

APPENDIX 2

BACKGROUND INFORMATION AND MORE DETAILED JUSTIFICATION

TABLES	
1.	Site details
2.	Indicative land uses; GFA and height
3.	Base Planning Controls
4.	Westmead integrated transport strategy recommendations
FIGURES	
1.	Wider Locality Plan
2.	Subject Site
3.	Aerial view of subject site
4.	Proposed Zoning
5.	Indicative Concept Plan
6.	Westmead Precinct Structure Plan
7.	Westmead Precinct Plan
8.	Westmead Precinct Zoning Plan
9.	Extract from draft sub-regional strategy
10.	Distribution of existing centres across Sydney

1. THE SITE AND CONTEXT

1.1 The Site

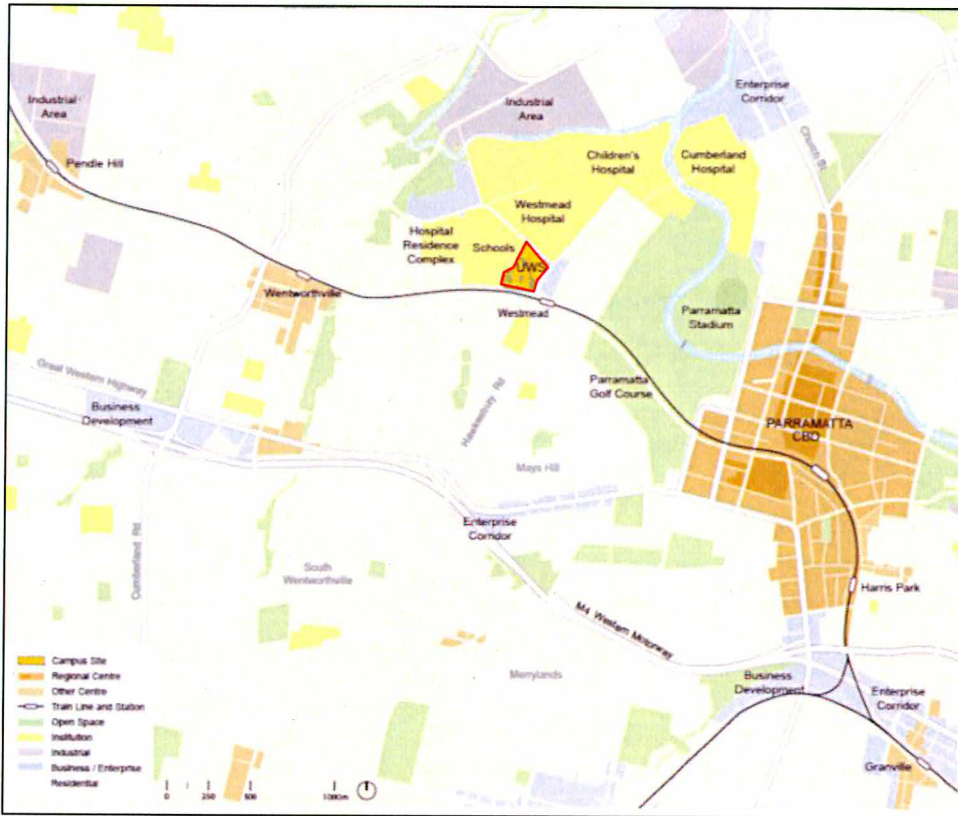
The site has a street address of **No 158-164 Hawkesbury Road and 2A Darcy Road, Westmead** (see **Figures 1-3** below) comprises of two (2) allotment as follows:

Table 1: Site details

Allotment	Legal Description	Area	Ownership
UWS site 158-164 Hawkesbury Road	Lot 7 DP 1077852	3.672 ha	University of Western Sydney
Marist Site 2A Darcy Road	Part of Lot 8 DP1077852	0.371ha	Marist Brothers
Total		4.04ha	

The site is located within the Westmead Precinct, approximately 2 kilometres west of the Parramatta CBD on the western railway line. The Westmead Precinct generally comprises the area of land bounded by the M4 Motorway to the south, Bridge and Briens Roads to the west and north, and the Cumberland Hospital and Parramatta Regional Park to the east (see **Figure 1** below).

The site has a combined site area of 4.04ha, is irregular in shape and lies on the southern side of Darcy Road. The site is burdened by a right of way benefiting the adjoining Lot 8 (owned by the Marist Brothers School) and Lot 9 (owned by the Diocese of Parramatta) in DP 1077852 as well as other easements (such as an easement for electricity purpose (substation) and to drain water) - refer to the survey plan attached at **Appendix 3**. In addition, the site benefits from a right of carriageway 20 metres wide burdening the adjoining Marist Brothers School site; and is subject to a covenant to pay for fencing along the boundary with the adjoining Marist site.



Figures 1: Wider locality Plan
Source: City Plan Urban Design

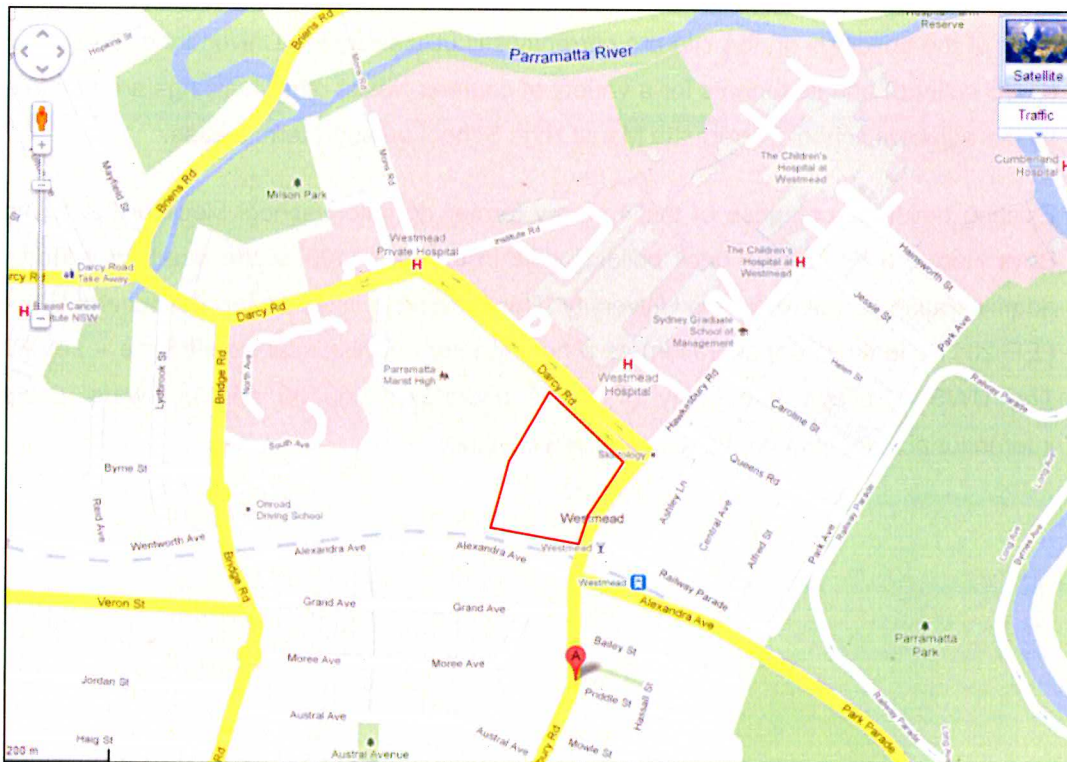


Figure 2: Subject Site outlined in red (Source: Google Maps)



Figure 3: Aerial view of subject site (outlined in red)

Source: Google Maps

Most of the buildings on the site are currently still utilised by the University of Western Sydney (UWS college) and its tenants for a variety of courses, whilst other buildings are occupied/used by the adjacent school Parramatta Marist High School on short term leases.

Existing buildings comprise of the 4 storey former dormitory/school block of the St Vincent's Boys Home, a Federation brick building built in the early 1900s and used for education and administration purposes for the University. This building is listed on the Parramatta City Council LEP 2011 (Heritage Conservation) as a heritage item of historical significance – see **Photo 1**. The UWS College (part/entity of UWS) operates language and pathways courses for international students from the St Vincent's building.



Photo 1: The former dormitory/school block of the St Vincent's Boys Home

The site also contains a 2 storey Victorian former residence of Mr Bayley, built around 1880, and also listed on the Parramatta City Council LEP 2011 (Heritage Conservation) as a heritage item of historical significance – see **Photo 2**. The site also contains the two storey trades building constructed in 1906, several low rise brick and fibro teaching and industrial buildings, are also located across the site - see **Photos 3 and 4**.



Photo 2: Victorian Residence (Bayley's Cottage)



Photo 4: Internal courtyard at rear of St Vincent's Boys Home (the mature palms are also shown)

A larger modern brick building located on the northern half of the site formally occupied by the NSW Police – see **Photo 5**.



Photo 5: Building P former Police Building currently un-occupied

The remainder of the site is utilised for on-grade commercially operated car parking generally used by Hospital staff and the general public – see **Photo 6**.



Photo 6: View of existing car park with Hospital in the background

The site is largely cleared of vegetation, with the exception of a line of Fig and Coral trees at the Hawkesbury Road entry (see **Photo 7**) and a number of Canary Island Palms near the St Vincent's Boys Home building (see **Photo 4**).

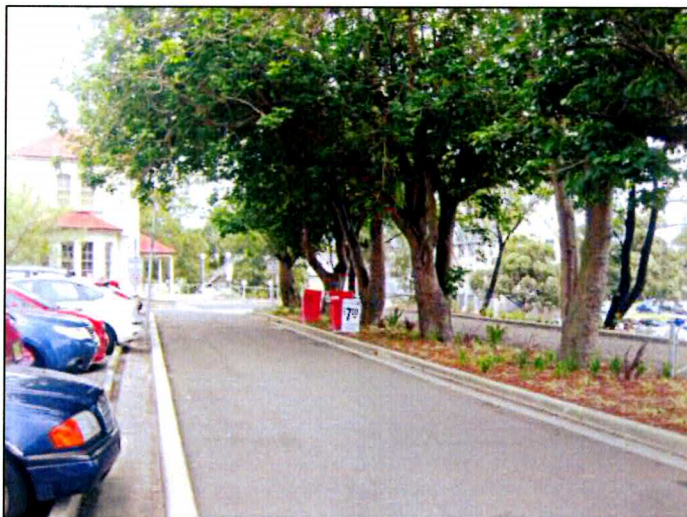


Photo 7: Fig and Coral trees at Hawkesbury Road entry

1.2 Surrounding Development

The principal feature of the wider Westmead Precinct is the Health and Medical Research Centre comprising 3 major public hospitals (Westmead Hospital, Children's Hospital at Westmead and Cumberland Hospital), a private hospital and other medical facilities. These facilities are located to the north of the subject site across Darcy Road. In addition the hospitals are complemented with extensive research facilities as well as administration and medical educational facilities, and collectively represent a significant provider of health services and

employment to the Sydney Metropolitan Area. The Westmead Health Campus currently forms the largest health services centre in the southern hemisphere.



