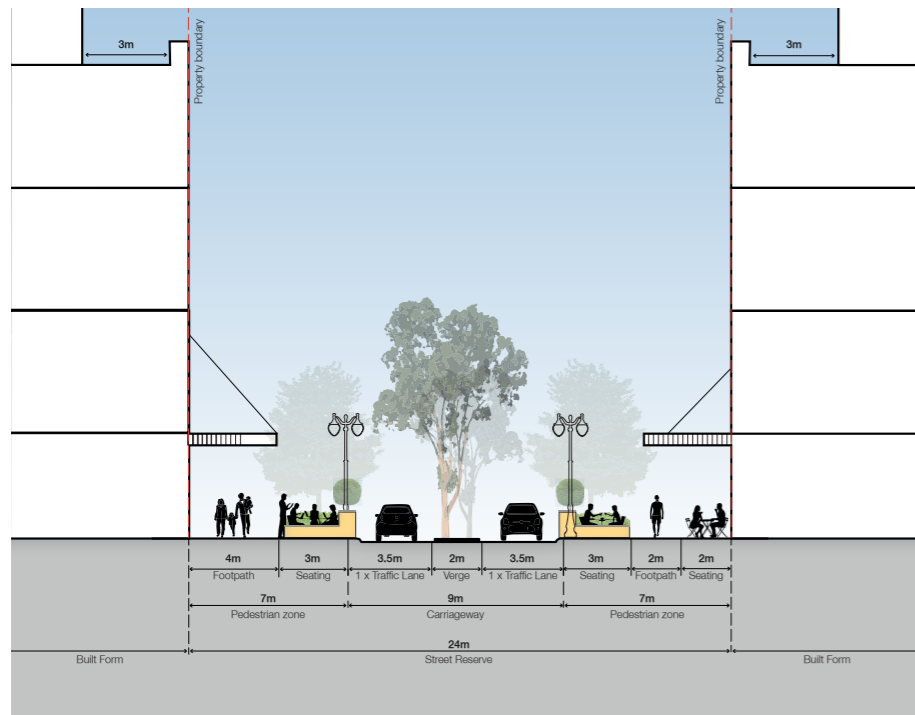


Five Dock movement and access framework - vehicular

# Five Dock

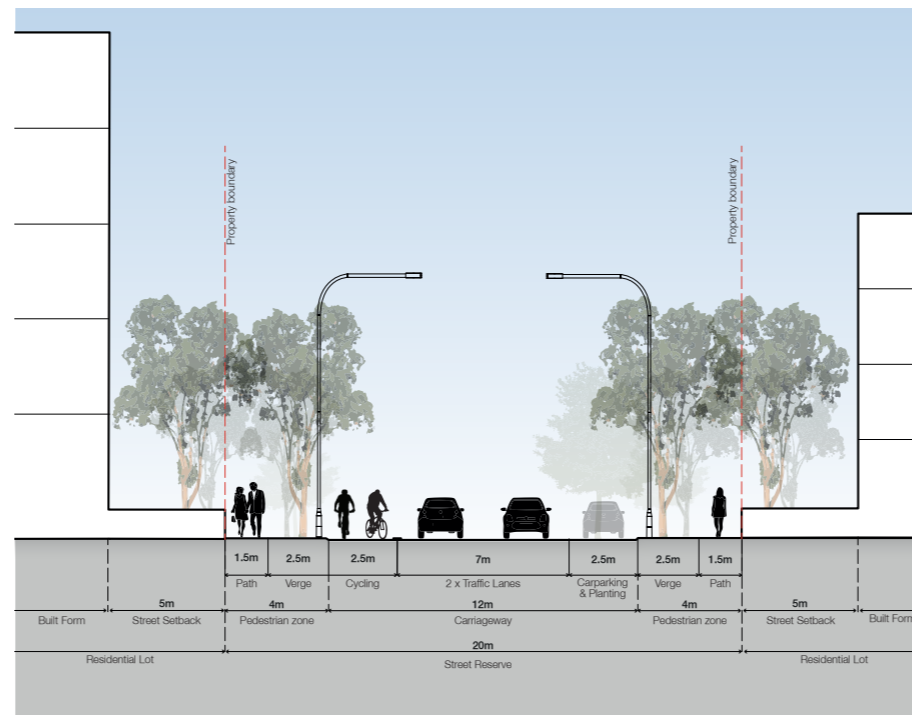
## Priority streets - recommendations

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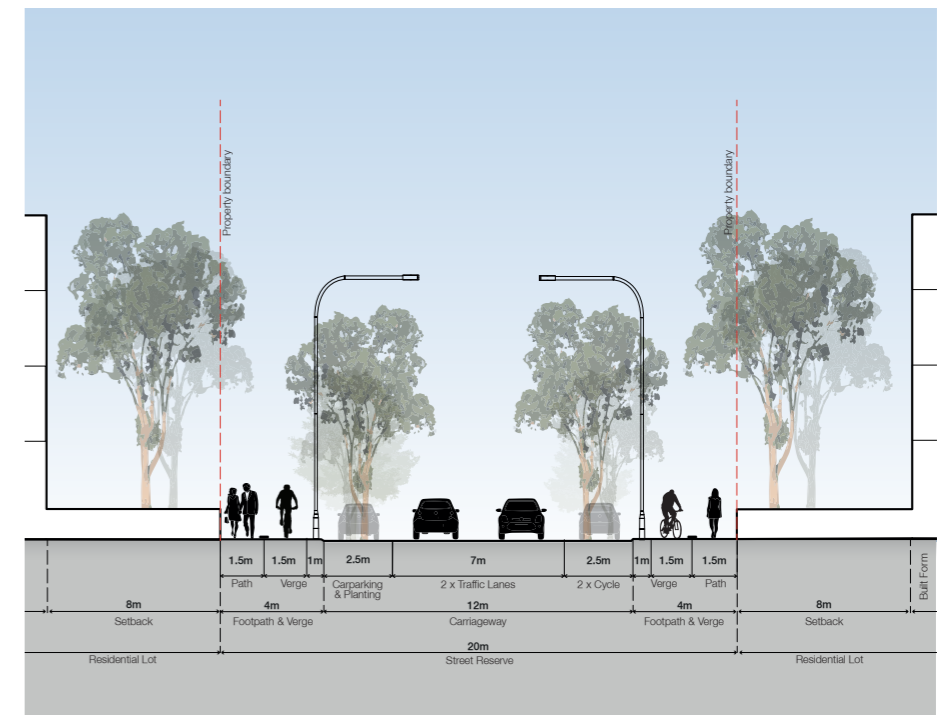
**A. Places for People (Great North Road)**

- Create a pedestrian environment by expanding footpath upgrades from Lyons Road West to Queens Road (through dedication and kerb alignment) to allow for outdoor dining/seating and deep soil planting for mature street trees. Expand calm street with paving treatment
- New tree street planting in between parking bays to increase shading
- Allow opportunities for easy pedestrian crossing along the street



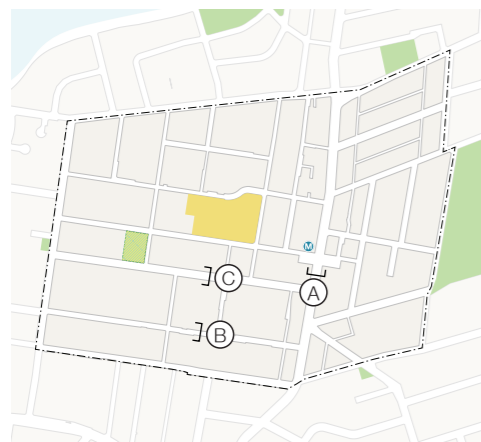
**B. Transition Street (Queens Street)**

- Street to provide interface between the vision of the PRCUTS south of Queens Road and the medium scale development north of the street
- Add dedicated two-way cycle lane to southern side of the street and increase shading through street planting along the verge to improve pedestrian and cycling experience
- Upgrade on-street carparking on southern side to allow for pockets of deep soil planting in between parking bays



**C. Green Street / Local Street (Garfield Street)**

- Add dedicated two-way cycle lane to northern side of the street and increase shading through street planting along the verge to improve pedestrian and cycling experience
- Upgrade on-street carparking on southern side to allow for pockets of deep soil planting in between parking bays
- Generous street setbacks for deep soil planting on private lots



# Five Dock

## Active and cycle framework plan

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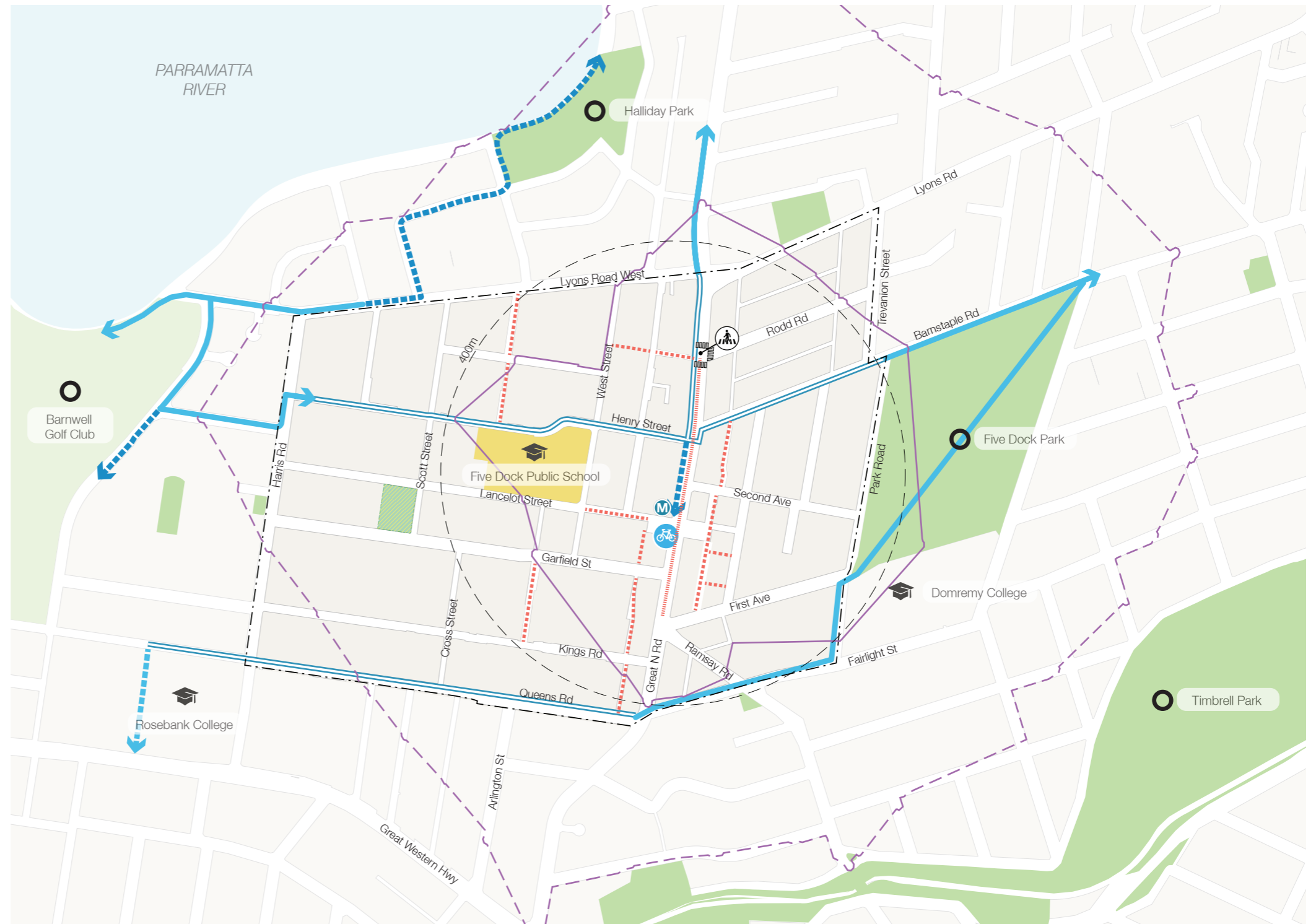
Revitalised alleyway at Evans Alley Bridge, Denver

### Key moves

1. New improved pedestrian crossing at the intersection of Rodd Road and Great North Road
2. Establish fine grain pedestrian friendly lanes to connect residential to civic plaza
3. New on road cycleway along Great North Road finishing at the civic plaza with an end of trip facility to promote active transport to reach Metro station from residential areas
4. Improvements of existing on-road cycleway within the boundary to dedicated cycleways which connect and are consistent with the proposed Concord/Burwood North cycleway network.

### Key

- |     |                                   |   |  |
|-----|-----------------------------------|---|--|
| --- | Precinct boundary                 | ■ | Education facility                       |
| M   | Metro site                        | ■ | Fred Kelly Place extension               |
| →   | Existing cycleway                 | □ | 5 minute walking catchment from Metro    |
| →   | LSPS future on road cycle route   | □ | 10 minute walking catchment from Metro   |
| →   | PRCUTS future on road cycle route | □ | New pedestrian crossing                  |
| →   | Upgrade to dedicated cycle lanes  | ■ | Land acquisition for proposed open space |
| →   | New pedestrian link               | 🚲 | End of trip facility                     |
| →   | Pedestrian priority street        |   |  |



Five Dock movement and access framework - active and cycle

## Five Dock










### 3.10 Land use and activity framework plan

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#### Key moves

1. Upgrade and extension of Fred Kelly Place as an important civic plaza for the Town Centre
2. Activity hubs focused around the existing civic plaza and new extension where the Metro station is proposed
3. More activity opportunities to extend along Great North Road from Lyons Road and Queens Road
4. Passive recreation activities could be located along the laneways where a more calm environment is created by the reduced vehicular movement. Opportunities for laneway activation and public activities (such as pop-up events).

#### Key

-  Precinct boundary
-  Metro site
-  Mixed use
-  Residential density transition
-  Active street
-  Active frontage
-  Secondary frontage activation
-  Heritage
-  New open space



Five Dock land use and activity framework

## Five Dock

### 3.11 Built form and heritage framework plan

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#### Key moves

1. Built form to provide transition from low scale, low density residential toward the higher densities along Great North Road
2. Heights concentrated along Great North Road with up to 7 storeys mixed use developments. Heights transitioning down to 4 to 5 storey residential apartment buildings and 1 to 3 terrace houses and dual occupancy typologies
3. Interface between mixed use and residential densities to be approached through the provision of lanes and through site links.



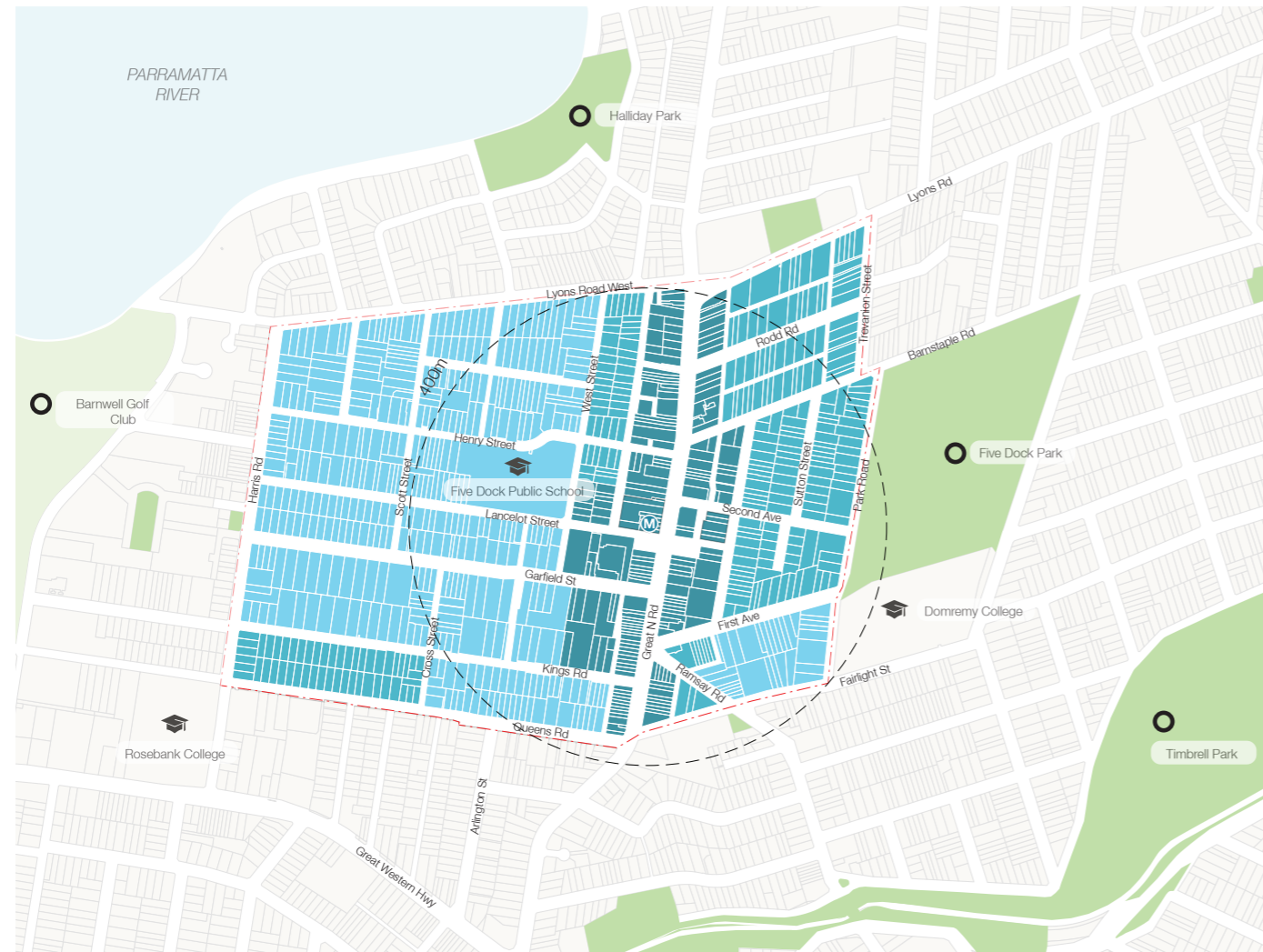
Five Dock built form, heritage and development framework

#### Key

- Precinct boundary
- Mixed use
- Residential density transition
- Residential and mixed use interface
- Heritage
- Open space
- New pedestrian link

# Five Dock

## Building heights



Five Dock recommended building heights

### Key

- - - Precinct boundary
- M Metro site
- 1-3 storeys
- 4-5 storeys
- 5-7 storeys

### Key moves

1. Heights reflecting Five Dock Town Centre Urban Design Study recommendations with maximum heights of 6-7 storeys with 4 storey street walls along Great North Road
2. 4 to 5 storey height for residential development for areas east and west of Great N Road
3. 1 to 3 storeys for the blocks bounded by Scott Street, Cross Street, Lyons Road, Queens Road, Fairlight Street and Trevanion Street as a transition area to surrounding existing low density areas.

## Setbacks

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Five Dock recommended setbacks

### Key

- - - Precinct boundary
- M Metro site
- No street setback
- 1m street setback
- 3m street setback
- 5m street setback
- 8m street setback

### Key moves

1. Setbacks to respond to and reflect the structure plan and built form typology and building heights as well as the Five Dock Town Centre study recommendations
2. 0m setback along Great North Road block to encourage street activation along the high street
3. Green spine streets delivered through 8m street setback to promote increased tree canopy and landscaped interfaces with the street
4. 5m setback along areas earmarked for residential redevelopment
5. 3m setback along laneways one block from Great North Road to allow for pedestrian connectivity
6. 1m setback along all existing laneways
7. Retain existing setback controls for areas unchanged.

# Concord/Burwood North

4

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## 4.1 Challenges

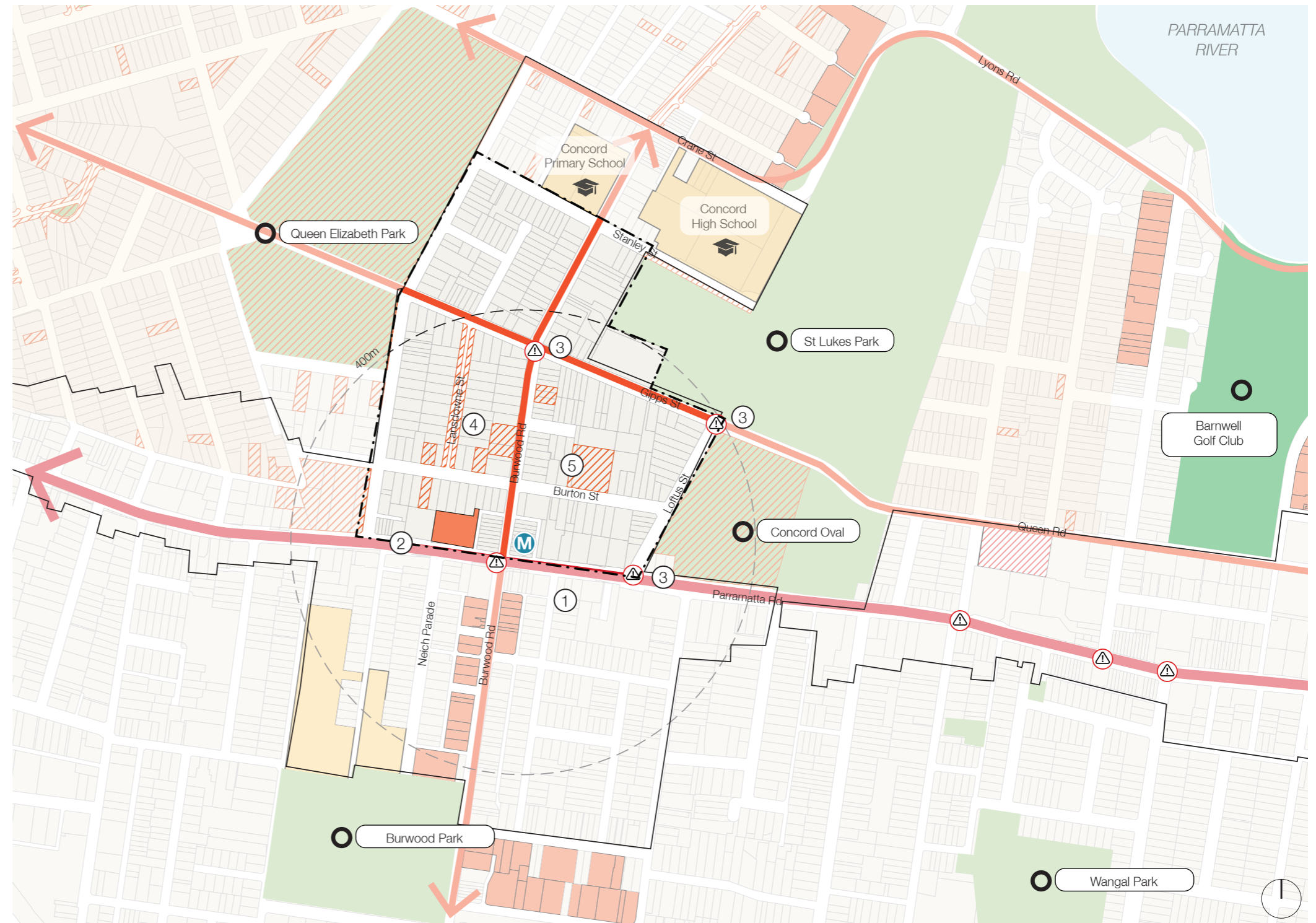
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The key findings from site analysis and distillation from the baseline review have been summarised into the following key points:

1. The vision identified in PRCUTS needs to be implemented into the structure plan however it is split across two LGAs - Canada Bay and Burwood - and could limit cohesive delivery of the vision
2. Precinct is bounded between major road traffic barriers in particular Parramatta Road acts a north-south barrier especially with active transport and pedestrian connectivity.
3. Identified problematic intersections
4. Existing new developments have poor interface with heritage items and conservation areas.

### Key

-  Precinct boundary
-  400m catchment
-  PRCUTS boundary
-  Busy traffic road
-  Major traffic road (barrier)
-  Dead-end road
-  Pedestrian paths
-  Character areas under investigation
-  Existing medium density
-  Education facility
-  Heritage item
-  Dangerous crossing
-  Open space
-  Golf course



Key challenges in Concord/Burwood North






















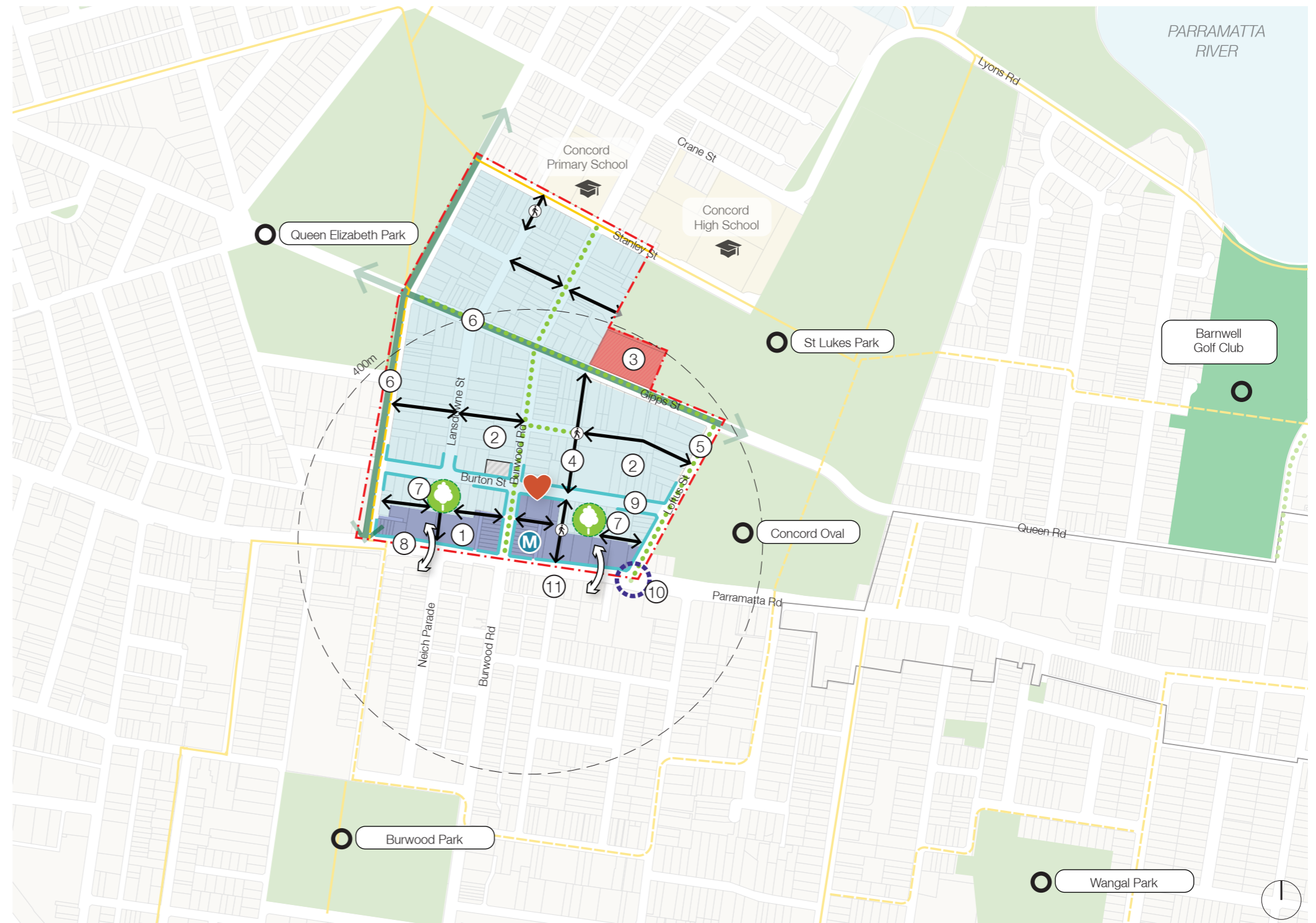
4.2 Opportunities

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1. Opportunity for increased mixed use whilst still retaining enterprise corridor uses on the ground level.
2. Areas within 400m of a significant Metro have the potential for density uplift.
3. Upgrade and co-located community infrastructure and facilities adjacent to St Lukes Park and with connections to the new Metro to help activate the precinct.
4. Creating new laneways and through-site links to improve the permeability of long blocks
5. Upgrade streets with tree planting, better pedestrian crossings and calming of traffic area areas of high pedestrian volume.
6. Opportunity for Gipps Street and Broughton Street to become green spines connecting to open space
7. Potential for additional new pocket parks/plazas.
8. Clear vision on how developments interface with Parramatta Road.
9. Burton Street upgraded to local centre with active street frontage.
10. Improve gateway entry into precinct at Burwood Road and to provide an additional pedestrian crossing.
11. Improve pedestrian crossing across Parramatta Road to strengthen the significant transport interchange with Burwood Station (located 1.5km south)

Key

- |  |  |
|--|--|
|  Precinct boundary              |  Co-located community facilities              |
|  Metro site                     |  Land acquisition                             |
|  New link                       |  Street planting                              |
|  Strengthen existing cycleway   |  Green spine                                  |
|  Proposed cycleway              |  Opportunity to improve pedestrian crossings  |
|  Active street frontage         |  Landscape gateway                            |
|  Connections                    |  Open space                                   |
|  Opportunity for mixed use      |  Opportunity to introduce new open space area |
|  Opportunity for medium density |  Heart of the precinct                        |
|  Education facility             |  |



Key opportunities in Concord/Burwood North

4.3 Vision

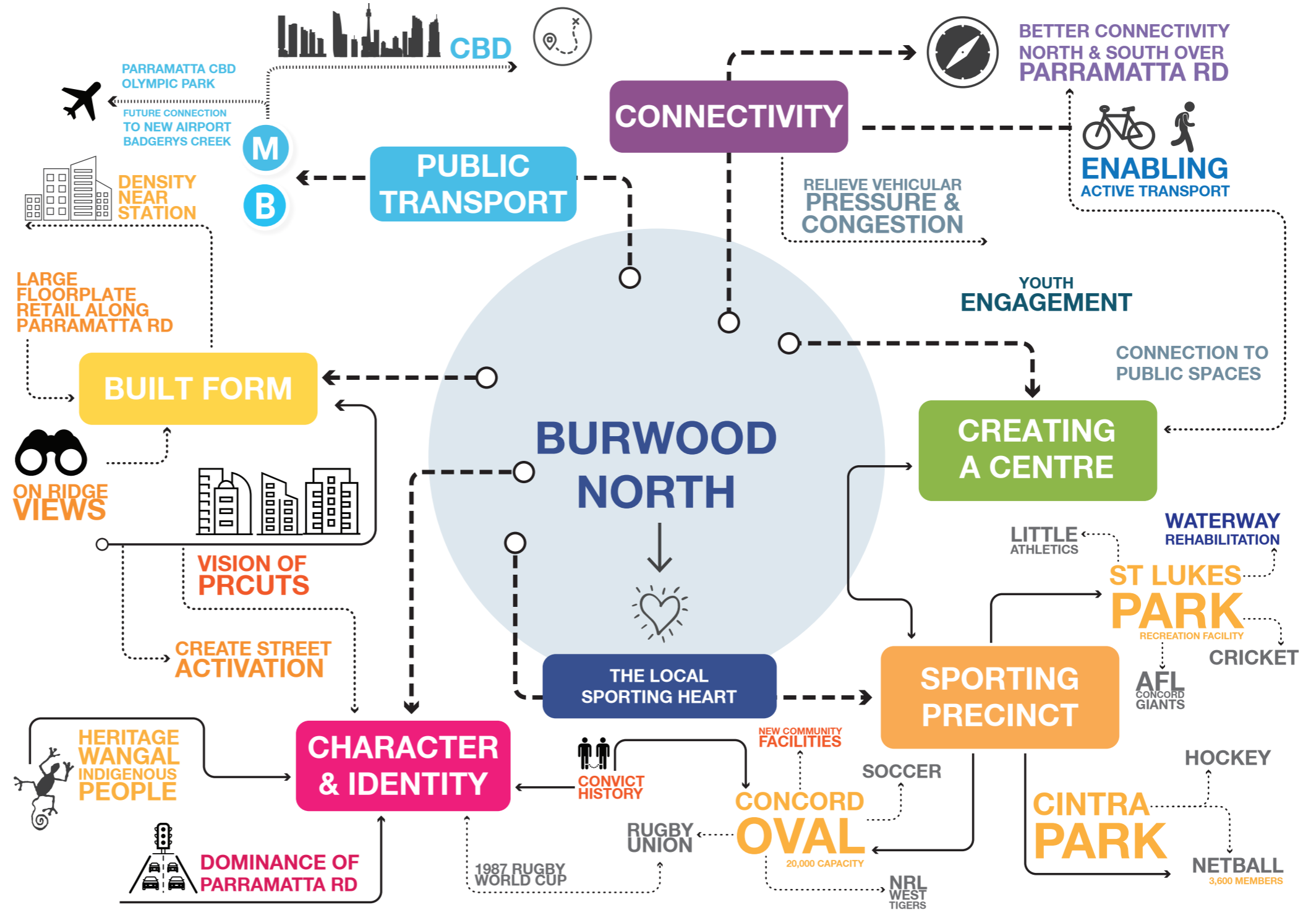
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Concord/Burwood North is a precinct located within the suburb of Concord and is strategically positioned to support Burwood town centre to the south and the predominantly residential population to the north.