Photo 8: View of Hospital from Hawkesbury Road

Westmead Railway Station is located 50m southeast of the site. With its high employment node, all Western Blue Mountains services City Rail trains currently stop at Westmead Station. Westmead railway station is currently surrounded by a variety of land uses such as small shops, commercial spaces and residential flat buildings.



Photo 9: Westmead Railway Station

To the north and northeast of the site is existing shop-top housing (4 storeys high); medical centres and convenience retailing see **Photos 10 & 11**

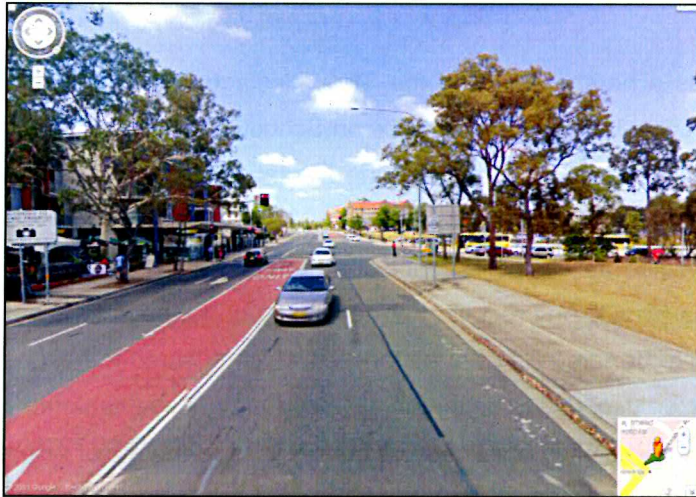


Photo 10: Hawkesbury Road looking south towards the subject site



Photo 11: Hawkesbury Road looking northeast from the subject site

1.3 Site Constraints and Opportunities

A summary of the subject site's opportunities and constraints are provided below:-

Constraints

The site is currently underutilised and has been so for several years. Attempts to find an appropriate use for the site have not been successful for several reasons:-

- UWS relocated its teaching and research function from Westmead to Parramatta Campus in 1989;
- The site only has street frontage on two sides with railway line on one side and private property on another;

- Currently, access to the site is not available from Darcy Road and access is limited to Hawkesbury Road;
- The site is not listed as a heritage item on the State Heritage Register however it is included as an item of Local Heritage Significance on Schedule 5 of the PLEP 2011. In addition, the site is subject to the provisions of the Heritage Act 1977 with respect to archaeological relics;
- The site has been identified as containing asbestos and lead at levels exceeding the site assessment criteria (SAC). Any rezoning or development will have to have regard to the ability of the site to be remediated to a standard which ensures that it is suitable for the proposed B4 Mixed use as well as the anticipated form of development;
- The Westmead Precinct has limited road network connections to the major arterial road network, with barriers such as the railway line, Toongabbie Creek and Parramatta River;
- The site has constrained vehicular access. There are only two street frontages, one of which has a large level change and the other, a short stretch that is also the route of the T-Way. These street frontages also experience fairly high traffic volumes which further constrain access;
- Ease of access for pedestrians are also fairly constrained by the T-Way, hospital entry and traffic volumes;
- Site circulation is constrained due to the large cross fall combined with a fairly large level change to Darcy Road. This level change also compromises the amenity for pedestrians along Darcy Road;
- The interface with Marist College will need to address privacy and overlooking issues; The interface with the railway will need to address potential acoustic impacts.

Opportunities

There are significant opportunities for alternate uses on the subject as follows:-

- The site is well-served by public transport. Westmead Station is a high order station and most Blue Mountains and express services stop at the station permitting fast trips from Westmead to Sydney CBD, Penrith, Blacktown etc. Site is located adjacent to North West T-way connecting Rouse Hill to Parramatta with up to 4min headways at peak times;
- The site is located adjacent to a regional off-road cycling route on eastern side of T-way linking Parramatta to Rouse Hill;
- The site can deliver a substantial contribution to the NSW Government's Metropolitan Strategy targets and goals for the Specialised Centre of Westmead;

- Site characteristics allow for areas of integration and complimentary development;
- There is considerable opportunity for new public open space by virtue of the consolidated size of the site in single ownership;
- There is opportunity for greater housing choice close to where people work and close to public transport choice;
- Commercial and retail uses which complement the existing health and educational infrastructure are possible;
- The site has the potential to act as the catalyst for development in Westmead Precinct and achieving the objectives of the PLEP 2011;
- The redevelopment of the site will improve safety, passive surveillance and pedestrian movement;
- There are opportunities to provide at-grade disabled pedestrian access from Westmead Rail Station through the proposed site (Westmead Town Centre) and continuing to the Hospital;
- There are opportunities for a pedestrian link between the Town Centre and Westmead Hospital connecting health campus to new Town Centre facilities; and
- Provision of accommodation for key workers of the health precinct is a significant opportunity.
- Opportunity to adaptively re-use the significant buildings would assist with retaining the heritage significance of the site.

1.4 Background

In 2004 the NSW Government Architect's Office prepared a draft Westmead Precinct Structure Plan. The draft Structure Plan vision for Westmead is that of *"a vibrant campus environment with world class health research and education facilities and UWS Westmead attractive civic lanes full of activity"*. The Plan identifies Westmead as a *'national centre for the medical industry'*, with significant employment growth to occur through the continued development of research and medical facilities. The key elements of the future character of the Westmead Precinct identified in the draft Structure Plan are:-

- Growth of health service delivery and medical research;
- Reinforce and strengthen Westmead's educational role;
- Access improvements to and through the precinct;
- Intensification of residential land uses;
- Development of a higher density mixed use centre close to the station; and
- Improvements in urban design, particularly along the regional park edge.

Commissioned by the Department of Planning and Parramatta City Council, a draft Westmead Precinct Implementation Plan was prepared by Don Fox Planning in November 2006 providing a more detailed study in response to the draft Structure Plan.

Although neither the draft Westmead Precinct Structure Plan nor the draft Westmead Implementation Plan has been publicly exhibited nor constitutes a statutory planning document, they establish the over arching strategic planning framework for Westmead that has been endorsed by both State and local government and major landowners; and as such provides an insight into the planning controls that may be anticipated to guide future development in the locality.

To facilitate the growth and development of the Westmead Precinct in the manner envisaged under the draft Structure and Implementation Plans, a change to the underlying planning controls applying to the locality is necessary.

On the 31 August 2006, following a request made by the UWS, the Minister for Planning formed the opinion that the proposed mixed use development of the UWS site at Westmead meets the criteria in Part 5, Clause 13(1) of Schedule 1 of the Major Projects SEPP '*Residential, commercial or retail projects*' and authorised the submission of a Concept Plan for the project that may be considered concurrently with the proposed State Significant Site listing under Part 3A of the EP&A Act 1979.

Following an extensive Expression of Interest process by UWS, Lend Lease was engaged in 2006 to procure consultants for the purposes of progressing the concepts for the site. The preferred tenderer as part of the Concept Plan application under Part 3A included land holdings under separate ownership as part of the "*development site*". This was done in an attempt to integrate the precinct in particular the UWS site with the Hospital site. This proved problematic and resulted in significant time delays.

On 16 June 2011 the NSW Government passed a Bill to repeal Part 3A. As a result the Major Project application being residential, retail, and commercial development was removed from Part 3A and the Concept Plan application did not proceed. Accordingly, a Planning Proposal is now required for the rezoning of the land under the Gateway system (Part 3 of the Act) and a future Concept application or Stage DA application is required under Part 4 of the EP&A Act 1979.

1.5 Parramatta Comprehensive LEP 2011

In January 2007, the DoP advised Council that the provisions of the Westmead Precinct Implementation Plan should be included in draft PLEP. However, Council on 23 July 2007 resolved not to include the provisions of the Westmead precinct plan in draft PLEP **as the precinct plan has not been considered by Council or the community**. Council has therefore translated existing zones for Westmead precinct under the LEP template as for other SREP precincts.

During March 2009, Parramatta City Council resolved to adopt the Draft LEP and to submit it to the Department of Planning seeking authorisation to exhibit. The Department of Planning issued a Section 65 Certificate during February 2010, authorising Council to exhibit the draft LEP, subject to some amendments. The Draft LEP and accompanying draft DCP was placed on public exhibition during March to May 2010.

Council considered a report on all the submissions received on the Draft LEP during the public exhibition and proposed to make some further amendments to the draft LEP at its 5 October 2010 meeting. Public exhibition of a number of the proposed amendments to the draft LEP resolved by Council on 5 October 2010 and on 18 October 2010 occurred during December 2010. The Draft LEP was sent to the Department of Planning for final endorsement and gazettal during January 2011 and was gazetted on 7 October 2011.

Under the new instrument the subject site retains its Special Use zoning being earmarked as **"SP2 Educational Establishment"**. Below follows the objectives of the Special uses zone as well as the permissible uses within that zone.

"1 Objectives of zone

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

2 Permitted without consent

Nil

3 Permitted with consent

The purpose shown on the [Land Zoning Map](#), including any development that is ordinarily incidental or ancillary to development for that purpose; Environmental protection works; Flood mitigation works; Recreation areas; Roads

4 Prohibited

Any development not specified in item 2 or 3"

This Planning Proposal is considered consistent with the Department of Planning and Infrastructures direction of January 2007 and the provisions of the Westmead Implementation Plan as well as Councils vision for Westmead. In particular the Planning Proposal implements a mixed-use zoning for the subject site consistent with the Westmead Precinct Zoning Plan. Considering the time involved since submitting the draft instrument to DoPI for endorsement a Planning Proposal is considered the best means of achieving the intended outcome and is wholly consistent with future directions.

2. MORE DETAILED DESCRIPTION OF THE PLANNING PROPOSAL

2.1 General

The Planning Proposal has been prepared in accordance with **Section 55 of the EP & A Act** and the Department of Planning guide to preparing Planning Proposals. A Gateway determination under **Section 56 of the Act** is requested.

This Planning Proposal seeks to amend the existing zoning under the Parramatta Local Environmental Plan (PLEP) 2011 **from SP2 Educational Establishment to B4 Mixed Use** – see **Figure 4** below.

Clause 5.3 of the PLEP 2011 Development near zone boundaries, allows a degree of zoning flexibility but such flexibility whilst anticipated in the instrument does not work on such a large site. Clause 5.3 states as follows:-

"5.3 Development near zone boundaries [optional]

- (1) The objective of this clause is to provide flexibility where the investigation of a site and its surroundings reveals that a use allowed on the other side of a zone boundary would enable a more logical and appropriate development of the site and be compatible with the planning objectives and land uses for the adjoining zone.*
- (2) This clause applies to so much of any land that is within the relevant distance of a boundary between any 2 zones. The relevant distance is 20 metres from any zone boundary shared with Zone SP2 Infrastructure and 1 metre from any other zone boundary".*

Unfortunately, this clause cannot be relied upon for the subject site/land since it is located more than 20m from the zone boundaries, including land opposite the site east across Hawkesbury Road, which is zoned B4 Mixed Use under the new PLEP 2011.

Regardless of the opportunities Clause 5.3 may have offered, the proposed B4 Mixed Use zoning would enable a more logical and appropriate development of the site and be compatible with the planning objectives and land uses for the adjoining zones. Unlike the land identified as B4 (located east of the subject site across Hawkesbury Road), the subject site is in single ownership which allows the opportunity to control future development on the site in a holistic manner.

The proposed B4 zone will enable the carrying out of development which is desirable due to compatible land uses allowed within the land use table, available infrastructure capacity and being consistent with the direction of the Department of Planning and Infrastructure during January 2006 to incorporate the provisions of the Implementation Plan into the Comprehensive LEP, noting that the Implementation Plan identifies a mixed use zoning for the subject site as well as Council's vision for Westmead.

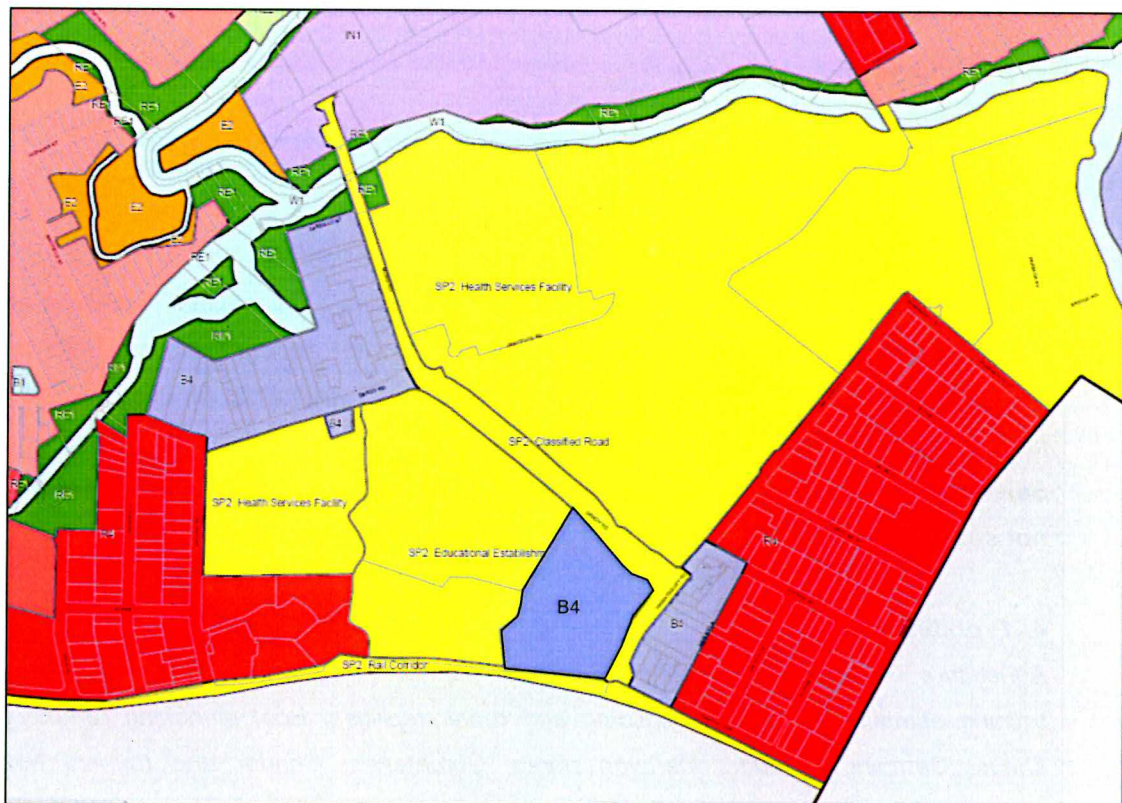


Figure 4: Proposed zoning reproduced here - refer to Appendix 1

Council did not take the opportunity to zone the site B4 Mixed Use during the preparation of PLEP 2011, consistent with the Direction from DoPI to include the provisions of the Westmead Precinct Implementation Plan because *“the precinct plan has not been considered by Council or the community”*. However the Council is committed to the Westmead Precinct Implementation Plan, the zoning of the subject site to B4 being a catalyst action in achieving the Parramatta Council's Planning Strategy objectives.

2.2 Proposed Permissible Uses

Objectives of the proposed zone and permissible uses (consistent with the new PLEP 2011) are listed below:-

“1 Objectives of zone

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To encourage development that contributes to an active, vibrant and sustainable neighbourhood.

2 Permitted without consent

Home occupations

3 Permitted with consent

Boarding houses; Building identification signs; Business identification signs; **Child care centres; Commercial premises;** Community facilities; Educational establishments; Entertainment facilities; Function centres; **Hotel or motel accommodation;** Information and education facilities; **Medical centres;** Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; **Seniors housing; Shop top housing;** Water recycling facilities; **Any other development not specified in item 2 or 4**

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries;

Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home industries; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Rural industries; Rural workers' dwellings; Secondary dwellings; Semi-detached dwellings; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies"

Emphasis added

The mixed use zoning will ensure suitable residential commercial and retail uses in a location that due to its proximity to major employment, transport infrastructure and Parramatta CBD will maximise public transport patronage and encourage walking and cycling.

The rezoning of the subject site to B4 is a catalyst action in achieving the objectives of various strategic policies as well as Councils desire to unlocking development opportunities within the Precinct, and complement the Precinct's role as a Specialised Centre. The indicative land use mix includes retail, commercial (i.e. medical specialist and support services, illness foundations, medical professional associations etc), residential (i.e. short stay residential/service apartments, seniors living key workers accommodation) hotel, open space and potential civic functions (e.g. plaza), community facilities such as child care.

2.3 Indicative Concept Plan

For the purposes of the Planning Proposal an indicative development concept for the site has been prepared by ARUP and is attached at **Appendix 4**. The indicative concept plan provides only block modeling and potential layout for potential land uses as follows:-

Table 2: Indicative land uses; GFA and height

	Indicative Land Uses	Indicative max GFA	Indicative Height
Non-Residential	Commercial	36,000m ²	single-8 storeys
	Retail		
	Education/University		
	Child Care		
	Hotel		
	Cafe		
Residential Zone	Residential Flat Buildings /key	85,000m ²	6-15 storeys

	worker accommodation		
	Residential Aged Care Facility		
	Independent Seniors living		
Total		121,000m²	

Source: ARUP Urban Design analysis at **Appendix 4**

It is the intention to maximise the opportunity of a transit oriented development which allows for greater intensity of uses to optimise the advantage of available transport infrastructure and augment the choice of services offered by Westmead town centre. An indicative land use mix has been prepared by ARUP (**Appendix 4**). The analysis demonstrates that the site has the potential to achieve design excellence in built form including massing, scale, separation and external architectural design with a maximum GFA for the site at 3:1 (121,000m²). Moreover, a FSR of 3:1 is consistent with the Westmead Precinct Implementation Plan (prepared by Don Fox Planning). It is the intention to control the maximum amount of residential floorspace (maximum of 85,000m² GFA) on the subject site by way of a Site Specific Development Control Plan. This will ensure an amount of non-residential floorspace (approximately 36,000m²) consistent with the mix-use nature of the proposed zoning.