The precinct will be an attractive destination with high quality buildings, retail opportunities, community facilities and public spaces that serve the wider community who use the Metro Station. The local area has access to many significant amenities such as local community facilities, schools and the abundance of public open space.

Concord/Burwood North will be a vibrant mixed use centre with height focused along Parramatta Road, transitioning to the low density residential areas to the north. The built form will be sensitive to it's context, with an appropriate interface to the noise and pollution created by Parramatta Road. Pocket parks, activated through site links and a station plaza will be screened from the main road and the amenity of the local streets will be protected by the built form and trees.

Burton Street, Burwood Road and the laneways that intersect them will be 'places for people.' The community will be able to enjoy the intimate scale of a retail street with on street dining and grab-and-go opportunities for future commuters.



## Concord/Burwood North

### Vision objectives

Concord/Burwood North is known as the 'Parklands Suburb' of the Inner West, and offers a unique opportunity to be the local sporting and physical health precinct for the LGA. Reinforced by the new metro, Concord/Burwood North can offer a supporting role to Sydney Olympic Park's facilities by hosting a variety of sporting events, building upon the existing amenities provided in the area and reinforced as a centre with connectivity to the greater Sydney metropolitan area.

The PRCUTS incorporates Concord/Burwood North within the Burwood-Concord Precinct and identifies transformation areas to create a significant transport interchange with Burwood Rail Station (approximately 1.5km south) and improving active transport connections to regional recreation and open space facilities, reinforcing the vision of an active and vibrant sporting precinct.

Not only will Concord/Burwood North precinct continue to service the area with regional sporting facilities and attract exciting and new sporting events, other significant employment opportunities such as sports and health related services (such as Concord Private Hospital and Orthosports Physiotherapy and Sports Injuries Centre) will also be enhanced and expanded. This precinct provides the opportunity to locate a range of housing typologies within close proximity to the significant recreational amenities.

The following are a number of high-level objectives that have informed the vision for the future of Concord/Burwood North area. These objectives have been taken from the vision statement. The principles that underpin the delivery of the vision objectives are explored in detail over the following pages.

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1. **Ensure public domain around public transport facilities are attractive, pedestrian friendly and offer a convenient transfer between different modes of transport and better pedestrian connections.**



2. **Breakdown pedestrian barriers created by Parramatta Road, allow for more opportunities to safely cross the arterial road towards Burwood Town Centre without further congestion.**



3. **Upgrade Concord Oval as a truly vibrant community hub with co-location of uses and facilities to revitalise key nodes and create hubs of activity with good connections to key open spaces/facilities.**



4. **Allow for shared zones and break out spaces around transport infrastructure. Create spill out spaces for events which are activated and pedestrian friendly.**



5. **Create 'places for people' ensuring retail along Parramatta Road is suitable with its location and purpose with finer grain retail and food offering along Burton Street.**



6. **Maximise activation of the ground plane. Support greater development intensity and a broader mix of land uses within close proximity to the station and areas of high pedestrian footfall.**



7. **Increase the variety of housing and building types on offer by encouraging more low-rise, and medium density urban typologies. Development should respond to queues from the natural environment.**



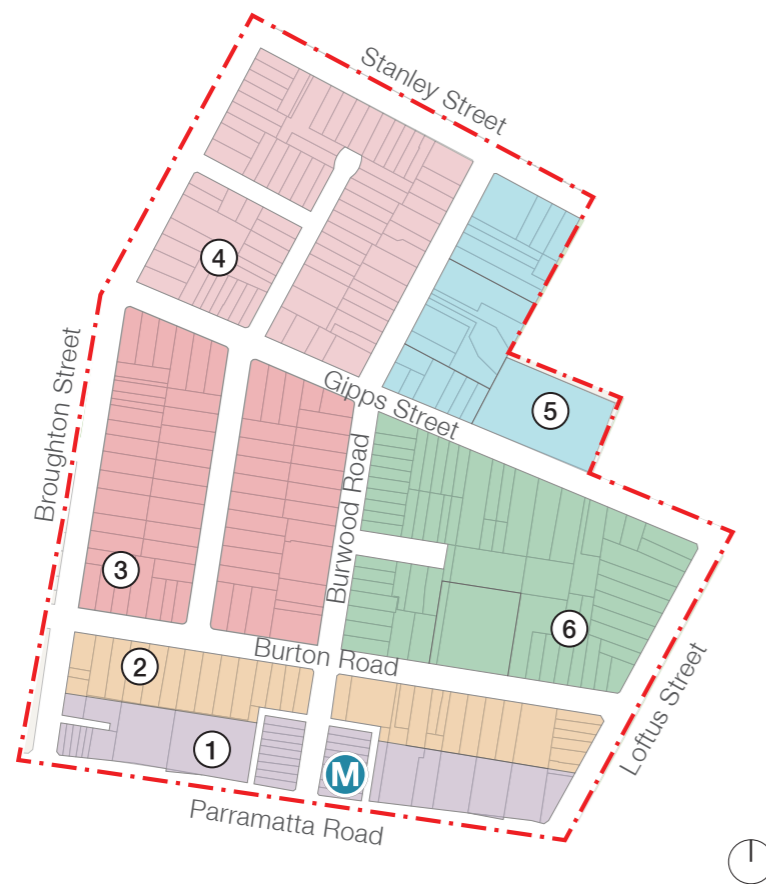
8. **Increase building heights around the Metro site to improve legibility and create a landmark/gateway presence to the precinct. Towers should be of appropriate scale to the area with good street interface and setbacks.**

## Concord/Burwood North

### Summary desired sub-precinct character

Concord/Burwood North has been divided into six (6) separate local character sub-precincts based on the feedback from the community, the varied urban form that observed on site, and alignment with strategic changes in the local area. This is a snapshot taken from the local character statement.

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Character Precincts in Concord/Burwood North

#### ① Parramatta direct interface

The Parramatta Road sub-precinct will be transformed from the one to two storey shop top housing with commercial/retail uses into a high density mixed use precinct. The pedestrian amenity along the street will be improved with design and interface strategies to mitigate the heavy vehicular traffic and congestion of Parramatta Road. New spaces for passive recreation will be made available on the northern edge of the core, shielded from the noise of the main road. Streets and lane-ways will be activated by retail and the integrated transport hub will add to the destination-al nature of this precinct. The future of this area will be consistent with the vision of the PRCUTS and to improve the public domain and streetscaping.

#### ② High density residential and plazas

Infill development that is sensitive to the surrounding built form will continue to diversify housing options in Concord/Burwood North. Building heights will range from 12-24 storeys with the future of this area to be consistent with the vision of the PRCUTS. Interfaces with streets and public spaces will add to the vibrancy of the local area with activation and passive surveillance from local residential dwellings and ground floor retail. The proximity to the station will make this a great space for urban commuters to live with public transport options, diverse housing choices and the amenity of local parks right at hand.

#### ③ Infill area residential (south of Gipps Street)

Infill development should maintain the exist character and in particular the heritage trees on Landsdowne Street. More broadly, the heritage items throughout the area will be protected and augmented through public realm upgrades, including tree planting, upgrades to verges to protect existing trees and new cycle paths. This space will operate as a transition buffer from higher densities focussed along Parramatta Road to low density residential in the northern part of the study area and broader Concord. Development of new buildings up to five (5) storeys will be mindful of the existing condition, with change evolving in a manner that continues to complement the existing conditions.

#### ④ Low density residential (north of Gipps Street)

This sub-precinct will accommodate up to three (3) storeys in a manner that is complementary to the existing dwelling typology of 1-2 storeys stand alone dwellings. There are key opportunities to enhance heritage items with the low density infill development that is of a sensitive scale to the surrounding context and improve the streetscape. Tree planting and cycle paths will add to the amenity of the local area.

Stanley Street interfaces with the local primary school and should be a particular focus for upgrades, including improvements to road crossing, street trees, bench seats and bicycle lanes.

#### ⑤ Community, sport and medical sub-precinct

The community, sport and medical hub will become a focal point in the neighbourhood. Public realm upgrades and a purpose built facilities will make this a desirable space for council to run their local services and community events to occur. Co-locating a medical centre or allied health services, sports and recreation facilities, a community centre and a playspace for children or daycare within a single block will provide convenience for local residents and a small employment centre. Proximity to local public schools is also a clear opportunity to provide resources targeted at young people and families. Reducing at grade car parking and improved landscape qualities will also improve the amenity of this character area.

#### ⑥ St Luke's Anglican Church sub-precinct

This local character sub-precinct is a residential neighbourhood anchored by St Luke's Anglican Church, which is a mix of Gothic/Romanesque style church built in 1861. The heritage nature of the building should be maintained, while opportunities to enhance the environs with better public interface through improved streetscaping should be encouraged.

Medium density development will be permitted ranging from five (5) storeys up to twelve (12) with building to boundary and active frontages encouraged on the southern edge (Burton Street).

#### 4.4 Concord/Burwood North preferred structure plan

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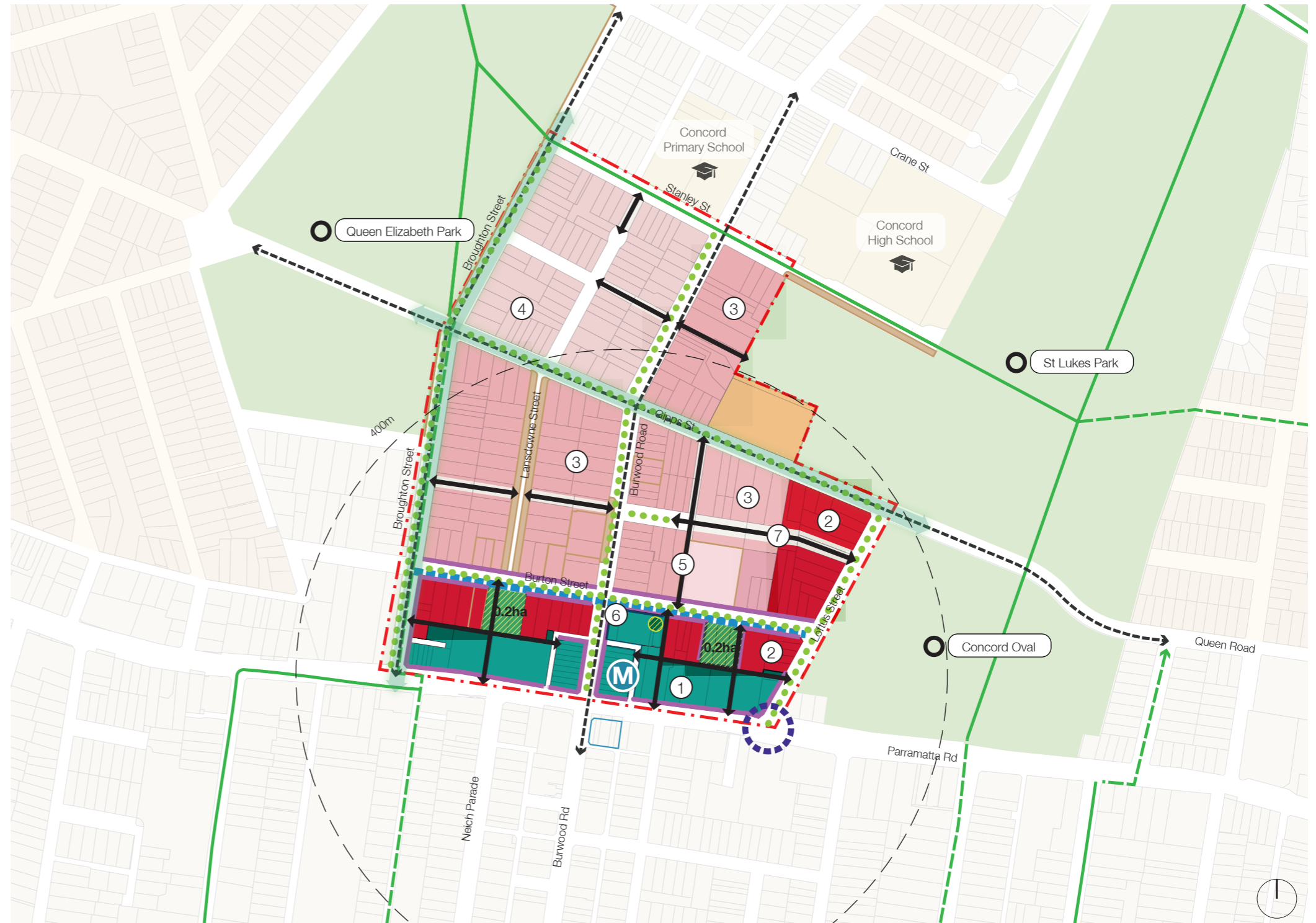
The following are the key elements of the Structure Plan which synthesizes the urban design frameworks for Concord/Burwood North:

##### Key elements

1. Incorporate the strategic moves of the PRCUTS along Parramatta Road. Strengthen the local centre with mixed use development along Parramatta Road
2. High residential density within 200m of the station and along the park edge
3. Low rise residential density concentration along Broughton and Gipps Streets within 400m from the Metro Station and to frame St Lukes Park
4. The remaining areas to remain a three storey residential area and transition in height towards Queen Elizabeth Park, the periphery of the Precinct and the earmarked Character Area in the Local Housing Strategy
5. Provide new streets for better connections from the station to the upgraded community precinct and St Lukes Park
6. Provide an open space/plaza within the Metro development
7. Unlock permeability throughout the Precinct with key new connections.

##### Key

	Proposed precinct boundary		Metro site
	Metro site		Improved streetscape
	New pedestrian link		Character Area
	Primary connections		Street planting
	Plaza		Green spine
	Land acquisition for open space		1-3 Storeys special uses (community)
	Strengthen cycleway to dedicated lane		1-3 Storeys residential
	Proposed cycleway		4-5 Storeys residential
	Active street frontage		4-24 Storeys residential
	Heritage		3-12 Storeys mixed use



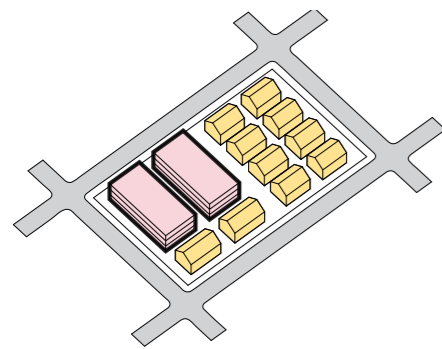
Concord/Burwood North Structure Plan



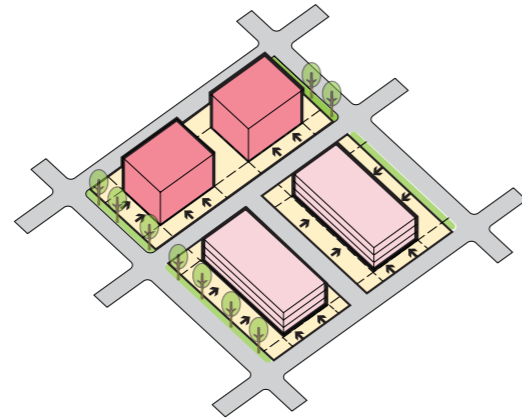
4.5 Concord/Burwood North - Design recommendations

The following are the design recommendations specific for Concord/Burwood North to ensure that the vision of the Precinct is achieved:

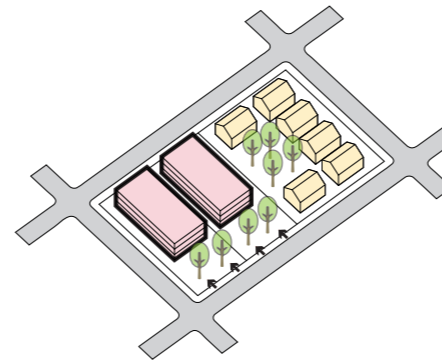
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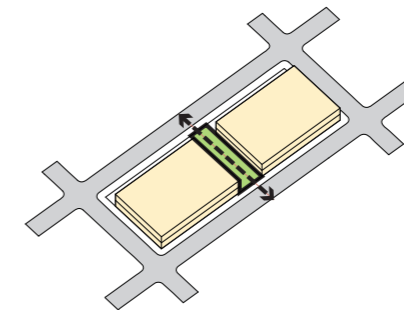
1. Ensure sensitive interface with heritage item is provided through setbacks and height transition.