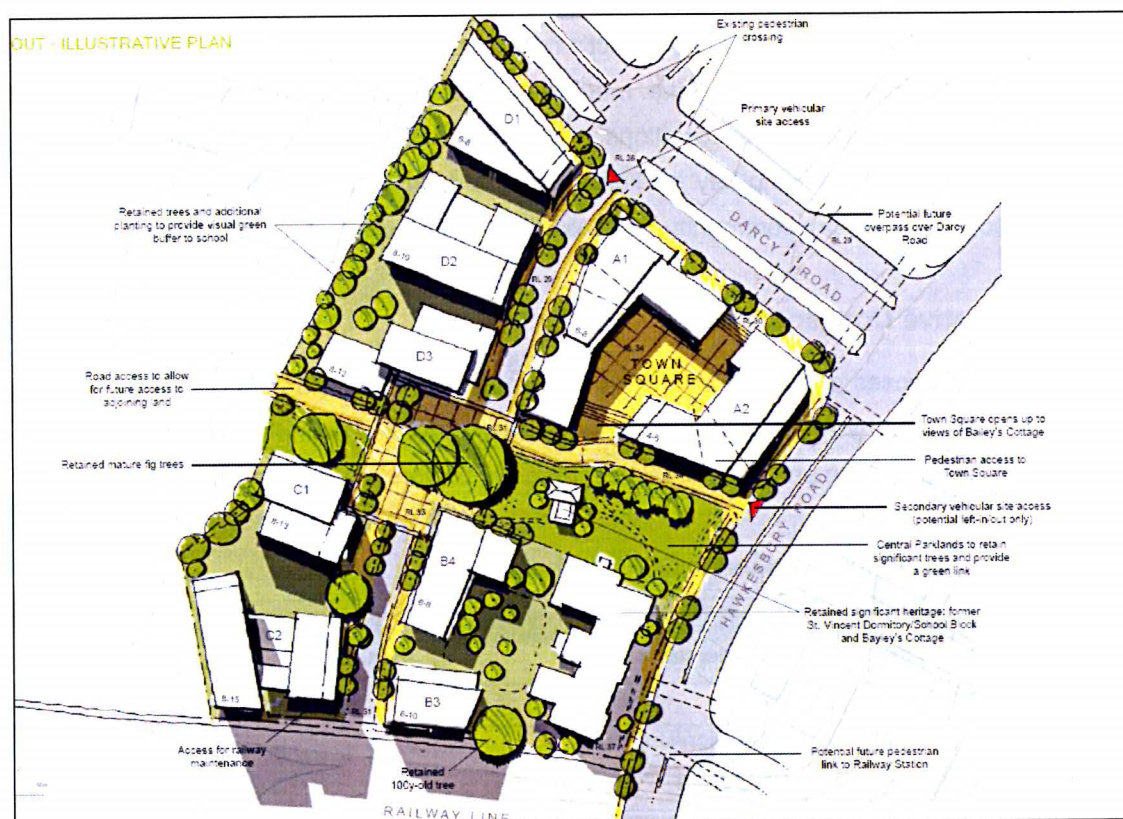


Figure 5: Indicative Concept Plan reproduced here

Source: Source: ARUP Urban Design analysis at **Appendix 4**

The indicative Concept Plan allows for:-

- Commercial and retail uses on the northern half of the site;
- Residential uses on the southern and western parts of the site;
- Landscaped public open space that retains existing mature trees;
- A town square;
- Retention and adaptive reuse of the former dormitory/school block (St Vincent's Boys Home) as well as Bayley's Cottage;
- On-grade and grade separated access across Hawkesbury and Darcy Roads for pedestrians;
- Pedestrian access across the site to the Marist campus and the Westmead Hospital campus;
- Activated frontages to Hawkesbury and Darcy Roads;
- A new street that plugs into Darcy Road at the existing signalised intersection;
- Retention of access to the rail corridor; and
- Access to Hawkesbury Road via the existing site access point.

Height

The maximum height identified on the Height of Buildings Map at **Appendix 1** is not an assumed maximum height for all buildings across the site. Rather the site has the potential to be developed for mixed use and medium to high density residential development with the height of buildings ranging from approximately 10m to the highest building at 48m in order to achieve the desired future character.

The site is unique with a large (4ha) site area allowing the opportunity for a holistic re-development. Currently the precinct lacks a pattern that would indicate the presence of a town centre. As such the introduction of higher built form on the large site will reinforce the "gateway" role of the precinct.

Moreover, the proximity of the site to public transport being 50m from the Westmead station; adjoining the Transit Way as well as cycle network reinforces the appropriateness of higher built forms and density.

Heights were established in response to the heritage buildings as well as considered approach to the appropriate physical scale of streets and spaces within and surrounding the site. Taller buildings at the southern edge of the site concentrate population close to the train station whilst defining the edge of the precinct. Lower heights fronting Hawkesbury Road is consistent with heights of mature street trees whilst allowing appropriate sightlines to the St Vincent's Boys

Home (former dormitory). The heights of future buildings to Hawkesbury Road also considers the relationship to existing buildings on the eastern side of Hawkesbury Road (existing 4 storeys and earmarked for higher density and height).

Accordingly, the future redevelopment of the site allows for built forms of a character consistent with what could be anticipated for the Westmead Specialised Centre which allows for higher densities and heights.

Appropriate building height; setback; open space controls and the like will be subject to a Site Specific Development Control Plan.

3. PRINCIPLES AND OBJECTIVES

3.1 Planning Principles of Proposal

An urban design analysis has been undertaken (**Appendix 4**) which has identified a series of broad planning principles for the site. It is intended that these will be refined throughout the planning process. The Proposed Planning Principles are:

- **Land uses**

Provide a mix of land uses that augment and complement the Precinct's role as a Specialised Centre focusing on world class medical, educational and research facilities.

Land use mix use should combine retail, commercial (including medical specialist and support services, medical professional associations etc), residential, serviced apartments, key worker accommodation, open space and potential civic functions (e.g. public plaza), and community facilities such as child care.

- **Housing**

Provide housing that contributes to subregional and local housing targets. Housing will be diverse in type, size, form and design, providing for a range of housing needs, including key worker housing, aging in place, affordable housing, and adaptable and accessible housing (also refer to **Section 4.2.1** relating to relevant Section 117 directions).

- **Sustainability**

Implement best practice ESD principles in design and construction and allow for the ongoing sustainable use of buildings to reduce greenhouse gas emissions, reduce potable water use, reduce waste and improve the local ecosystem, including enhancing remnant

vegetation and landscape features. Development of the site is suspected to take a whole of catchment approach to water cycle management integrating the provision of open space with opportunities for water sensitive urban design that manages water onsite, reduces pollutants flowing to waterways, improves waterway health and reduces potable water use.

- **Transport and Access**

Prioritise sustainable transport opportunities, including walking and cycling, by maximising access to connectivity with surrounding areas, public transport (rail station) and activity hubs. The provision of car parking on the site will be minimised, having regard accessibility to public transport and services.

- **Transit Oriented Development**

Transit oriented development focuses investment and urban growth on public transport infrastructure, intensifying and diversifying activity around it to create mixed-use clusters that bring together multiple activities and services, local employment and diverse housing options. Successful transit oriented design creates vibrant and diverse urban places that encourage and enable residents and workers to drive less and use walking, cycling and mass transit.

The UWS Westmead site is a strategically significant site, given its location adjacent to a number of public transport options, the Westmead Precinct and world class medical facilities. It is in close proximity to Parramatta CBD and contains relatively few constraints. The redevelopment of the UWS Westmead Campus therefore represents an excellent opportunity to create a leading practice transit oriented development.

- **Circulation and Connectivity**

Improve precinct permeability by introducing through site links for vehicles, pedestrians and bicycles that will activate the internal parts of the site. Introduce through site pedestrian and cycle links that connect the railway station to adjoining school and Hospital. Provide an efficient internal road network with public roads where ever possible. Ensure that site circulation is designed in such a way as to mitigate potential conflicts between cars, bicycles and pedestrians. Utilise the principle that pedestrians have priority, with bicycles coming second when evaluating conflict mitigation measures.

The rezoning of the site for the purposes of mixed use allows the opportunity to provide pedestrian access from Westmead Rail Station through the proposed Westmead Town Centre and continuing to the Hospital. There is also the opportunity for a stronger

pedestrian link between the Town Centre and Westmead Hospital connecting the health campus to new Town Centre facilities.

- **Built Form and Design**

Demonstrate design excellence across a suite of diverse architectural responses. Future buildings will have a diverse design, and pattern, with active frontages and articulated elevations. The development will be of a compatible scale at its interfaces with surrounding commercial, health and school buildings (see **Appendix 4**). The bulk, scale and location of buildings will consider local views into, over, through and from within the site. Built form is to present activated frontages to ground level, especially along the footpaths of Hawkesbury and Darcy Roads for good passive surveillance of streets, public transport infrastructure and open space. Utilise the slope across the site to bury bulky built form, thereby minimising its visual impact on streetscapes. Utilise built form to define and contain the street corridors, the street corner and open spaces on the site. Utilise built form to manage the transition across stratum of the site for pedestrians.

Ensure built form is designed not to overshadow other buildings or open space on the site or adjoining the site.

- **Parking**

Parking provision is to take into account the proximity of the site to a range of public transport options. Innovative shared parking arrangements are to be investigated to make the most efficient use of available parking spaces and optimise the land/floor space take given over to car parking. Investigation should also be given to on-site car share schemes and unbundling car parking from specific land uses.

- **Heritage**

Retain the former dormitory/school block of the 'St Vincent's Boys Home' and adaptively reuse with a compatible future use such as serviced apartment/hotel which is consistent/compatible with its initial use as a residential home for orphaned boys. Retain Bayley's Cottage and adaptively reuse with a use that is compatible with both the building fabric and the surrounding land uses. The character of built form adjacent to heritage items on the site should not mimic historic details but be contemporary in style. It should also have regard to the heritage buildings in terms of transitions in scale and setback, and alignments of parapets, ridgelines, eaves lines etc.

- **Existing site features**

Retain avenue of mature fig trees where possible. Retain mature significant trees elsewhere on the site where possible. Retain palm trees to the rear of the former

dormitory/school block of the St Vincent Boys Home. Retain the existing mature tree on the south eastern corner of the site that is likely to be more than 100 years old.

- **Open space**

The rezoning will allow for the opportunity for new pedestrian linkages not only to the Westmead Hospital but also to the west through the introduction of a "green space" or boulevard which will promote through site circulation and provide amenity by retaining existing landscape features.

Future development will allow for a public plaza and a main green boulevard or open space which would assist with retaining the landscape setting to the heritage buildings and also allow for the retention of key views to them. Details will be provided within the Site Specific Development Control Plan.

- **Safety**

The rezoning of the site to mixed uses will create the opportunity for future built form fronting Hawkesbury and Darcy Roads to locate active uses on the ground floor to increase surveillance of the public realm, particularly at night.

The future redevelopment of the site will improve safety, passive surveillance and pedestrian movement.

4. Strategic Documents

- ***Parramatta Regional Planning Strategy 1999***

The Parramatta Regional Planning Strategy 1999 identifies the vision, and framework for strategies and actions to achieve this vision for the Parramatta Primary Centre, which includes the Westmead Precinct. The strategy identifies a conceptual structure plan and future directions for Westmead:

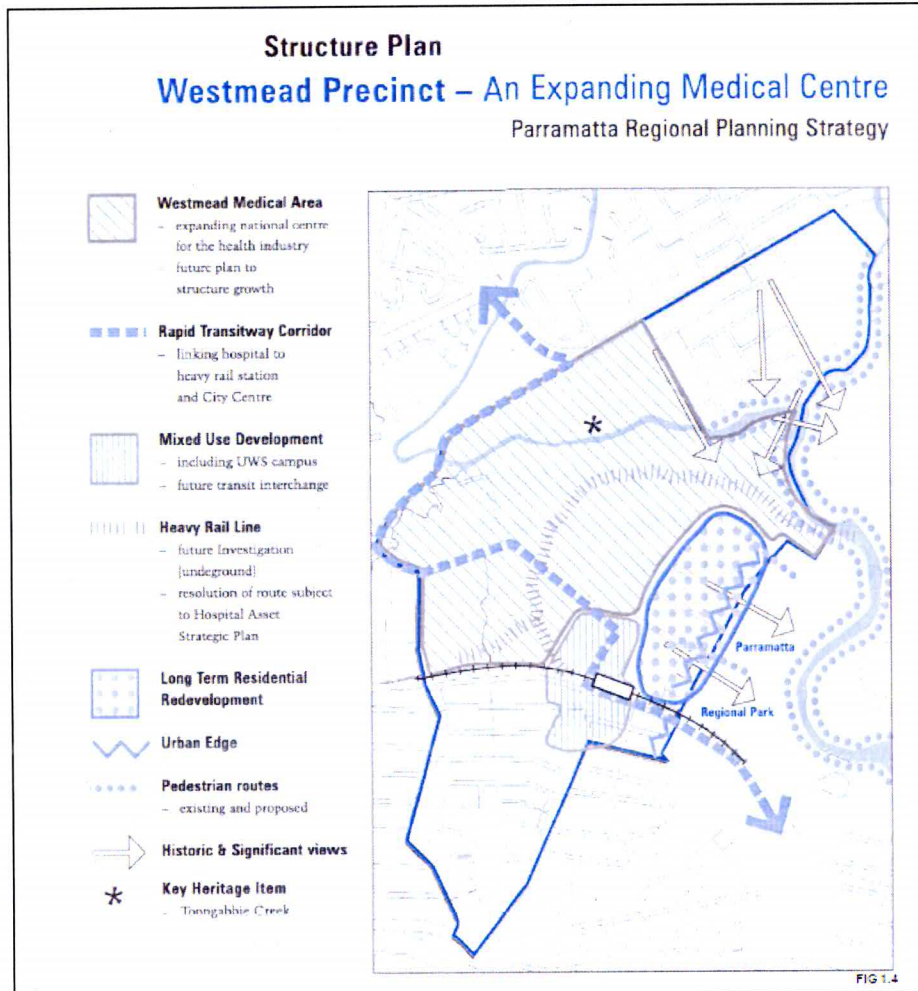


Figure 6: Westmead Precinct Structure Plan

The Parramatta Regional Strategy identifies the Future character of Westmead as follows:-

"Westmead will continue to develop as the major medical precinct in the Sydney region. The opportunities this offers combined with its proximity to the City Centre and Parramatta Regional Park, will ensure the continued popularity of multi-unit housing in the precinct. Population and employment growth will create opportunities for expansion of the mixed use centre at the railway station".

The key elements of the future character of this precinct are:

- growth of health service delivery and medical research
- consolidation of Westmead's educational role
- access improvements to and through the precinct
- intensification of residential land uses

- development of a higher density mixed use centre close to the station
- improvements in urban design particularly along the Regional Park edge.

An important strategy included relevant to the is Planning Proposal is:

6.5 Identify opportunities to the intensify land use within walking distance of the railway station to support a mixed use centre in the precinct.

- ***The Westmead Precinct Structure Plan -- a Vision for 2020, July 2004***

The Westmead Precinct Structure Plan (2004) was prepared as a strategic approach. The report contains a vision for Westmead of a vibrant campus environment with world class health, research and education facilities and attractive civic spaces full of activity. The plan states that it has the potential to establish Westmead on a similar global parallel to cities such as Cambridge and Oxford in the UK and Stamford in the US that are renown township and institutional centres for research and education and to the Mayo Institute as a major health facility which serves as a focus for the town of Rochester, Minnesota.

The Westmead Structure Plan has the following key elements:-

- *"Provision for growth of health services and medical research*
- *Consolidation of its educational role.*
- *Increase employment opportunities*
- *Improvement to pedestrian and vehicle circulation through the precinct and to adjoining areas*
- *Identification of opportunities for creating a world class mixed use centre*
- *Creation of a common vision for Westmead as part of the future growth of the city of Parramatta".*

The Structure Plan identifies a number of design principles being:-

1. *"Create a vibrant precinct with a health and employment focus*
2. *Activate the streets and public spaces*
3. *Improve public space connections*
4. *Focus on public transport*
5. *Focus on environmental sustainability*
6. *Create public infrastructure funding"*

The "Structure Plan" represented a good starting point in the preparation of a detailed planning strategy for Westmead Precinct. The "Structure Plan" contained sound urban design analysis but was not underpinned by economic and transport analysis, nor did it contain detailed urban design guidelines such as zoning controls, height controls or floor space ratio controls.

A number of key issues in relation to future development of the precinct were identified under the "Structure Plan" they are:

Transport

- Relatively undeveloped internal access routes.
- Limited access for precinct visitors from outside the precinct
- Poor pedestrian and cycling facilities
- New transport proposals including the north-west transit way

Design and future development

- Need to create a vibrant township in a health and teaching campus
 - Need to develop a built form concept that supports transit orientated development
 - Limited block permeability and readability in the precinct -- need to develop a compact, walkable community with strong connectivity to facilities and transport
 - Explore design solutions for medium high-density mixed use urbanism including horizontal zoning solutions
 - Need for a focal town centre
 - Need to activate streets and public spaces
 - Proposals for future economic growth
 - Environmental sustainability
- **Westmead Precinct Implementation Plan November 2006**

In response to the Structure Plan, a comprehensive implementation plan was prepared by Don Fox Planning in order to facilitate development in the Westmead Precinct over the next 25 years. The Westmead Precinct Structure Plan -- a Vision for 2020 was a high level document required to be further grounded by transport, economic, retail and planning analysis. The Implementation Plan aims to facilitate the continued evolution of the Westmead Precinct into a highly specialised medical research centre. Under the plan the number of residents is expected to increase from 7880 to 12,137 and the number of employees to increase from 11,204 to 18,361 by 2031.

The specific objectives of the implementation plan include:-

- “To specify an appropriate distribution of land uses – both horizontally and vertically;
- To stipulate development controls (such as height, setbacks and densities)
- required to achieve the desired built form and reflect the economic, environmental and transport capacity of the centre;
- To incorporate a Transport and Management Access Plan (TMAP) to document the relationship with existing and future development and to outline the role of both the private and public sectors in implementing the TMAP;
- To provide a basis for specifying and prioritising proposed works and facilities in the precinct (including transport, public infrastructure and services and public space treatments); and
- Identify a funding framework for the provision of proposed works and facilities tied to key stages of development.
- To achieve these objectives the implementation strategy will comprise a package of integrated documents and a recommended process for adoption and review”.

The Implementation Plan divided the area into four district precincts the subject site is located within the Employment Precinct – see **Figure 7**.

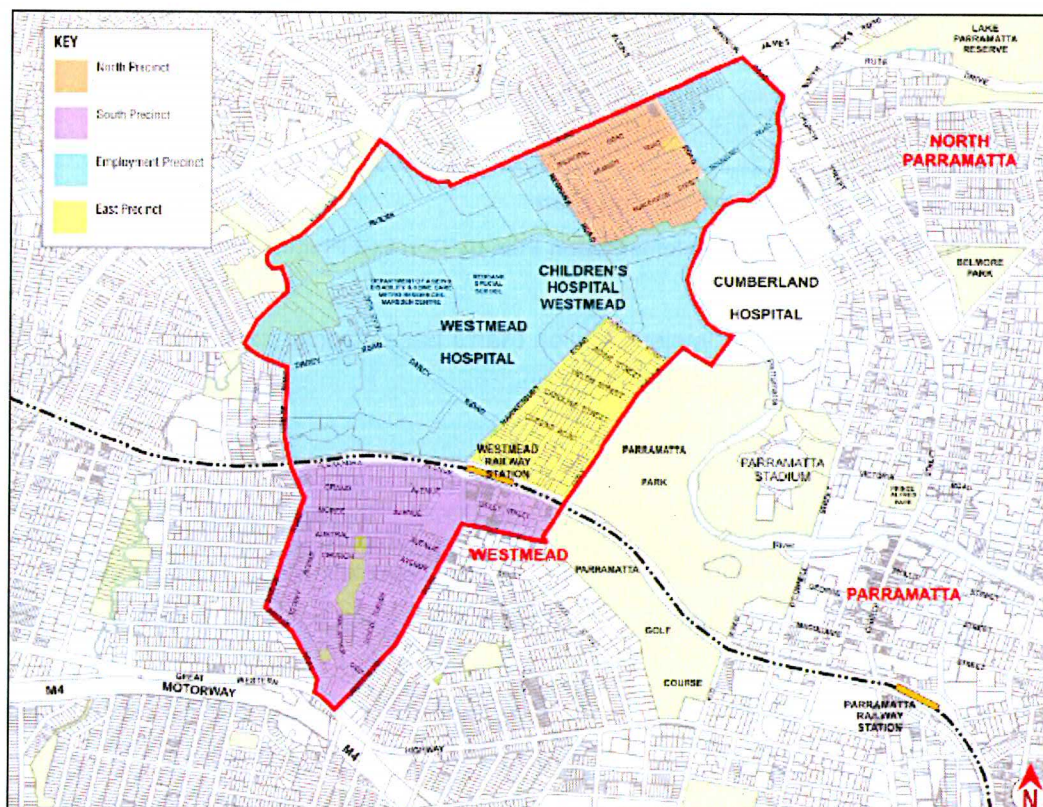


Figure 7: Westmead Precinct Plan

Source: Westmead Precinct Implementation Plan by Don Fox Planning dated 2 November 2006

The Implementation Plan identifies a mixed use zoning for the subject site (see **Figure 8**). In addition it also identifies base planning controls or a Concept Plan for each precinct.