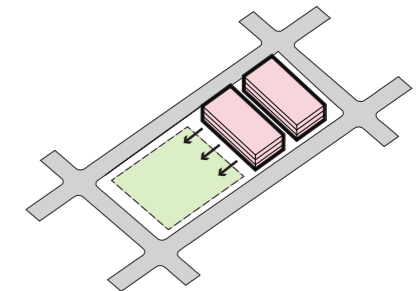
2. Provide landscape setback in residential zone of 3m and 8m along priority green streets.



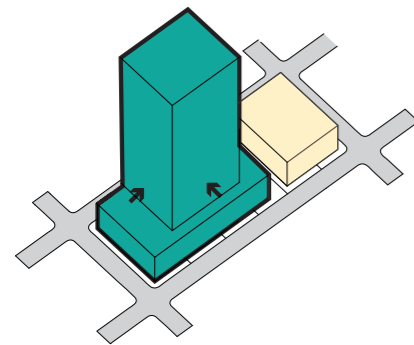
3. Preserve tree canopy within residential zone with deep soil provided to reduce urban heat.



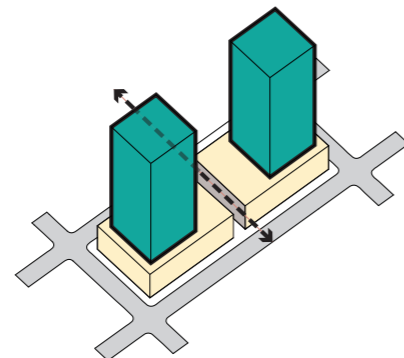
4. Prioritise through-site links and permeability on long urban blocks for improved connectivity.



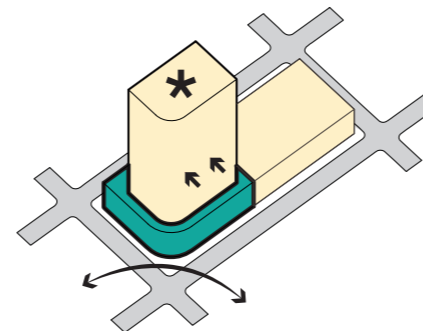
5. Passive surveillance to St Luke's Park. Opportunity to remove back fences and provide laneway to provide street frontage to park.



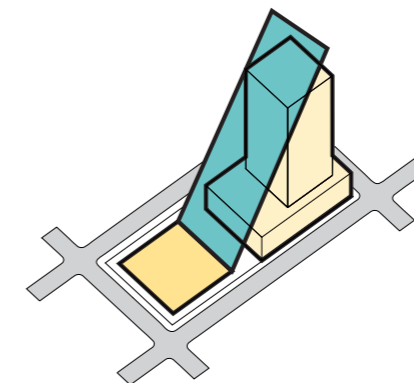
Amalgamation of lots for developments over 3 storeys with minimum lot sizes of 1,800m<sup>2</sup>. Minimum lot size of 1,800m<sup>2</sup> with podium setback above 4 storeys to provide a continuous street wall and reduce scale from street level.



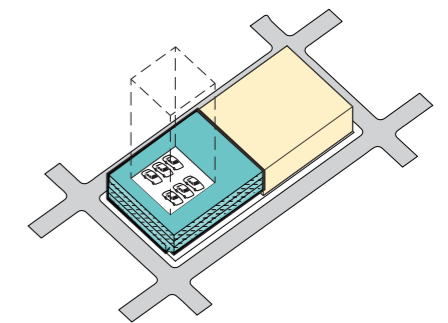
Building separation between towers to be ADG compliant at a minimum.



Prioritise height at key intersections and nodes as gateway sites.



Protect solar amenity to existing and future open spaces and plazas.



Parking preferably underground, where not possible, above ground carparking should be sleeved with active uses or green walls.

## Concord/Burwood North

### 4.6 Concord/Burwood North potential built form massing

Built form testing of the Structure Plan ensures that the design recommendations are achievable and enables proposed future populations to be calculated:

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Illustrative streetscape - Burwood Road looking south

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Burwood Road is a key vibrant street which connects north to Parramatta River and south to Burwood Town Centre, it is also adjacent to the new Metro station, below is an illustrative sketch of the public domain:





## Concord/Burwood North















### 4.8 Open space, public domain and community framework plan

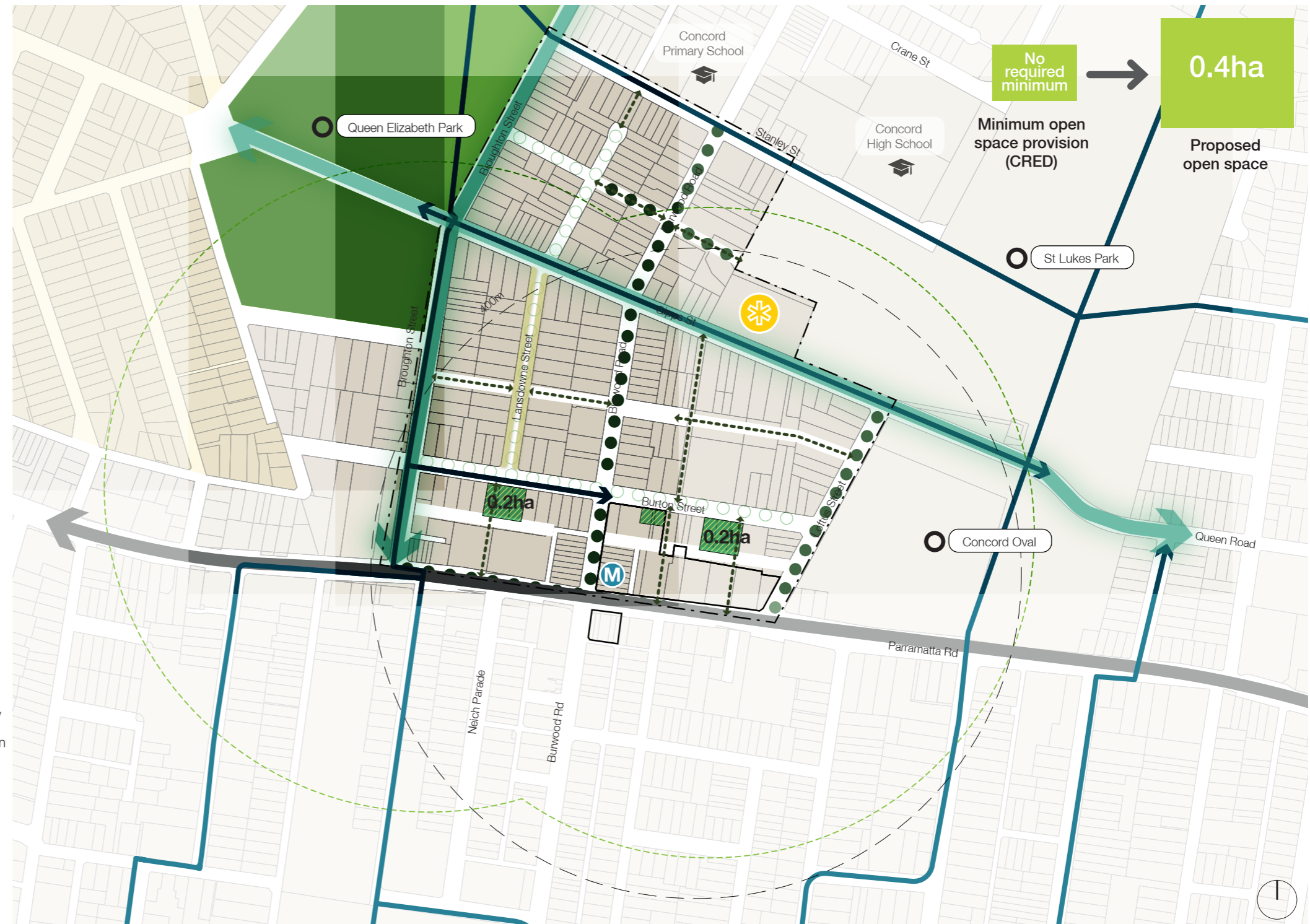
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#### Key moves

1. CCB's *Social Infrastructure (Open Space and Recreation) Strategy and Action Plan (CRED 2019)* indicates that there is a sufficient provision of open space within this Precinct.
2. Gipps and Broughton Streets green spine streets consistent with the vision of the metropolitan Sydney Green Grid network
3. Connection of the key open spaces of Queen Elizabeth Park and St Lukes Park along Gipps Street through improved pedestrian and cycle experience
4. Vision of the PRCUTS along Parramatta Road reducing the dominance of vehicular traffic to a multi-modal street with an integrated bus rapid lane and clear access and connections to the Metro station
5. Improve pedestrian and cycle mobility north to south especially crossing Parramatta Road. This includes street level intersections, pedestrian bridges and underground connections through the Metro station. These links should connect with the broader regional cycle network and green streets
6. Integration of a new north facing pocket park on Burton Street and of a civic plaza as part of the Metro development for social gathering and clear Metro entry and meeting point
7. Additional tree planting to reduce heat island effect and provide 40% tree canopy across the entire precinct.
8. Delivery of new community facility. Concord will need 767m<sup>2</sup> by 2036 of new multipurpose community centre as stated by the CCB's *Social Infrastructure Community Strategy (CRED 2019)*

#### Key

	Precinct boundary		Metro site
	New pedestrian link		Metro acquisition boundary
	Cycleway network		400m catchment from open space
	Green spine		Heritage street trees
	Major vehicular road		Character area under investigation
	Tree canopy cover to be increased		Land acquisition for open space
	Established street tree canopy cover over 40%		Possible location for multipurpose community centre



Concord/Burwood North open space and public domain framework

Civic open space

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① Pocket park

② Green spine streets with cycle paths

④ Streetscape improvements

④ New civic plaza



Canal Corridor, London



Bourke Street, Surry Hills



Constitution Avenue, Canberra



Piazza Mazzini, Italy



## Concord/Burwood North

















### 4.9 Movement and access framework plan

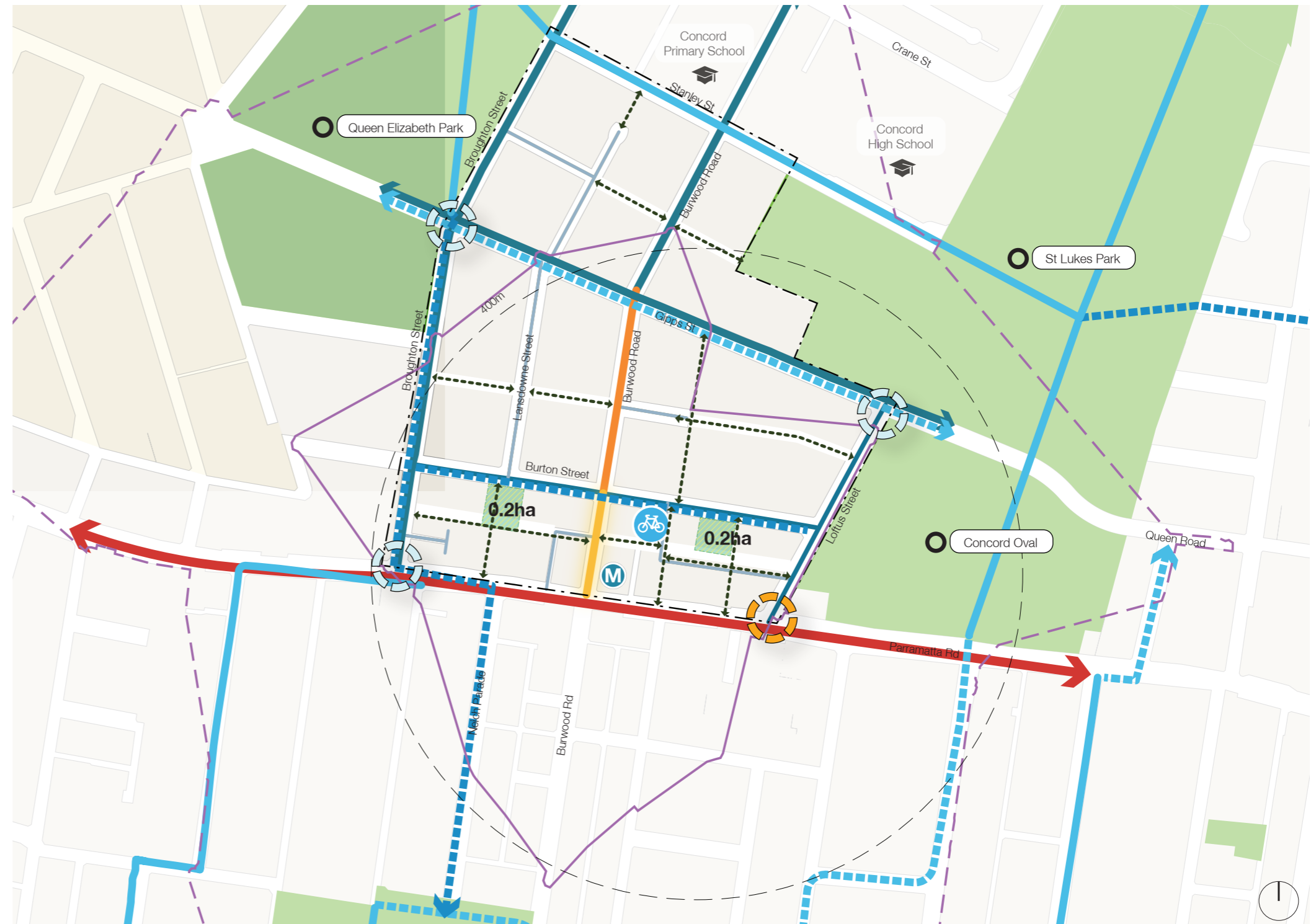
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#### Key moves

1. *Future Transport Strategy 2056* classification to be used to delineate different streets to perform different functions. Promote clear types of functions and street hierarchy to prioritise each street type (see definitions on page 24)
2. Main vehicular movements focused on the periphery along Parramatta Road and Broughton Street. This allows for local movements within the precinct.
3. Improve pedestrian connections from metro to Concord Primary and High School with streetscape upgrades and footpath widening
4. Integration of the PRCUTS vision to provide bus rapid transport lanes along Parramatta Road to further promote public transport movement with servicing laneways away from pedestrian focused streets.
5. Promote Burwood Road as vibrant street thus redirecting vehicular movement along Broughton Street to allow for activation and pedestrian friendly environment.
6. Mid-block through site links to break down urban blocks, promote porosity, connectivity and safe routes for pedestrians.
7. Opportunities to increase pedestrian and cycle accessibility and safety through streetscape improvements along Parramatta Road.
8. Connect open spaces through a green spine and cycleway network along Gipps Street.
9. Provide on road cycle way along Burton Street up to the civic plaza with a end of trip facility to promote active transport to the Metro station.
10. Provide new lane access for commercial uses.