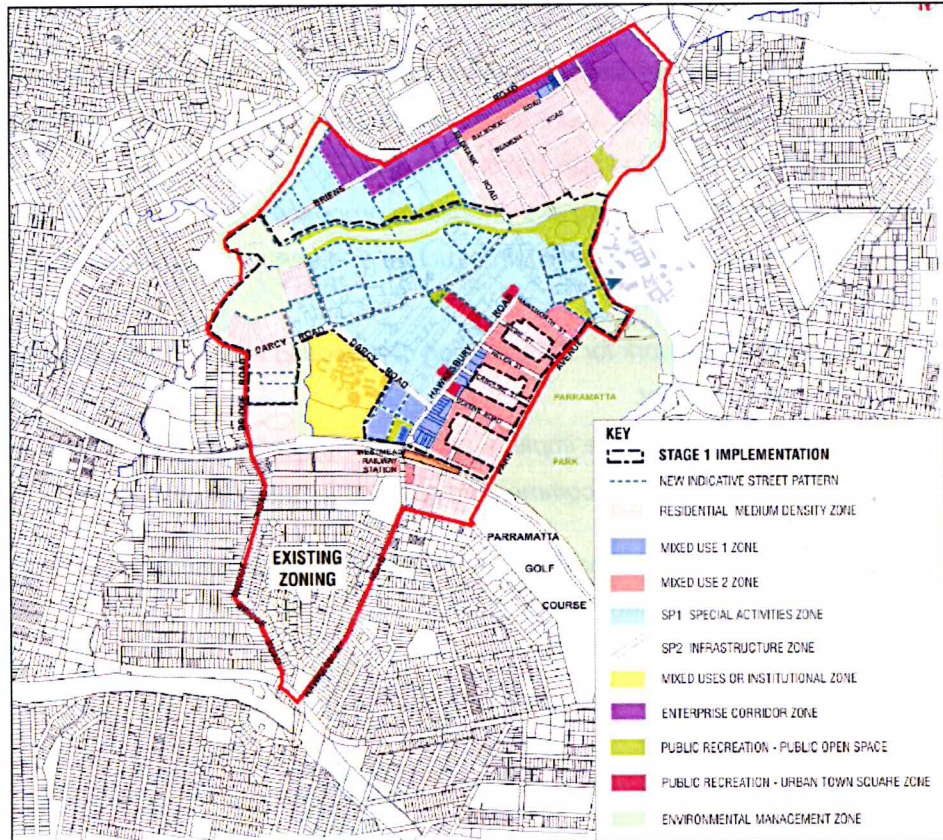


Figure 8: Westmead Precinct Zoning Plan

Source: Westmead Precinct Implementation Plan by Don Fox Planning dated 2 November 2006

The table below outlines the Implementation Plan's base planning controls for the Employment Precinct, and more specifically the subject site.

Table 3: Base planning controls

Map	Control
Westmead Precinct Concept Plan Map	St Vincent's place – Stage 1 implementation
Westmead Precinct Zoning Plan	Mixed Use 1 Zone and Public recreation – public open space zone
Westmead Precinct Height Map	19m fronting Darcy Road and Hawkesbury Road 23m within centre of site 48m within south-western corner of site adjoining railway line
Westmead Precinct FSR Map	3:1

Refer to **Section 4.2.2** for consistency of the proposed Planning Proposal with the Structure Plan and Implementation Plan.

- **Draft Subregional Strategy for the West Central Sub Region, 2007**

The Draft Subregional Strategy for the West Central Sub Region identifies the Westmead Precinct as a Specialised Centre. the Draft Subregional Strategy includes aims to consolidate and enhance Westmead's role as a vibrant health and health-related education/research precinct. A statement from the strategy on Westmead's importance is included below:



Figure 9: Extract from Draft Subregional Strategy

A statement on the strategic aims for the precinct is as follows:

"Westmead Precinct Strategy: aims to consolidate and enhance Westmead's role as a vibrant health and health related education/research precinct. It will also address critical traffic and access problems and improve the direct and efficient access to and throughout the precinct. The plan will facilitate substantial new development potentially creating an estimated 15,000 additional jobs and a two-fold increase in dwelling yields".

– *Strategic Bus Corridor 42 (North–West T–way)".*

▪ **Westmead Integrated Transport Strategy, 2010**

Council engaged a consultant to undertake a traffic and transport analysis to prepare an integrated transport strategy for the Westmead Precinct which included a traffic model to guide the future transport needs and assist Council in the preparation of future planning controls and to support the assessment of Development Applications.

The Westmead precinct has limited existing vehicular access and parking problems due to the low use of public transport. The future transport needs of the precinct need to focus on walking, cycling and public transport to be able to realise the potential development proposed.

Table 4 summarises the Strategy's recommendations.

Table 4: Westmead integrated transport strategy recommendations

Strategy Component	Recommendations
Strategy 1: Increase Public Transport Use and Mode Share	1.1 Increase public transport and walking and cycling mode share to 35% (from 12% currently) (refer to other strategies for detailed recommendations to achieve this target)
Strategy 2 : Increase Walking, Cycling and Public Transport Trips	2.1 Introduce Westmead Sustainable Transport Guide
	2.2 Improve pedestrian amenity in Westmead
	2.3 Develop way-finding signage plan for walking and cycling
	2.4 Develop a regular program of site inspections for surface damage, signposting and vegetation
	2.5 Roll out Walking School Bus Scheme
	2.6 Close gaps in cycle network
	2.7 Provide free secure bicycle parking across Westmead and at Westmead railway station
Strategy 3: Improve Accessibility to Westmead centres	3.1 Introduce continuous cycle and walk connection with Parramatta City Centre
	3.2 Introduce a formal cycle route to Parramatta and to the north
	3.3 Introduce direct bus connections to areas north and south of Westmead, by extending routes 520, L20 and 545 to Westmead, and divert routes 549, 600, 811, 813 and 815 through Westmead
	3.4 Strengthen bus links to west of Westmead
	3.5 Assess feasibility of a free shuttle bus within Westmead
	3.6 Reduce the interchange time at Granville during the off-peak by increasing rail service provisions between Campbelltown and Westmead (refer to Section 5.8 in support of restoring services on the Cumberland Line)

	3.7 Investigate potential demand on Cumberland line services with a view to extend services
	3.8 Confirm location of a potential Metro station in Westmead
	3.9 Ensure all bus stops in Westmead comply with DDA guidelines
	3.10 Improve intersections of Darcy Road / Institute Road, Darcy Road / Bridge Road and Darcy Road / Hawkesbury Road
Strategy 4: Make More Effective and Efficient Use of Available Infrastructure Assets	4.1 Intersection improvements to increase the effectiveness of existing road space (Darcy Road / Institute Road, Darcy Road / Bridge Road and Darcy Road / Hawkesbury Road)
	4.2 Bus priority program
	4.3 Reallocation of kerbside road space at stations and centres
	4.4 Optimise the rail timetable to achieve an even spread of services over the hour
	4.5 Better access and kerbside allocation at Westmead CityRail station, new Metro station and T-Way station for bus and walking and cycling users
Strategy 5: Demand Management and Parking	5.1 Review land use and location of new development in respect to closeness to public transport stations
	5.2 Infrastructure such as investment in walking and cycling facilities to achieve mode share objectives
	5.3 Review parking pricing strategy
	5.4 Reallocate existing parking for priority users
	5.5 Work with hospitals to manage travel demand
	5.6 Introduction of car pooling and car share initiatives as proposed in Section 3.6.1 of the Draft Parramatta Development Control Plan
	5.7 Introduce traffic calming plan to precinct
	5.8 Promote the existing Park and Ride facilities at the Burns and Riley T-Way bus stops
	5.9 Introduce dynamic parking signage
	5.10 Support the car parking rates for development within Westmead as proposed in Section 3.6.2 of the Draft Parramatta Development Control Plan
Strategy 6: Affordable and Staged Implementation	6.1 Adopt parking policy based on user pays
	6.2 Prepare Sustainable Transport Plan for Westmead
	6.3 Consult with stakeholders and develop Draft Concept Plan which includes detailed routing of walking, cycling and public transport
	6.4 Develop funding strategy in consultation with RTA, Sydney Metro, RailCorp, Westmead Hospital and Town Centre developers

▪ **Parramatta Council's Planning Strategy for Westmead**

Council staff sought endorsement for a set of key concept proposals to inform the preparation of a planning strategy to guide future development of the Westmead precinct. In summary, the concept proposals are:

- The creation of a high amenity pedestrian orientated spine centred on Hawkesbury Road ('front-of-house') and the relocation of hospital parking and the creation of overflow parking to the rear of the hospital site ('back-of-house').
- Support for a modal share of public transport of 35% in conjunction with a range of transport, road and parking improvements.
- Review of planning controls to allow increased development opportunities particularly for medical and health related businesses and industries and also community support facilities (e.g. child care centres).
- The provision of high quality landscaping in public places and major developments and the construction of inspiring, engaging buildings.
- Consideration of the establishment of a stakeholders representative body to help promote and manage the planning strategy for the Westmead Precinct.

In this regard Council resolved:-

- a) *"That the concept proposals outlined in this report be used as a basis for preparing a planning strategy for guiding the future development of the Westmead Precinct.*
- b) *That in preparing the planning strategy, consultation take place with key stakeholders and residents in the Westmead Precinct.*
- c) *That draft amendments be prepared, consistent with the planning strategy, to the Parramatta Local Environmental Plan (LEP) 2011, the Parramatta Development Control Plan (DCP) 2011 and the Section 94A Development Contributions Plan, as required.*
- d) *Further, that after preparation, the planning strategy and draft amendments be referred back to Council for its consideration".*

5. Technical Studies

During the previously submitted Part 3A Concept Plan application technical studies were undertaken. These reports were prepared to accompany not only a rezoning of the site but also the physical works associated with the proposed mixed use development as sought under the Major Project Application.

Whilst this Planning Proposal only seeks to rezone the land (no physical works), it is considered that the reports previously prepared are still relevant and applicable. These technical studies will also form part of the planning approval process for any future DA on the site. Any updating of these reports, where appropriate will be undertaken. The following studies are available and attached as Appendices:-

- Urban Design Analysis (updated)
- Traffic and Access (updated)
- Contamination and Hazardous material assessment
- Heritage (updated) and Archeological Assessment
- Geo-Technical Report
- Fauna and Flora Report
- Services and Infrastructure

5.1 Urban Design Analysis

An urban design analysis was undertaken to inform and support the Planning Proposal. The urban design analysis which examined the appropriate built form for the site, including proposed building envelopes, open space, building heights and FSR (See **Appendix 4**). Below follows a description of the urban design rational which resulted in the proposed land uses and indicative building envelopes:-

- **Access**

The site has constrained vehicular access. There are only two street frontages, one of which has a large level change and the other, a short stretch that is also the route of the T-Way. These street frontages also experience fairly high traffic volumes which further constrain access.

Ease of access for pedestrians are also fairly constrained by the T-Way, hospital entry and traffic volumes.

The site has a high degree of choice and proximity to public transport. The Master Plan Update will aim to optimise ease of access to public transport and reduce demand for access via private vehicle.

Safety, security and ownership issues need to be resolved. The site creates the opportunity to allow for pedestrian links or connectivity opportunities. Consideration of

alternatives (e.g. second on-grade pedestrian crossing at Hawkesbury Road) needs to be given in case these issues cannot be resolved.

- **Site circulation**

Site circulation is constrained due to the large cross fall combined with a fairly large level change to Darcy Road. Consideration is to be given to earthworks/building works that may help resolve the level changes.

Access to the rail corridor at the south west corner of the site needs to be maintained in the Master Plan Update.

- **Interface/links/connections**

The interface with Marist College will need to address privacy and overlooking issues.

The interface with the railway will need to address potential acoustic impacts.

Configuration of potential links to Westmead Hospital should accommodate the present condition as well as consider long term plans for the corner site at Hawkesbury & Darcy Roads.

- **Heritage**

The former dormitory/school block of the St Vincent Boys Home on the crest of the hill on the south east corner of the site is visually prominent and forms a terminating vista to Railway Parade. Its landscape setting to the rear of this building are also an important feature of the site. Future redevelopment options will consider appropriate adaptive reuses for this building and its associated landscape elements.

The location and size of Bayley's Cottage setback from the Hawkesbury Road frontage presents challenges to successful adaptive reuse and will need to be carefully considered in the Master Plan Update.

- **Land uses**

Consideration will be given to a mix of land uses that will augment services provided by Westmead town centre and complement Westmead Hospital.

Viability of various land uses and mixes will be confirmed by the market analysis, but options will include retail; commercial such as medical support services, specialist rooms;

medical education; serviced short stay accommodation targeted at family members of hospital patients, nurses/hospital staff accommodation, and hotel style accommodation.

The Master Plan Update will aim to provide a range of uses on the site to augment current offerings in Westmead town centre. These may include a wider range of retail offerings, community and/or civic space, open space, commercial space to suit a range of tenants.

- **Built form**

Built form will be designed to appropriately address the interface with heritage elements and neighbours, as well as provide appropriate heights and setbacks to street frontages to improve the quality of the public realm in Westmead town centre.

Built form fronting Hawkesbury and Darcy Roads will locate active uses on the ground floor to increase the vibrancy of the town centre. Long hours uses on street frontages will also be considered to increase surveillance of the public realm, particularly at night.

Height will be distributed across the site to take account of orientation, overshadowing, heritage interfaces and access to potential views/vistas to Parramatta Park to the east.

- **Transit oriented development**

The highly strategic location of this site at Westmead Station and adjacent to the T-Way suits it to the creation of a transit oriented development which allows for greater intensity of uses to optimise the advantage of available transport infrastructure and augment the choice of services offered by Westmead town centre.

The proximity of Westmead Hospital further enhances the strategic nature of this site as a unique opportunity to tailor development to complement the Hospital, thereby fulfilling the objectives of the Metropolitan Plan which identifies Westmead as a specialised centre.

5.2 Traffic and Access

A traffic and access analysis was undertaken to inform and support the Planning Proposal (see **Appendix 5**). Key elements of the analysis are summarised below.

Public Transport

- The site is located in close proximity to Westmead Station and a number of bus routes.

- Westmead Station is a high order station and most Blue Mountains and express services stop at the station permitting fast trips from Westmead to Sydney CBD, Penrith, Blacktown etc. Westmead Station has approximately 7,000 boardings on a typical weekday.
- The site is located adjacent to the North West T-way connecting Rouse Hill to Parramatta with up to 4min headways at peak times.
- Local bus services are relatively infrequent except for those serving Parramatta Transport Interchange. Many buses from the east (e.g. Chatswood, Epping etc) terminate at Parramatta and do not continue to Westmead. None of the new Metrobuses serve Westmead.
- Development of the site is likely to lead to an increase in public transport usage in the Westmead area.

Walking and Cycling

- A regional off-road cycling route is located on the on eastern side of T-way linking Parramatta to Rouse Hill.
- There are generally good, wide footpaths with signalised crossings of main roads, including across Hawkesbury Road near the station.
- The site is within journey to work walking distance of all land uses in the Westmead Precinct and also Parramatta CBD.
- New walking/cycling connections are earmarked as part of the future development on the site.

Local Road Network

- The site is located away from the major arterial roads of M4 Motorway, Cumberland Highway, Great Western Highway etc. Local roads such as Hawkesbury Road and Darcy Road mainly serve the immediate precinct and these roads carry little through traffic. Bridge connections across Toongabbie Creek (Redbank Road) and Parramatta River (Bridge Road) are in effect private roads for hospital staff only.
- The local road network contributes to traffic concentrated on a small number of roads due to a limited number of approach/departure routes. Congestion occurs during peak periods on Hawkesbury Road yet Darcy Road operates at a good level of service at all times.
- There are unlikely to be any significant changes to the regional road network in the Westmead area in near future.

Site Access and Internal Road Network

- Vehicular access to the site is proposed at two locations.
- The primary access would be on Darcy Road as shown on the urban design sketches. The Darcy Road / Westmead Hospital no.1 Entrance intersection was reconstructed in 2006 to

accommodate the T-way in the centre of Darcy Road. The intersection currently operates with spare capacity at peak periods. The RTA design plans for the signalised intersection show that it was designed to accommodate future access to the UWS Westmead site at some point in the future. The future primary access would be in the form of a four-way signalised intersection with all movements permitted.

- The secondary access would be on Hawkesbury Road at the existing driveway location. The access would be in the form of a left-in/left-out arrangement.
- The site access points and car parking areas would be connected by an internal road network as shown on the sketches.

Parking

- There is considerable on-site parking in the Westmead Precinct operating at very high utilisation rates. The majority of this parking is long term catering for hospital staff (approximately 70% of 6,000 spaces). There is limited on-street parking and limited short term parking.
- The provision of on-site parking for the development is a key factor in influencing traffic generation and hence mode split and maximum parking rates (these will be detailed within the site specific DCP). Preliminary site planning suggests that approximately 1,400 on-site parking spaces would be provided. Parking would be located in a number of discrete car parks usually situated below the built form above. All parking areas would be accessible from both the Hawkesbury Road and Darcy Road access points.

Transport Patterns and Policy

- Over 80% of existing journey to work trips to the Westmead precinct (local workers) are made by private vehicle. In contrast 43% of journey to work trips from the precinct (local residents) are made by private vehicle.
- Analysis of railway station patronage and on-site observation suggests that most people using the station are either residents of the local area or school/college students. The proportion of hospital staff/visitors using the station is quite low.
- The state government prepared the Westmead Health Campus Transport and Accessibility Strategy in 2007 and relevant recommendations should be implemented.

Traffic Generation and Traffic Impacts

- On the basis of the indicative land use mix and parking rates contained in the traffic report, it is anticipated that the development would generate in the order of 650 vehicle trips in the weekday AM peak hour and in the order of 1,000 vehicle trips in the weekday PM peak hour. The higher PM peak generation is due to the retail component of the development with retail developments generating low traffic volumes in the AM peak.

- Detailed traffic analysis of the impact of site-generated traffic would occur at a subsequent Development Application stage under Part 4 of the EP&A Act (future Staged DA).

5.3 Contamination

SEPP 55 states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place *“before the land is used for that purpose”*. The policy makes remediation permissible across the State, defines when consent is required, requires all remediation to comply with standards, ensures land is investigated if contamination is suspected, and requires Councils to be notified of all remediation proposals. The Managing Land Contamination: Planning Guidelines (the Guidelines) were prepared to assist councils and developers to determine when land has been at risk.

Clause 6 of the SEPP 55 identifies contamination issues to be considered as part of any rezoning application, as follows:-

“Contamination and remediation to be considered in zoning or rezoning proposal

(1) In preparing an environmental planning instrument, a planning authority is not to include in a particular zone (within the meaning of the instrument) any land specified in subclause (4) if the inclusion of the land in that zone would permit a change of use of the land, unless:

(a) the planning authority has considered whether the land is contaminated, and

*(b) if the land is contaminated, the planning authority is **satisfied that the land is suitable in its contaminated state** (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and*

*(c) if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning authority is satisfied that the **land will be so remediated before the land is used for that purpose.***

Note. In order to satisfy itself as to paragraph (c), the planning authority may need to include certain provisions in the environmental planning instrument”.

Emphasis added

The Guidelines in Section 3 identify what information is to be provided by the proponent, to the planning authority so that the authority will be able to be satisfied as to the suitability of the land for its end purpose. A 3 stage process is identified:-

Stage 1 – Preliminary Investigation – the purpose of this stage is to identify whether the site is contaminated.

Stage 2 – Detailed Investigation - Having accepted that the site is contaminated, this stage is to define the nature of the contaminants, the degree of contamination, and their potential risk of harm and to obtain sufficient information to develop a remedial action plan (RAP).

Stage 3 – Remedial Action Plan – This stage is to set the objectives and document the process of remediation.

Coffey Environments conducted an Environmental Site Assessment (ESA) (see **Appendix 6**). The purpose of the assessment was to review the site history, to assess the potential areas and contaminants of concern (AECs and COCs); and to assess remediation, management and/or further investigation requirements for the site to be considered suitable for the proposed land use.