#### Key

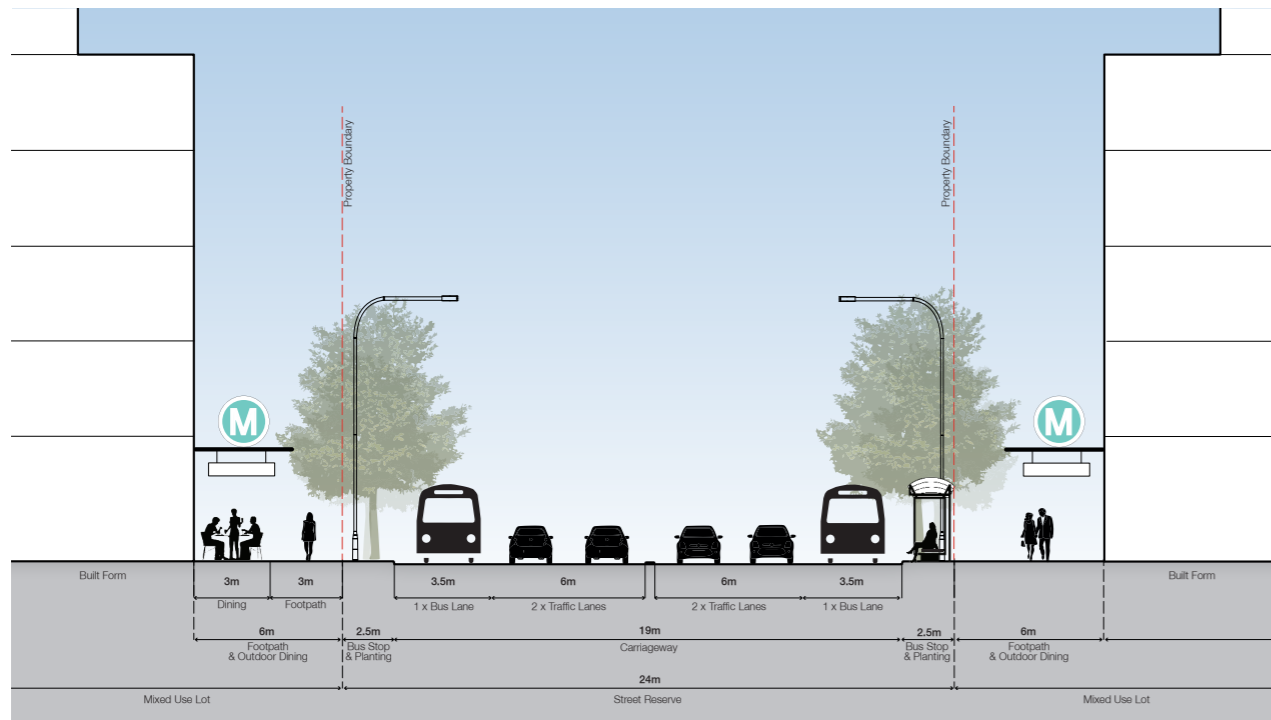
	Precinct boundary		PRCUTS future on road cycle route
	Metro site		5 minute walking catchment from Metro
	Movement corridor		10 minute walking catchment from Metro
	Vibrant street		Crossing to be improved
	Place for people		Gateway crossing
	Local street (major)		New pedestrian link
	Local street (minor)		Land acquisition for proposed open space
	Existing cycleway		End of trip facility
	LSPS future on road cycle route		



Concord/Burwood North movement and access framework - vehicular and active

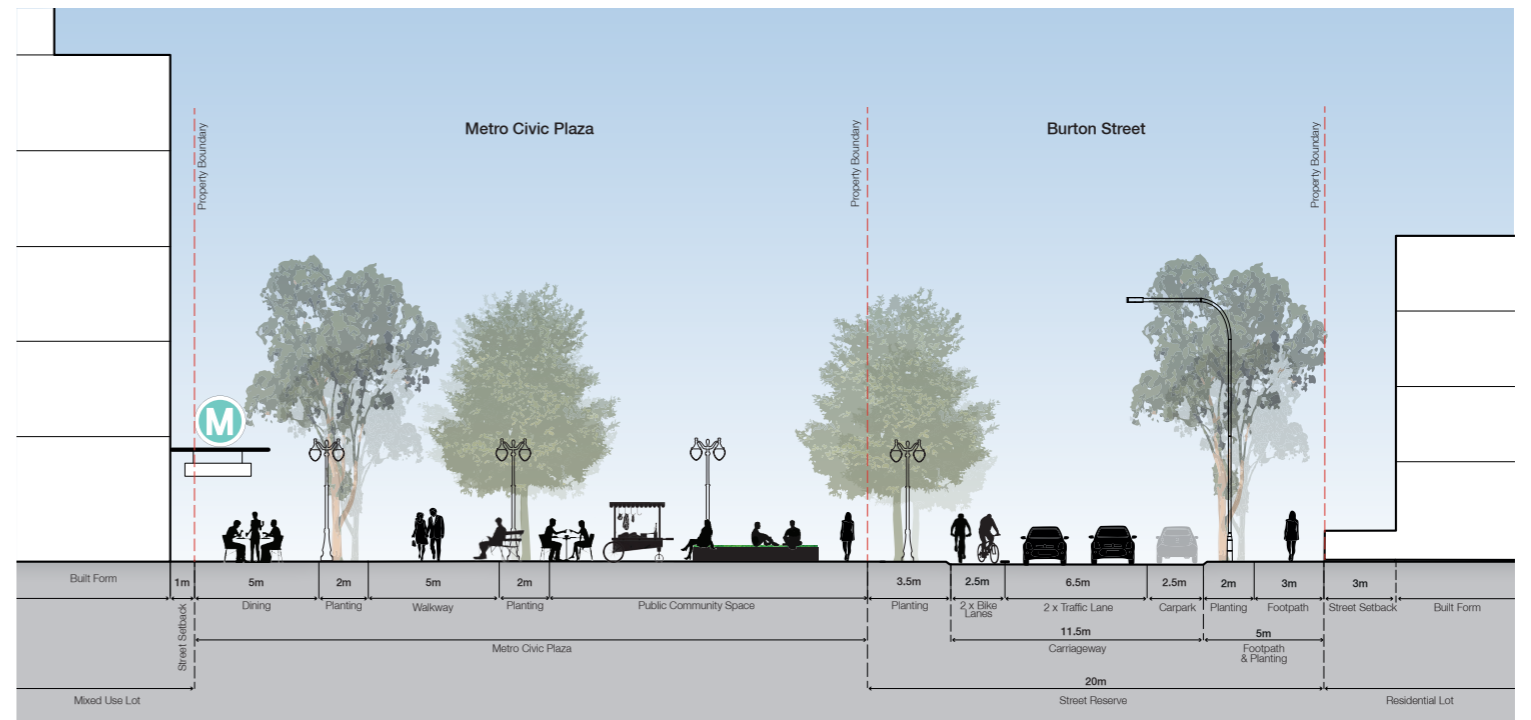
Priority streets - recommendations

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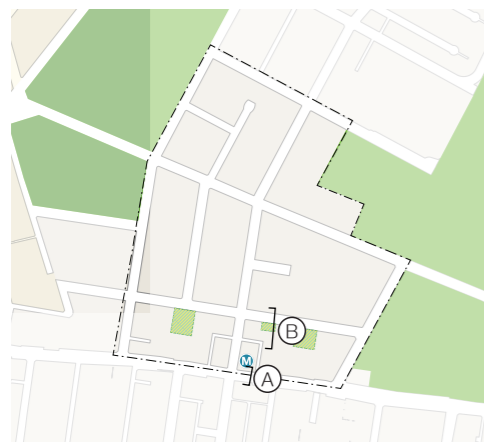
A. Movement Corridor (Parramatta Road)

- Align with the vision of PRCUTS, converting one lane into a bus rapid transit lane with weather protection bus shelters
- Expand footpath through setback controls for potential outdoor dining
- Generous street setbacks to allow deep soil planting to achieve optimum tree outcomes



Places for People (Burton Street & Neichs Lane)

- Realign Neichs Lane to allow seamless transition into the Metro Civic Plaza from the Metro Entry and increase outdoor dining and planting
- Creation of Metro Civic Plaza as a community space, potential for seating, popup markets and outdoor cinema etc.
- Add dedicated two-way cycle lane to southern side of Burton Street and increase shading through street planting



## Concord/Burwood North

### 4.10 Land use and activity framework plan

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#### Key moves

1. Street activation through ground level fine grain retail and non-residential uses focused along areas where higher levels of pedestrian traffic is anticipated around the mixed use areas between Parramatta Road and Burton Street
2. Improved connections of Burwood Road south and north of Parramatta Road as a continuous retail spine, strengthening this street as a vibrant corridor
3. Active frontage and retail to face Parramatta Road and into the civic plaza, service laneway to remove servicing off Parramatta Road. Opportunity to realign laneway not to conflict with the seamless connection of the new civic plaza and Metro station entrance.

#### Key

-  Precinct boundary
-  Metro site
-  Mixed use
-  High density residential
-  Residential density transition
-  Active street
-  Active frontage
-  New open space
-  Heritage item



Concord/Burwood North land use and activity framework

## Concord/Burwood North







### 4.11 Built form and heritage framework plan

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#### Key moves

1. Built form transition from low scale, low density residential north of Stanley Street to taller development along Parramatta Road in line with the PRCUTS vision of heights up to 24 storeys.
2. Built form to face new pocket parks and civic plazas to create active frontages and provide passive surveillance
3. Ensure that solar amenity is maintained to proposed and existing public domain
4. Residential developments from Stanley Street to Burton Street. Mixed use along Parramatta Road with commercial uses in the podium and residential above
5. Lot amalgamation with a minimum 1,800m<sup>2</sup> size to facilitate larger developments and height to ensure proper deep soil planting and improved public domain interface.

#### Key

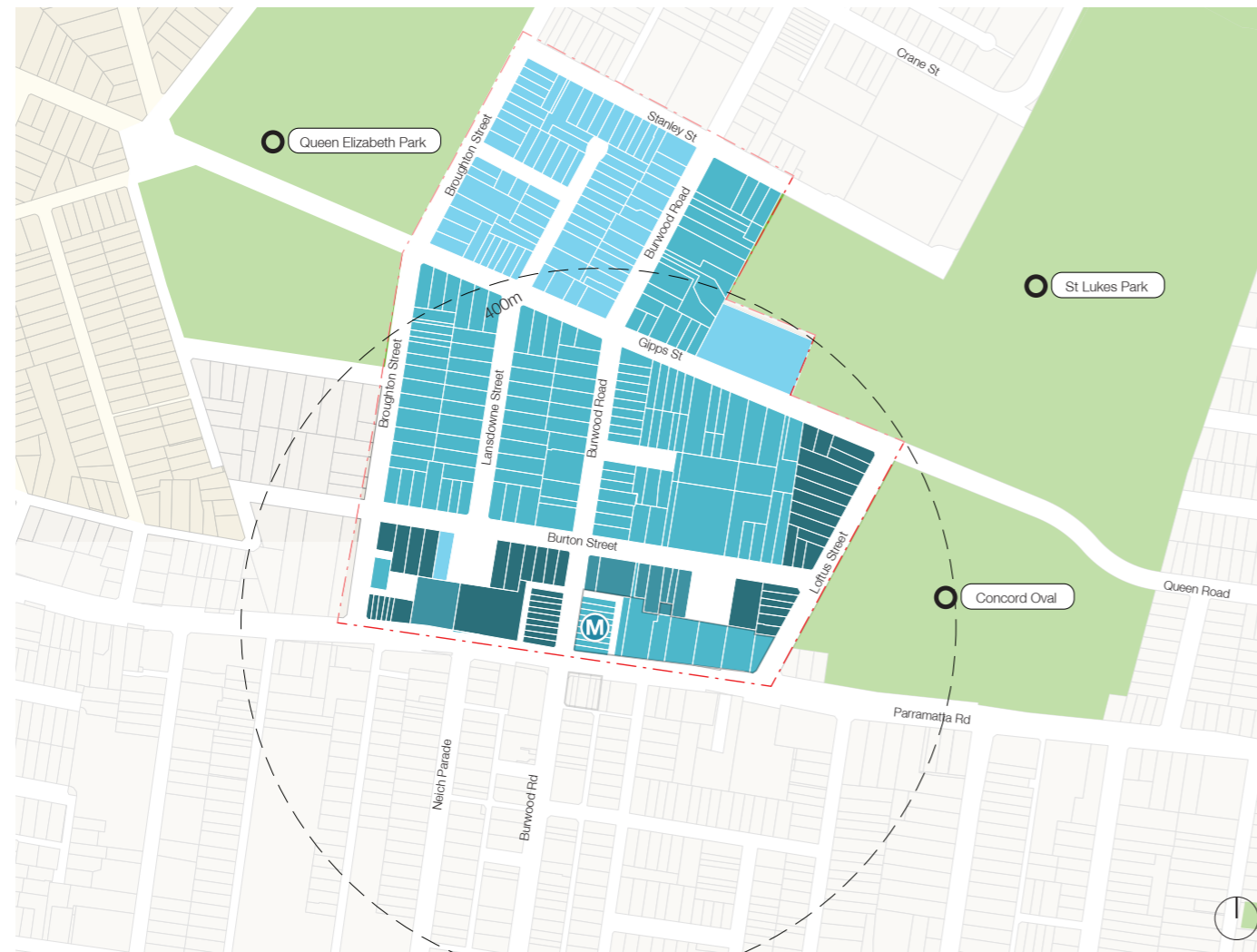
-  Precinct boundary
-  Mixed use
-  Residential density transition
-  Residential and mixed use interface
-  Heritage
-  Open space
-  New pedestrian link



Concord/Burwood North built form, heritage and development framework

# Concord/Burwood North

## Building heights



Concord/Burwood North recommended building heights

### Key

- - - Precinct boundary
- M Metro site
- 1-3 storeys
- 4-5 storeys
- 6-11 storeys
- 12+ storeys

### Key moves

1. Heights reflecting PRCUTS recommendations with maximum heights of 42m (13 storeys) for the blocks between Burton Street and Parramatta Road.
2. Heights of 38m (12 storeys) for the block along Loftus Street and overlooking Concord Oval and creating an edge to the precinct
3. 4-5 storey height for residential development for all blocks between Burton Street and Gipps Street and the block between Stanley Street and Gipps Street facing St Lukes Park
4. 1-3 storeys for the blocks bounded by Gipps Street, Stanley Street, Burwood Road and Broughton Street as a transition to existing low density areas to the north.

## Setbacks

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Concord/Burwood North recommended setbacks

### Key

- - - Precinct boundary
- M Metro site
- No street setback
- 3m street setback
- 4.5m street setback
- 6m street setback
- 8m street setback

### Key moves

1. Setbacks to respond to and reflect the structure plan and built form typology and building heights as well as the PRCUTS recommendations
2. 6m setback along Parramatta Road as recommended by PRCUTS
3. Green spine delivered through 8m street setback to promote increased tree canopy and landscaped interfaces with the street
4. 3m setback along all new lanes and connections
5. 3m setback in areas with residential density uplift to promote deep soil planting to interface with the streets
6. Retain existing setback controls for areas unchanged.

# North Strathfield

5

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# North Strathfield

## 5.1 Challenges

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The key findings from site analysis and distillation from the baseline review are summarised into the following key points:

1. Train line disconnects east-west precinct
2. Flooding issues limits development potential to the west
3. The creek line results in dead end roads (limits vehicular and pedestrian connectivity)
4. Heritage items scattered throughout the precinct as single lots
5. Education facilities (McDonald College and Our Lady of the Assumption Catholic Primary School) and existing medium density located in close proximity to the existing station limits the potential for new development
6. Precinct is bounded by major traffic roads which creates barriers for connectivity
7. Identified problematic intersections
8. New development to interface with heritage items (scale, transition, material and architectural language) and appropriately transition in height from the conservation areas
9. Lack of open space within the precinct
10. Lack of community centre facilities within the precinct.

**Key**

	Precinct boundary		Existing medium density
	Metro site		Flooding
	400m catchment		Education facility
	Busy traffic road		Heritage item
	Major traffic road (barrier)		Dangerous crossing
	Cul-de-sac		Open space
	Pedestrian paths		
	Character areas (under investigation)		






5.2 Opportunities

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1. To deliver a new public open space of at least 0.3ha to address shortfall identified by CRED findings and to accommodate the growth in population
2. Expand the B1 Neighbourhood centre and increase retail offerings to create an attractive local centre
3. Potential for a new landscaped gateway from Parramatta Road as a clear way-finding vehicular entrance into the precinct
4. Potential for George Street south of Pomeroy Street to be transformed into a pedestrian priority street
5. Potential for Pomeroy Street to be transformed into a green spine with active transport links
6. Better pedestrian connections along Wellbank Street to existing shops along Concord Road from station
7. New street and new pedestrian connection over the creek corridor at Lorraine Street to connect to open space. Expand the existing pedestrian connection along the Creek towards Bakehouse Quarter
8. Identified areas which can support medium density sites
9. Expansion of the Bakehouse Quarter to Parramatta Road to improve the interface into the precinct
10. Create public gathering spaces and co-locating community centre within a strengthened and expanded retail core with street frontage.