The ESA identified the presence of asbestos; lead and other heavy metal contaminants, Total Petroleum Hydrocarbons (TPH), Polycyclic Aromatic Hydrocarbons (PAH) and a possible 5,000L mineral oil underground storage tank (UST) on site. In relation to potential for the site to be suitable for the proposed land use post-remediation, the following comments were made:-

“Based on the results of the ESA, it is considered that for the site to be considered suitable, with respect to contamination, for the proposed mixed use development, the following is required:

- 1. Remediation and/or management of soil containing asbestos (present in the form of asbestos fibres and potentially fragments of asbestos cement material). The likely extent of the asbestos contamination is discussed in Section 9.1 of this report. It is recommended that further assessment of the extent of asbestos in soil be undertaken prior to commencement of development / remediation through a test pitting and trenching program which would allow better visual assessment of soils than the borehole investigation undertaken as part of this assessment. Note that such a further testing program would result in disturbance to the surface of portions of the site and is hence difficult to implement while the site is operational. It is further recommended that an inspection and testing program be implemented during the site earthworks to confirm the extent of asbestos contamination.*
- 2. Remediation and/or management of lead contaminated soil along the western site boundary around sampling locations EBH24 and EBH15. Further sampling and analysis is recommended to delineate the extent of the lead impacted soil prior to remediation;*

3. *Remediation and/or management of any residual hydrocarbon soils within the vicinity of the historical underground storage tank (UST), reported to have been removed in 1991 to 1992; This will also comprise the removal of the UST and associated pipework should it still be present;*
4. *Further assessment of the extent of mercury in soil around EBH42 in the south-eastern portion of the site followed by remediation if assessed to be necessary;*
5. *Remediation or management of any as yet unidentified contamination encountered during site redevelopment. It is recommended a contingency plan be implemented during site earthworks documenting procedures to be followed in the event further contamination is identified during earthworks; and*
6. *Validation of soils imported to the site during the redevelopment (if any)".*

An OEH Accredited Site Auditor has been engaged to advise on any additional investigations required prior to preparation of the Remediation Action Plan (RAP). The RAP and previous reports will be audited to confirm the site's suitability for proposed use or uses by implementation of a specified remedial action plan" and a Section B Site Audit Statement (as defined in the *Contaminated Land Management Act [1999]*) be issued accordingly. This Section B Site Audit Statement will be included in the Final Planning Proposal.

Accordingly, having regard to the provisions of SEPP 55 and the Guidelines, sufficient information has been provided to Council for it to be satisfied pursuant to Clause 6(1) of the SEPP, that the subject land can be adequately remediated for the end purpose (B4 Mixed - Use) subject to remediation, before the land is used for that purpose; that is, at Development Application stage under Part 4 of the EP&A Act (future Staged DA).

5.4 Heritage

The site is listed in the Parramatta City Council Local Environment Plan 2011 (Heritage and Conservation) as a heritage item and is subject to the requirements of the LEP. The site is not listed as a heritage item on the State Heritage Register.

The site is subject to the provisions of the NSW Heritage Act relating to archaeological relics. Accordingly a draft Heritage Assessment; Preliminary Aboriginal Archaeological Assessment and an Archaeological assessment (see **Appendix 7**) were undertaken as part of the Part 3A major Project Application.

The Preliminary Aboriginal Archaeological Assessment concluded as follows:-

"No Aboriginal sites or objects were found during the inspection".

"No further Aboriginal archaeological investigation is required prior to development. However, the proponent should comply with any future Director Generals, requirements for the project regarding further Aboriginal archaeological assessment".

The Archaeological assessment concluded as follows:-

"The study area has the potential to contain archaeological remains, most of which are of Local heritage significance..."

"A program of archaeological investigation needs to be undertaken to record the archaeological remains prior to development of the site. This should be undertaken in accordance with best practice standards.

- The ephemeral archaeological remains in the Northern part of the site will be removed by the bulk excavation for carparking. The best way to record any potential archaeological resource in this area is to sample excavate to record surviving landscape evidence and collect soil samples for pollen analysis.*
- The archaeological remains in the Southern area, to the west and south of the former farmhouse need to be recorded by open area excavation prior to any bulk excavation".*

In this respect, the Heritage Assessment states as follows:-

"2.2 Statement of Significance

Set on a knoll above Westmead railway station and within expansive grounds, the former Westmead Boys Home has important social and historical associations with the work of the Catholic Church in Greater Sydney and for the architecturally distinctive buildings by the noted architectural practice of Sheerin and Hennessy. The former dormitory/school block and trades building are two of the earliest extant buildings in the Westmead area pre-dating the suburban development of this suburb by a number of decades. The former farmhouse provides a tangible association with the rural economy of the region in the late nineteenth century".

Detailed reports on the likely impact on the significance of the heritage items will be undertaken at Development Application stage under Part 4 of the EP&A Act (future Staged DA). This Planning Proposal relies on the findings and recommendations of all the relevant reports in

particular identifying the appropriate curtilage to be taken into consideration during the urban design exercise and as such the appropriate location of buildings on the site relative to the existing heritage listed items and potential archaeological relics. In this respect it is noted that the position of buildings are not yet fixed and the Concept Plan is only indicative at present with scope to allow for the adaptive re-use of both the St Vincent's Building as well as Bayley's cottage.

5.5 Geo-Technical

During the Part 3A proceedings a geo-technical survey was undertaken by Coffey (See **Appendix 8**). The report was prepared to accompany not only the rezoning but also the physical works associate with the proposed mixed use development as sought under the Major Project Application. Notwithstanding this Planning Proposal only seeking to rezone the land (no physical works), it is considered that the fauna and flora report is still relevant and applicable.

The objectives of the geotechnical investigation were to:

- Provide information on subsurface conditions
- Provide geotechnical engineering assessment on:
 - The rippability of the rock and suitable excavation equipment.
 - The suitability of excavated materials to be used as structural fill.
 - Ground movements resulting from excavation.
 - Specification for the handling, compaction and the level of supervision required for quality assurance. This includes specification for deep service trenches.
 - Design parameters for permanent retaining walls.
 - Batters for temporary and permanent excavations.
 - Recommendations and design parameters for temporary retention and shoring.
 - Design parameters and recommendations for shallow footings and deep (piles) footings. The design parameters include allowable bearing capacity for shallow footing and end bearing and skin friction for piles.
 - Estimated settlements of footings
 - Groundwater considerations during and after construction for retaining wall, foundations and earthworks; including corrosion potential and potential seepage / drainage problems.
 - CBR values for material forming the sub-grades of pavements.
 - Reactivity of the soil.
 - Site classification in accordance with AS 2870 – 1996.

- Traffickability of the exposed material at the base of excavation.
- Site factor in accordance with Part 4 of AS 1170 – 2007.

Based on the results of the fieldwork, the geology within the investigation area is consistent with the regional geology indicated by the Penrith 1:100,000 Geological Sheet. In the south of the site there is residual soil overlying the Ashfield Shale. Under the roads and carparks, particularly in the north of the site, there is up to 2m of fill overlying the residual soil and Ashfield Shale.

Groundwater levels are likely to be variable across the investigation area depending on factors such as structure within the soils and rock, seasonal variations in recharge, and other factors such as proximity to nearby excavations. Groundwater inflows into basement excavations will be dependent on a number of factors, including groundwater level, size, location and depth of excavation, retaining wall depth and permeability and defects in the rock mass (e.g. fractures) intersected by the excavation. Further analysis will be undertaken at Development Application stage under Part 4 of the EP&A Act (future Staged DA), including the location and depth of basements / excavation.

5.6 Fauna and Flora

During the Part 3A proceedings a fauna and flora survey was undertaken by Lesryk Environmental Consultants (See **Appendix 9**). The report was prepared to accompany not only the rezoning but also the physical works associated with the then proposed mixed use development as sought under the Major Project Application. Notwithstanding this Planning Proposal only seeking to rezone the land (no physical works), it is considered that the fauna and flora report is still relevant and applicable.

Based on the results of the flora and fauna surveys, the proposal would not significantly affect any populations of any native plants or animals (including terrestrial and aquatic animals) such that they are placed at risk of extinction. Similarly the works would not remove or significantly affect any habitats of local, regional, state or national conservation concern.

Results from the field investigations undertaken indicate that no nationally significant species or communities are present within the proposal area. Further, by the completion of the field investigations, no flora or fauna species of state conservation significance, as listed on the Schedules of the TSC Act or as a ROTAP were located during the survey.

The report concludes as follows: -

“Within the areas of likely disturbance, the habitats and vegetation communities present are considered to be of low ecological value. These areas would not be important for any of the threatened plants or animals listed under the TSC Act that have been previously recorded in the study region. The Proposal would therefore not result in any of these threatened species, their populations, ecological communities, or habitats being significantly impacted upon such that a viable population of that species is placed at risk of extinction. Similarly, the Proposal would not fragment, disturb or alter any movement or dispersal corridors, nor isolate any proximate areas of suitable habitat. Therefore, giving consideration to the assessment criteria listed under Section 5A of the NSW Environmental Planning and Assessment Act 1979, the redevelopment of the existing University of Western Sydney site at Westmead, NSW would not have a significant effect on any threatened species, populations, ecological communities, or their habitats”.

The fauna and flora report recommends as follows:-

- *“Where possible, those mature native landscape species should be retained and incorporated into the development’s layout, particularly those plants located on the perimeter of the property.*
- *Similarly, where possible, efforts should be made to retain the line of mature figs.*
- *Landscape works undertaken post-development should include a suite of locally occurring native species, particularly a number of winter flowering eucalypts.*
- *In accordance with the regulations set out under The Noxious Weeds Act 1993, those weeds identified as noxious on site should be subject to biological controls, or a similar control measures as directed by the Local Control Authority thereby resulting in their suppression. The Local Control Authority in this case is Parramatta City Council. The contact is likely to be Council’s Noxious Weeds Officer”.*

Notably the urban design analysis retains the mature landscape species where possible and in particular retains the mature figs at the entry from Hawkesbury Road. A detailed landscape plans will be submitted at Development Application stage under Part 4 of the EP&A Act (future Staged DA).

5.7 Services and Infrastructure

Various investigation tests were carried out on the site to quantify the latent condition site risk associated with redevelopment of the site. This included an investigation of the existing utility services including sewer, stormwater, water, gas and high voltage power. A copy of the Site condition assessment and infrastructure services report by Lend Lease is attached at **Appendix 10**. In summary the report concludes as follows:-

Sewer – *existing 150mm and 225mm diameter Sydney Water sewers are located at the south-west corner of the site. Considering the scale of the development, it is considered that augmentation works may be required to Sydney Water's existing infrastructure to service the proposed development"*

Stormwater – *"Stormwater detention will be required by Council for the redevelopment. It is anticipated that two (2 No) detention storages will be located on the site, one at the north-west corner and one at the southwest corner of the site"*

Water- *"Depending on the outcome of Sydney Water's modelling of the proposed water demands for the site, it is considered that these mains should be adequate to service the proposed development"*

Gas – *"It is considered that these existing mains can service the redevelopment"*

Details of future services and infrastructure connections will be submitted at Development Application stage under Part 4 of the EP&A Act (future Staged DA).