Key

 Precinct boundary	 Education facility
 Metro site	 Green Grid opportunities
 400m catchment	 Street planting
 New street connection	 Green spine
 New pedestrian link	 Opportunity to integrate community facilities
 Strengthen existing cycleway	 Opportunity to improve pedestrian crossings
 Proposed cycleway	 Landscape gateway
 Active street frontage	 Open space
 Opportunity to strengthen Retail core (B1 and B4)	 Opportunity to introduce new open space
 Opportunity for mixed use	 Heart of the precinct
 Opportunity for medium density	



Key opportunities in North Strathfield

5.3 Vision

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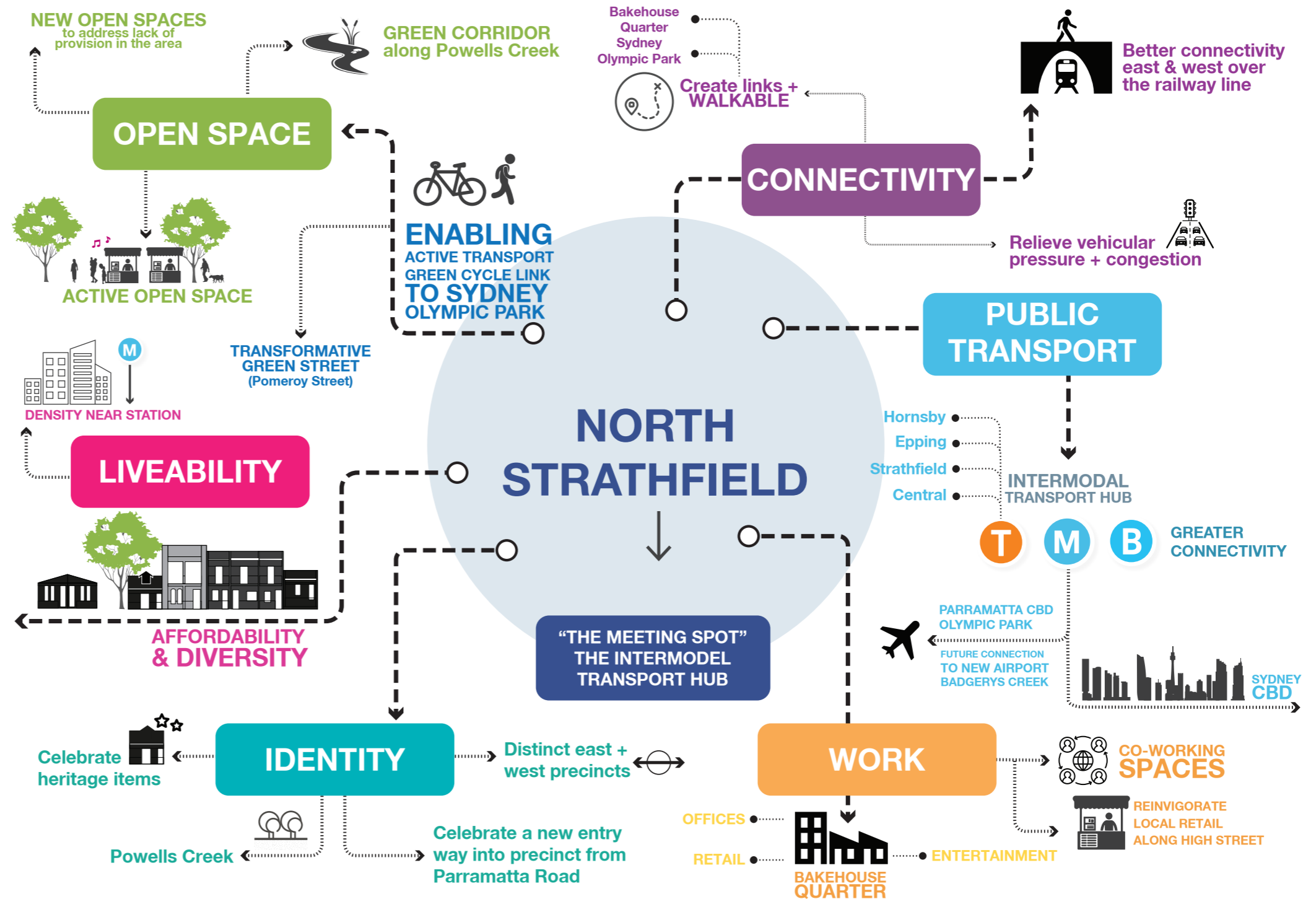
North Strathfield is a flourishing young community made up of people from diverse cultural heritage. The local area has a walkable village feel with a strong connection to its manufacturing history.

North Strathfield is defined by its long streetscapes of single storey Federation style houses and Inter-War bungalows. It is also known for its active public spaces, amenity and its close proximity to regional open spaces.

With a nod to the past, the Bakehouse Quarter is the vibrant retail and employment precinct of the area. The redevelopment of the heritage listed Arnott's biscuit factory has transformed the local area into a creative, co-working commercial hub.

The proposed interchange at the heart of the precinct offers an opportunity for increased development and will transform the existing local centre into an active and lively precinct. The proposed density will be focused around the station and transition sensitively to local character areas and heritage items.

The rejuvenation of Powells Creek has created a strategic connection between the built form and natural environment that the community cherish. It was a once extensive salt marsh that flowed into the mangrove-lined streams in Bicentennial Park that remains part of the life-blood of North Strathfield.



## North Strathfield

### Vision objectives

North Strathfield offers a unique opportunity to play a strategic role within the Sydney metropolitan area as the new metro station provides an important interchange opportunity with the existing T9 train line. The increased connectivity will support growth in both residential and employment opportunities within the precinct, building upon the existing retail and amenities provided in the area.

The PRCUTS incorporates North Strathfield within the Homebush Precinct which identifies a transformation of the areas into an active and varied hub blending higher density housing with a mix of uses that integrate with the existing character of the area and is supported by a network of green links that tie into the surrounding context.

Building on the vibrancy and character of the Bakehouse Quarter, North Strathfield has an opportunity to provide unique employment opportunities, supported by established retail, and with a diverse range of commercial offerings. The village environment of the Bakehouse Quarter has the opportunity to serve as major gateway into the precinct from Parramatta Road.

The following are a number of high-level objectives that have informed the vision for the future of North Strathfield area. These objectives have been taken from the vision statement. The principles that underpin the delivery of the vision objectives are explored in detail over the following pages.

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1. **Breakdown pedestrian barriers created by the train line and improve east-west connectivity with green links and cycle paths. New connections over creek along Lorraine Street and green link along Pomeroy Street.**



2. **Create a town centre 'heart' and high street adjacent to the station. Encourage commercial and retail uses at key locations to improve access to conveniences and activate spaces throughout the day and into the evening.**



3. **Extension of the naturalised Powells Creek. Prioritise access to public open spaces by creating more links and opening up the edges of parks to the street.**



4. **Provide a public domain as part of the new metro development to address the lack of facilities within this area. Opportunity to include high quality children's play in the new open space.**



5. **Promote active community plazas and the co-location community facilities (libraries, clinics and community centres) in accessible locations to revitalise key nodes and create hubs of activity especially near the transportation hub.**



6. **Improve integration with the Bakehouse Quarter to the south to strengthen and improve the interface into the precinct from Parramatta Road and improve connections to the metro station.**



7. **Increase the variety of housing and buildings types on offer by encouraging more low-rise, and medium density urban typologies whilst preservation of the natural environment and addressing flooding issues.**



8. **Improve the green grid and create cycle links throughout the local centre by adding dedicated cycle lanes to key destinations (i.e. open space, local retail and public transportation).**

# North Strathfield

## Summary desired sub-precinct character

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North Strathfield has been divided into ten (10) separate Future Character Areas based on the feedback from the community and site analysis, as well as considerations for strategic drivers of change (such as PRCUTS and a new Metro). This is a summary of a broader section taken from Local Character Statement.



**1 Mixed use precinct**

There is an opportunity to strengthen and increase the activity within this precinct in accordance with recommendations in the Parramatta Road Corridor Urban Transformation Strategy with heights up to ten (10) storeys. Improvements to and activation of George Street

**6 Character Area (LSPS)**

1-2 storey Federation and Inter-War bungalows with mature streetscapes, identified in CCB's Local Housing Strategy as an area to be maintained, protecting the established character of the existing neighbourhood.

**2 Residential (lower west)**

This local character sub-precinct will accommodate medium to high density development up to 5 storeys that will interface with the mixed use Bakehouse Quarter. It will also contribute to the amenity and safety of the of the Powells Creek Corridor and bring the verdant green space into the precinct.

**7 Residential (upper east)**

This character sub-precinct will sensitively integrate a mix of housing typologies. Missing middle product up to three (3) storeys is appropriate in this location. A new park will be provided at the centre of this character area. Heritage items will be protected with interfacing development sensitive to the urban form.

**3 School District**

This character area can be improved upon with future development providing a better interface with the street and providing more amenity on George Street. Any redevelopment should improve connections to the station and provide a plaza/civic space. Up to ten (10) storeys will be permitted.

**8 Town Centre Core**

Shop top housing could be transformed into medium density mixed use developments of up to four (4) storeys that retain the existing façades and the fine grain nature of the street. This will revitalise the Queen Street shops and form a civic heart through its relationship to the train station and station plaza.

**4 Low density residential (upper west)**

This local character sub-precinct will maintain its low density character. Infill development and missing middle product would be appropriate, so long as it complements the neighbouring character, including setbacks, street grain and dwelling envelopes.

**10 Low density residential (lower east)**

This local character sub-precinct will be maintained in it existing form. Princess Ave, Napier Street (Heritage Street) and Nelson road have a consistent streetscape and established native tree canopy. Priorities include upgrades to Queen Street as a bicycle route and additional links across the railway line.

**5 High density residential (upper west)**

This sub-precinct has existing 4-6 storey residential flat building developments. It is unlikely that the built form will change significantly in the future. For this reason, public realm improvement is the priority.

Future local character sub-precincts in North Strathfield

# North Strathfield

## 5.4 North Strathfield preferred structure plan

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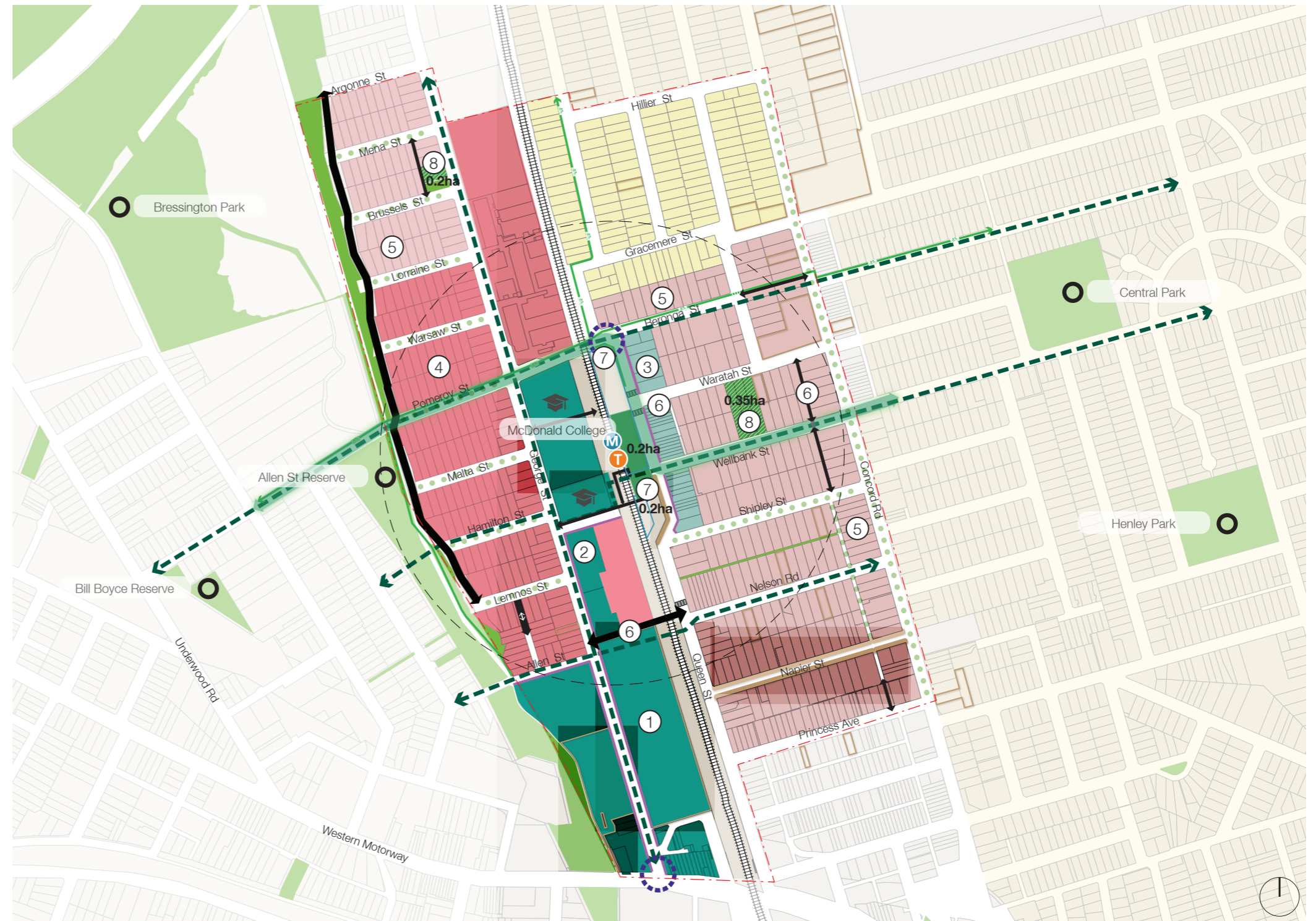
The following are the key elements of the Structure Plan which synthesises the urban design frameworks for North Strathfield:

### Key elements

1. Increased density and mixed use opportunities at Bakehouse Quarter
2. Extend the mixed use north towards the Rail Station.
3. Strengthen the local centre by extending mixed use/retail offerings along Queen Street from Beronga Street to Shipley Avenue
4. Medium density south of Lorraine Street, largely within 400m from the Metro Station.
5. The remaining areas to remain low density residential areas north of Lorraine Street.
6. Unlock permeability throughout the Precinct with key new connections
7. Provide an open space/plaza within the Metro development
8. Expand existing and create new open spaces to increase quantum within the Precinct.

### Key

- |  |  |  |                                   |
|--|--|--|-----------------------------------|
|  | Precinct boundary                                      |  | Heritage items                    |
|  | New pedestrian link                                    |  | Proposed open space on Metro site |
|  | Primary connections                                    |  | Land acquisition for open space   |
|  | Plaza  |  | Street planting                   |
|  | Pedestrian crossing                                    |  | Green spine                       |
|  | Strengthen existing cycleway from on road to dedicated |  | 1-3 Storey residential            |
|  | Active street frontage                                 |  | 4-5 Storey residential            |
|  | Metro site   |  | 4-5 Storey mixed use              |
|  | Metro acquisition boundary                             |  | 10-14 Storey mixed use            |
|  | Education facility                                     |  | Upgrade intersection              |
|  | Conservation Area under investigation (1-2 storeys)    |  | 400m catchment                    |

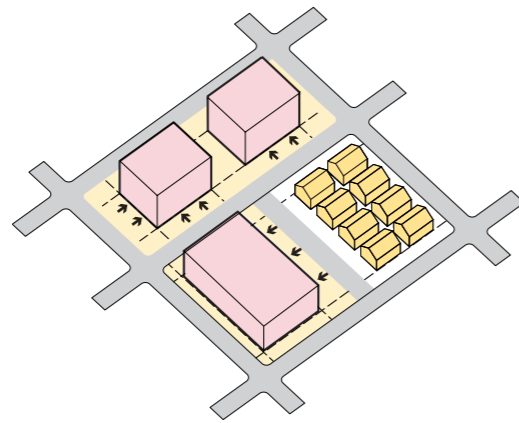


North Strathfield Structure Plan

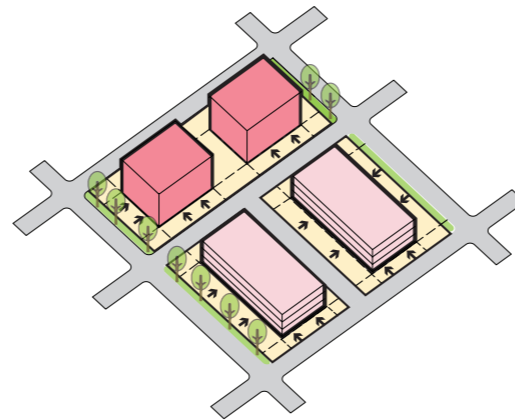
**5.5 North Strathfield - Design recommendations**

The following are the design recommendations specific for North Strathfield to ensure that the vision of the Precinct is achieved:

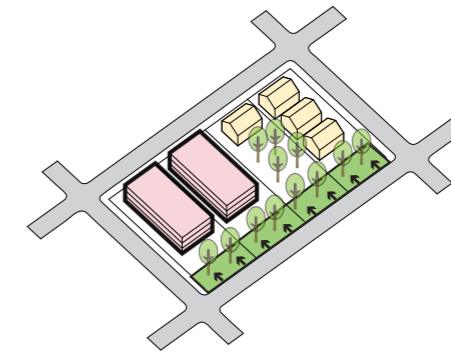
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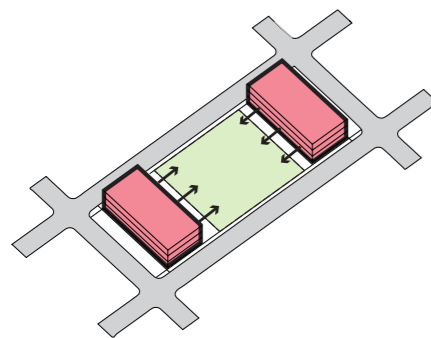
1. Heritage items and character areas under investigation to be maintained and enhanced with generous setbacks to reduce visual impact.



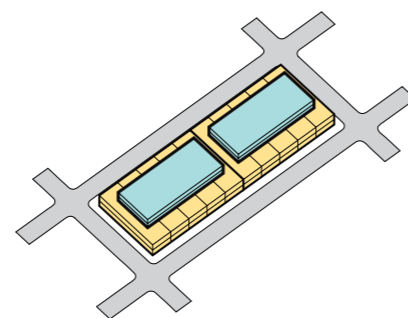
2. Provide landscape setback in residential zone of 4m on local streets and 8m along priority green streets.



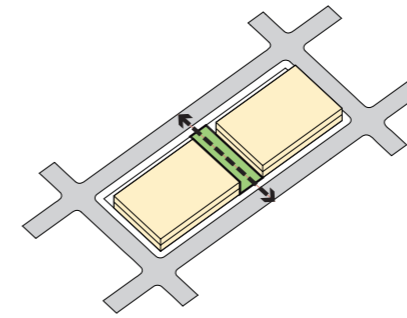
3. Preserve tree canopy within residential zone where possible and provide deep soil setbacks for tree planting



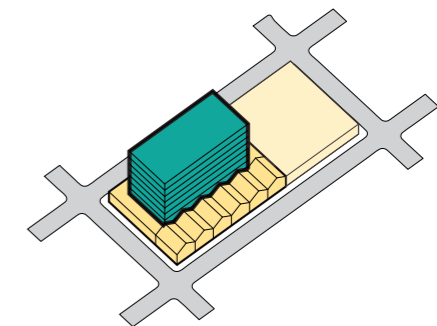
4. Adjacent developments to provide passive surveillance and ground level activation to parks.



5. Shop top housing along Queen Street, maintaining fine grain with above residential uses.



6. Prioritise through-site links and permeability on long urban blocks for improved connectivity.



7. Sensitive development with above podium setbacks on top of heritage items at Bakehouse Quarter.

# North Strathfield

## 5.6 North Strathfield potential built form massing

Built form testing of the Structure Plan ensures that the design recommendations are achievable and enables proposed future populations to be calculated:

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North Strathfield built form massing



# North Strathfield

## Illustrative Streetscape - Queen Street looking north

The focal point for the community of North Strathfield is the high street on Queen Street adjacent to the new Metro station, below is an illustrative sketch of the public domain:



# North Strathfield

## 5.7 Open space, public domain and community framework plan

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### Key moves

1. CCB's *Social Infrastructure (Open Space and Recreation) Strategy and Action Plan* (CRED 2019) indicates a need for a 0.3ha open space with new play space required for the Precinct west of the train line
2. Provide new open spaces with different activities to create a various and rich outdoor program open to all, including:
  - Opportunity for wild play park to integrate with Powells Creek naturalised channel (A)
  - Opportunity for active outdoor gym and running track to promote physical health activity (B)
  - Activate public spaces and civic plazas, encourage social interaction and gathering (C)
3. Opportunity to connect key open spaces with direct green cycle routes and pedestrian friendly streets to create a green network
4. Protecting solar amenity to existing and future open spaces
5. Additional street planting along streets which have been identified as low tree canopy cover
6. Delivery of new community facility that are inclusive and adaptable in particular North Strathfield will need 1,101m<sup>2</sup> by 2036 of new multipurpose community centre as stated by the CCB's *Social Infrastructure Community Strategy* (CRED 2019)

### Key

- |     |   |   |   |
|-----|---|---|---|
| --- | Precinct boundary                             | ⋯ | 400m catchment from open space                      |
| ↔↔  | New pedestrian link                           | — | Heritage street trees                               |
| ➔   | Green spine                                   | ➔ | Powells Creek walking track extension               |
| ➔   | Potential overpass over railway corridor      | ■ | Existing open space                                 |
| ●●● | Tree canopy cover to be increased             | ■ | Proposed open space on Metro site                   |
| ○○○ | Established street tree canopy cover over 40% | ■ | Education facility                                  |
| ■   | Civic space                                   | ■ | Character area under investigation                  |
| ▤▤▤ | Pedestrian crossing                           | ⊙ | Possible location for multipurpose community centre |
| M   | Metro site                                    | ■ | Land acquisition for open space                     |
| ■   | Metro acquisition boundary                    |   |   |



North Strathfield open space and public domain framework

① Children's nature play



Sanchez Nature Play Area, Colorado

② Green spine streets with cycle paths



Bourke Street, Surry Hills

③ Upgrade civic plaza and waterplay

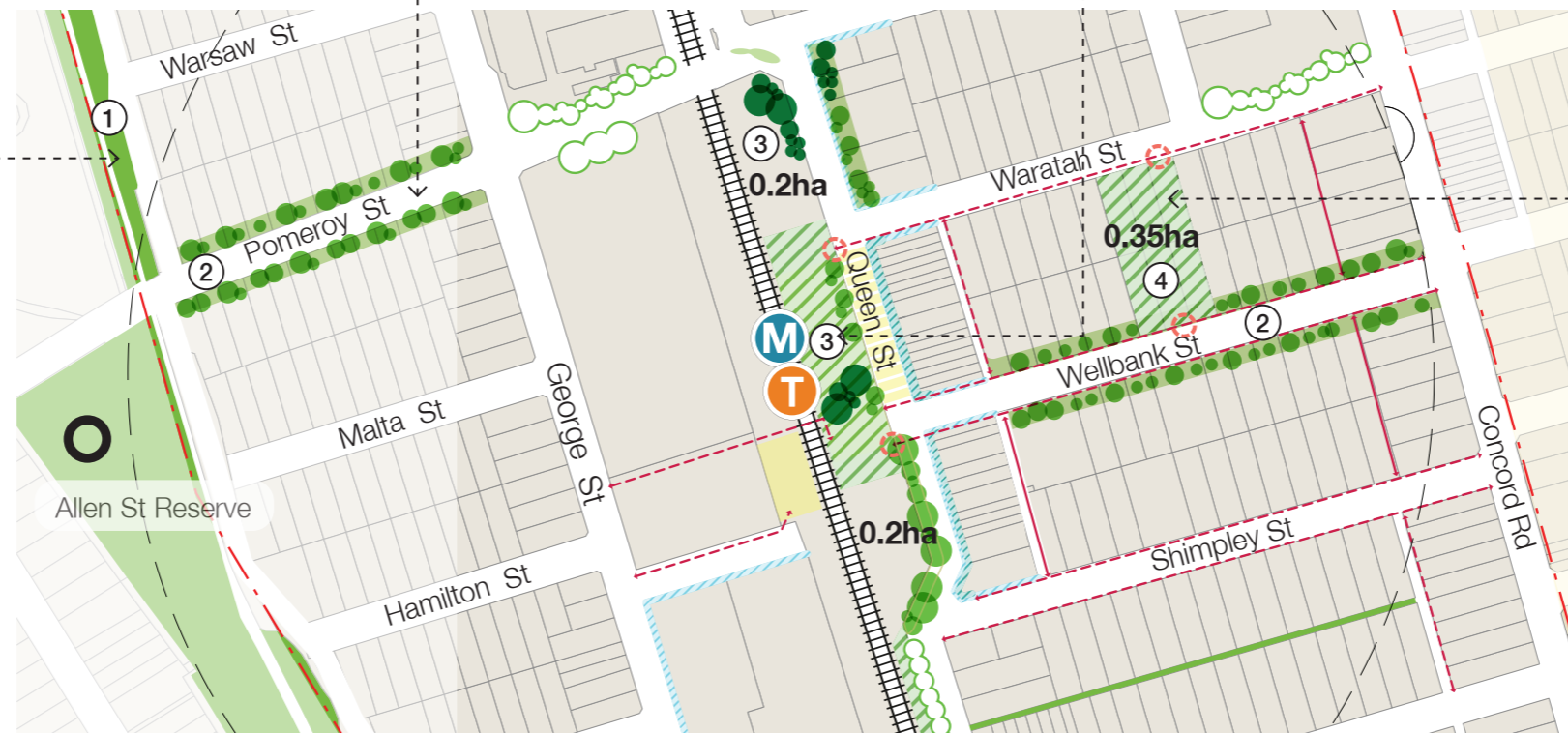


Granary Square, London

④ Active play and outdoor fitness



David Carnes Park, Memphis



# North Strathfield

## 5.8 Movement and access framework plan

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### Key moves

- Future Transport Strategy 2056* classification used to differentiate streets to perform different functions:

  - Movement corridor: Places that provide safe, reliable and efficient movement of people and goods between regions and strategic centres
  - Vibrant streets: Places that have a high demand for movement as well as place with a need to balance different demands within available road space
  - Places for people: Streets with a high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors and are places communities value
- Improve east to west connectivity by unlocking opportunities to cross the railway line including the peanut intersection at Pomerory/Beronga Streets and improving pedestrian access at the Metro station
- Prioritise assessment of crossings that require improvements and increase pedestrian/cycle safety and accessibility to reach the transport interchange
- Reduce speed limits around pedestrian zones in local centres and civic spaces
- Deliver mid-block through-site links to break down urban blocks, promote porosity, connectivity and safe routes for pedestrians.
- Integrate dedicated cycle paths into key green streets with adequate tree planting and shading to improve pedestrian and cycle experience

### Key

- |     |                                   |   |  |
|-----|-----------------------------------|---|--|
| --- | Precinct boundary                 | ■ | Education facility                       |
| Ⓜ   | Metro site                        | □ | 5 minute walking catchment from Metro    |
| ➔   | Movement corridor                 | □ | 10 minute walking catchment from Metro   |
| ➔   | Western motorway overpass         | ⊙ | Crossing to be improved                  |
| ➔   | Vibrant street                    | ⊙ | Gateway crossing                         |
| ➔   | Place for people                  | ➔ | New pedestrian link                      |
| ➔   | Local street (major)              | ⊘ | New pedestrian crossing                  |
| ➔   | Local street (minor)              | ■ | Land acquisition for proposed open space |
| ➔   | New vehicular road                | ■ | Proposed new open space on Metro site    |
| ➔   | LSPS future cycle route           | Ⓜ | End of trip facility                     |
| ➔   | PRCUTS future on road cycle route | Ⓜ |  |

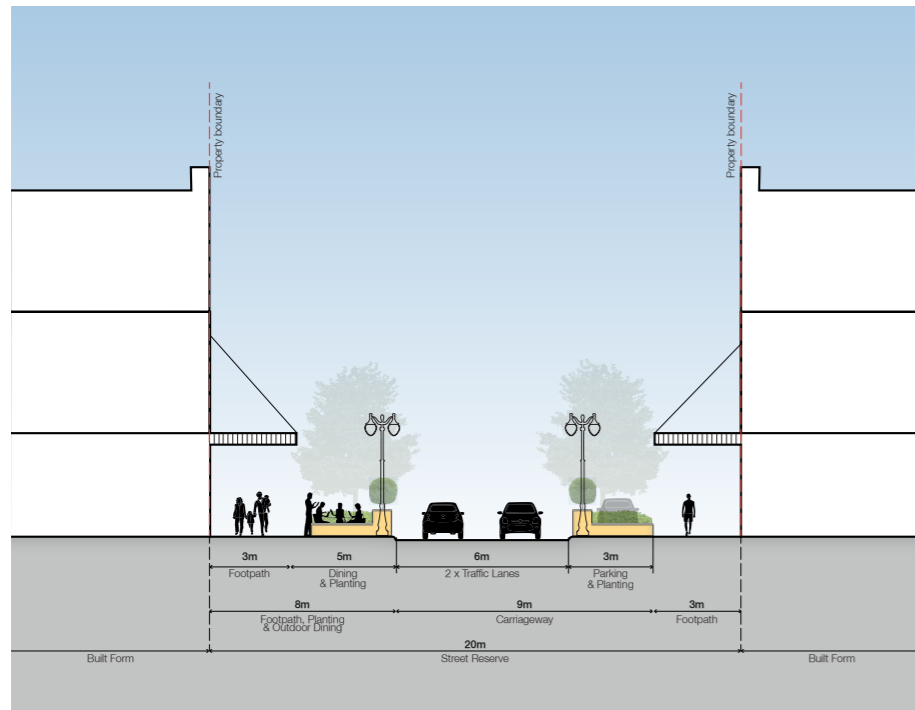


North Strathfield movement and access framework - vehicular and active

# North Strathfield

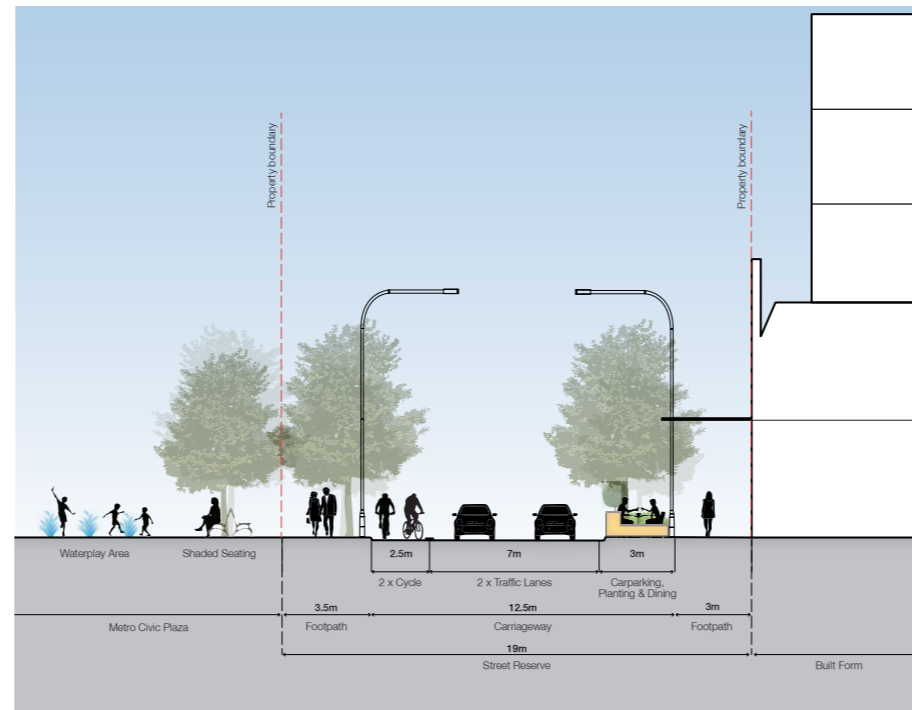
## Priority streets - recommendations

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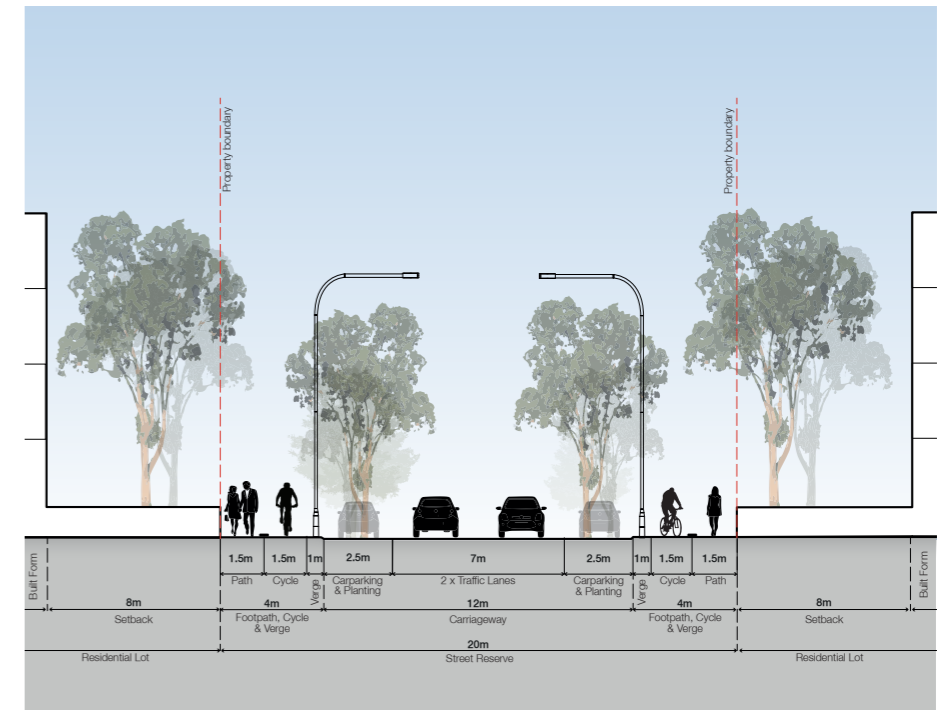
**A. Places for People (George Street - Bakehouse Quarter)**

- Strengthen pedestrian friendly street by expanding footpath upgrades from Allen Street to Parramatta Road (through dedication and kerb alignment) to allow for outdoor dining/seating and deep soil planting for mature street trees. Expand shared zone with paving treatment
- New tree street planting in between parking bays to increase shading
- Allow opportunities for easy pedestrian crossing along the street.



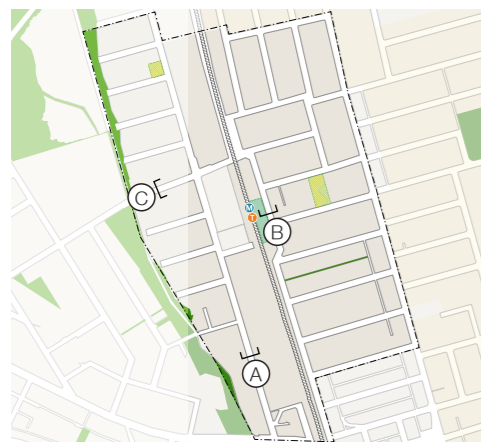
**B. Places for People (Queen Street)**

- Create a new civic plaza as part of the integrated Metro development.
- Add a dedicated cycle lane along civic plaza
- Provide double row of deciduous street trees on western side of the street for shading and as a natural buffer to the street
- Upgrade on-street carparking on eastern side to allow for pockets of deep soil planting and outdoor dining opportunities
- Shared zone street adjacent to Metro plaza through paving treatment.



**C. Green Street (Pomeroy Street)**

- Add dedicated two-way cycle lane to southern side of the street and increase shading through street planting along the verge to improve pedestrian and cycling experience.
- Upgrade on-street carparking on northern side to allow for pockets of deep soil planting in between parking bays.
- Generous street setbacks to allow deep soil planting within private properties.



## North Strathfield










### 5.9 Land use and activity framework plan

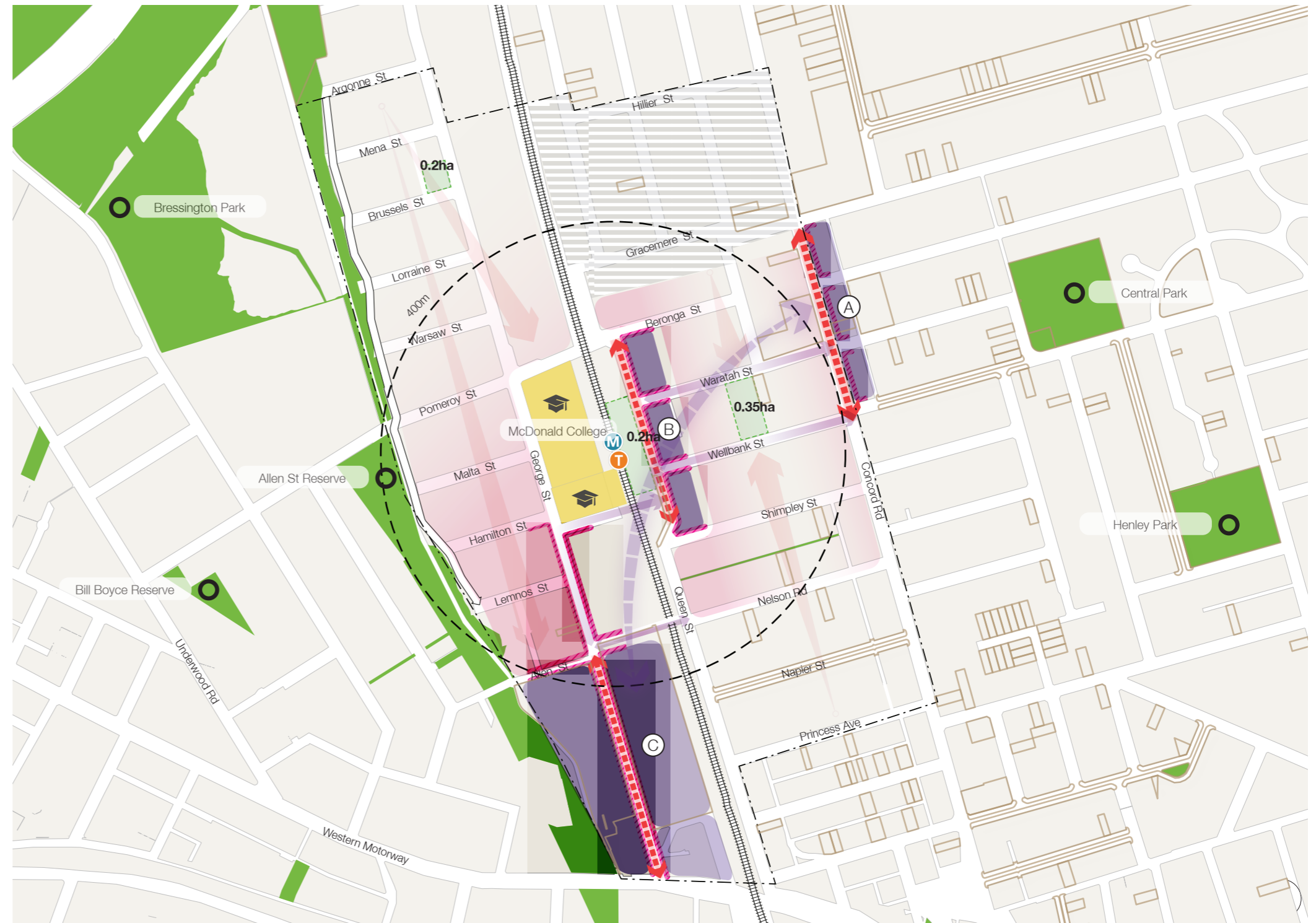
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#### Key moves

- Three (3) distinct local centres with different characters and activity hubs have been identified:
  - Urban services along Concord Road: larger scale bulky services (such as local supermarket)
  - Local centre along Queen Street: fine-grain boutique cafés and retail with an attractive high street
  - Heritage destination hub (commercial, food & beverage precinct) at the Bakehouse Quarter: opportunity for larger anchor tenancies as attractors (such as breweries and restaurants)
- Improve connectivity to the different hubs by clear way-finding, pedestrian access and streetscaping
- Active frontages to create streets as places for people along the high streets
- Increase activity supported by increased footfall through increased density and investment in Metro development
- Transport interchange to be the main activity hub supported through the creation of a new civic heart adjacent to the station.

#### Key

-  Precinct boundary
-  Metro site
-  Mixed use
-  Residential density transition
-  Active street
-  Active frontage
-  New open space
-  Character area under investigation
-  Heritage



North Strathfield land use and activity framework

## North Strathfield

### 5.10 Built form and heritage framework plan

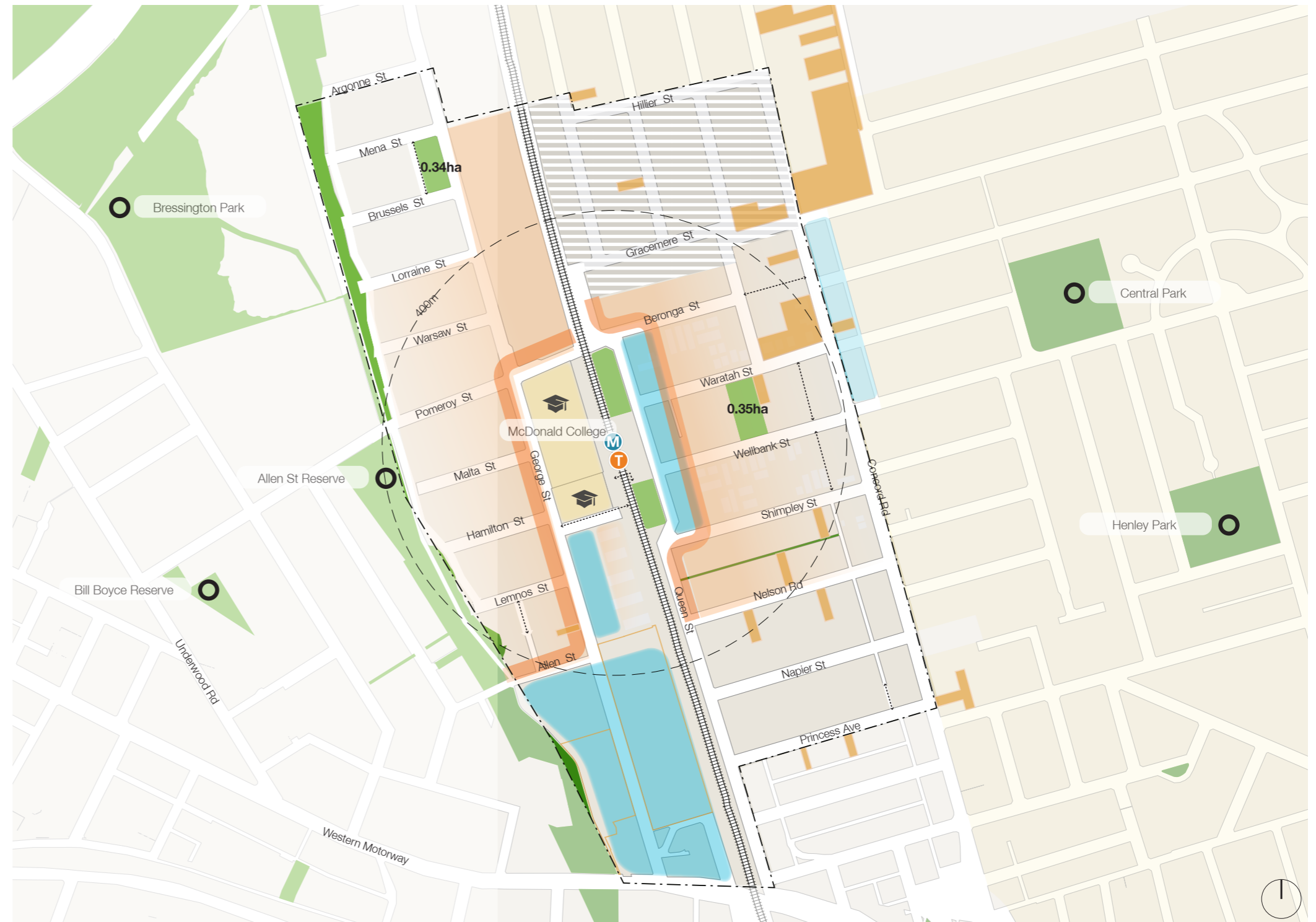
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#### Key moves

1. Retain fine grain retail along local streets and Bakehouse Quarter to maintain the established character
2. Establish clear neighbourhood character through scale, density and consistency in the architectural elements (setbacks and street wall heights)
3. Integration of existing strata development into new urban morphology with mix of building typology, variety of uses, and diversity of users
4. Sensitive development around heritage items
5. Clear interface between residential and mixed use areas
6. Transition of scale from high density to low density and parklands. In particular, a sensitive built form transition north towards the Character Area identified in CCB's *Local Housing Strategy (2019)*
7. Lot amalgamation with a minimum 1,800m<sup>2</sup> size to facilitate larger developments and height to ensure proper deep soil planting and improved public domain interface.

#### Key

-  Precinct boundary
-  Metro site
-  Mixed use
-  Residential density transition
-  Residential and mixed use interface
-  Heritage
-  Heritage item in Bakehouse Quarter
-  Education facilities
-  Open space
-  New pedestrian link
-  Character area under investigation



North Strathfield built form, heritage and development framework

# North Strathfield

## Building heights



North Strathfield recommended building heights

### Key

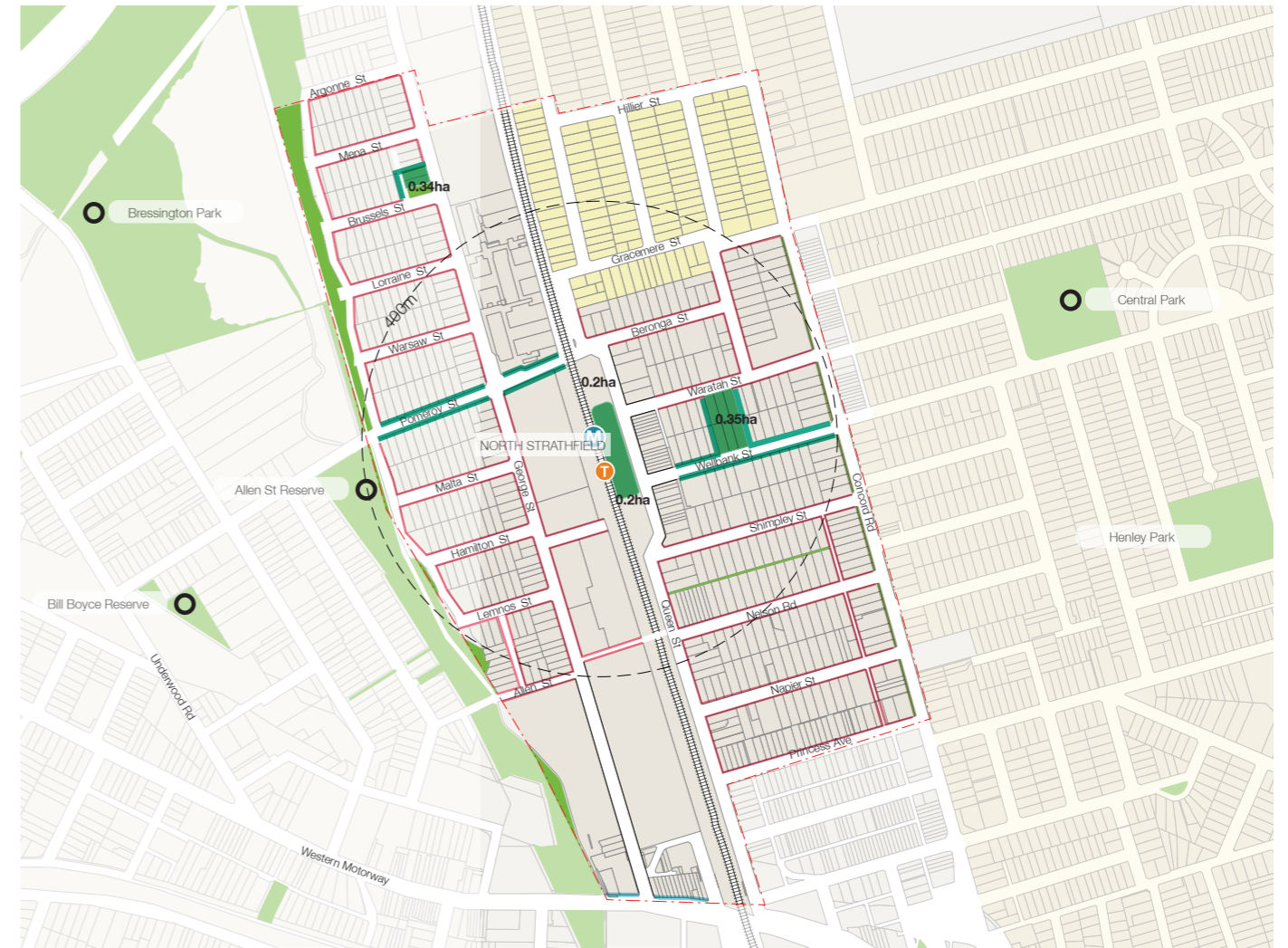
- - - Precinct boundary
- M Metro site
- Character areas under investigation 1-2 storeys
- 1-3 storeys
- 4-5 storeys
- 10-14 storeys

### Key moves

1. 4 storey street wall and 6+ storey heights concentrated within the Bakehouse Quarter
2. 2 storey street wall and up to 4 to 6 storeys within 400m catchment from the Metro station and main local centres
3. 1 to 3 storeys localised in transitions area to interface parklands and character areas currently under investigation

## Setbacks

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North Strathfield recommended setbacks

### Key

- - - Precinct boundary
- M Metro site
- 0m street setback
- 4m street setback
- 5m street setback
- 6m street setback
- 8m street setback

### Key moves

1. Setbacks to respond to and reflect structure plan, building heights and building typology
2. Green spine streets delivered through 8m street setbacks to promote increasing tree canopy and landscaped streetscapes
3. 6m setback along Parramatta Road as recommended by PRCUTS
4. Active streets have 0m setbacks on street frontages and where possible, utilise service lanes to move service vehicles off pedestrian streets
5. 5m setback along Concord Road to promote deep soil planting to interface with the vehicular dominant street
6. 4m setback in areas with residential density uplift
7. Retain existing setback controls for areas unchanged.



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