

# Bridge Place 4.0

AMENDED PLANNING PROPOSAL IN RESPONSE TO REZONING REVIEW

Urban Design Report

93 Bridge Road, Westmead

6 December 2024







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# CONTENTS

<b>EXECUTIVE SUMMARY</b>	<b>5</b>
<b>BRIDGE PLACE: HIGHLIGHTS</b>	<b>6</b>
<b>CONCEPT EVOLUTION</b>	<b>8</b>
<b>CONTEXT</b>	<b>12</b>
PRECINCT CONTEXT	14
SITE CONTEXT	16
PRECINCT ORIENTED DEVELOPMENT	18
WESTMEAD 2030	20
DELIVERING ON WESTMEAD PLACE STRATEGY	22
WESTMEAD's EVOLVING LOCAL CHARACTER	24
SITE SPECIFIC MERIT	28
<b>URBAN DESIGN FRAMEWORK</b>	<b>30</b>
OPPORTUNITIES	32
PRECINCT FRAMEWORK	34
DESIGN FRAMEWORK	40
<b>THE PROPOSAL</b>	<b>42</b>
MASTERPLAN	44
EXISTING	45
THE PROPOSAL	46
MASTERPLAN	50
GROUND LEVEL	54
TOWER LEVEL	58
<b>TECHNICAL ANALYSIS</b>	<b>62</b>
SOLAR AMENITY	64
SOLAR ACCESS	66
VISUAL IMPACT STUDY	70
ADG & COMPLIANCE	72
PANEL'S DESIGN GUIDELINES	74
<b>PLANNING CONTROLS</b>	<b>76</b>
<b>PROJECT SUMMARY</b>	<b>78</b>
CONCLUSION	79
<b>APPENDIX</b>	<b>81</b>





## THE REVISED PROPOSAL

*FSR:* **3.6 : 1**

*ZONING:* **NO CHANGE (R4 HIGH DENSITY RES.)**

*HEIGHT:* **NO CHANGE (69m)**

*NOTE:* **THE PROPOSAL DELIVERS  
THE FOLLOWING BENEFITS:**

- **404** apartments in total
- **40%** of site publicly accessible (incl. open spaces and pedestrian connections)





# EXECUTIVE SUMMARY

BRIDGE PLACE 4.0 is the amended urban design concept in response to Sydney Central City - Strategic Planning Panel recommendations dated 14 November 2024 as part of the Rezoning Review.

This report actions the Panel's recorded decision in the lead up to submitting the Planning Proposal to Gateway determination.

The amended concept maintains at its heart the response to the change in circumstance of the NSW housing crisis, the 8,663m<sup>2</sup> site has the capacity to delivers 404 homes within a 5 to 10-minute walk of local jobs within Westmead's innovation district and numerous public transport options.

Based on the Panel's advice however, the FSR has been revised to reflect the planning controls endorse for the site:

- **FSR to 3.6:1, and Height to 69m (no change).**

Also, the amended report maintains the significant public benefits of the Proposal and commits to the Panel's advice and Design Guidelines:

- **40% of the site area will be publicly accessible** including new shared street and a public open space, compatible with surrounding public accessible open spaces and developments.
- **Strong interface with and Activation of Bridge Road** with 260m<sup>2</sup> floor space for a neighborhood shop to improve walkability for locals to access daily needs, human-scale podium of 2-3 stories with two mid-rise towers of 20 stories setback from the podium.

Working together with Council over the last five years and advice of the NSW State Panel, the masterplan's proposed built form reflects this collaboration.

Given the Panel has identified the strategic merit of the site's Proposal and the amended urban design concept responds to the site specific advice and design guidelines, it is recommended the Planning Proposal proceed for Gateway Determination.



# BRIDGE PLACE: HIGHLIGHTS

**Bridge Place will complete the Moncao estate residential community set within Sydney's world class innovation district: Westmead Health & Education Precinct.**

Bridge Place is positioned as a pioneering contributor to the Precinct supporting the in-demand for accommodation and living for future users working and visiting the world class innovation district.

The proposal delivers on improved access to the wide range of transport options, Sydney's world class innovation institutions, broader green networks and the surrounding local amenity.

This section summaries the key highlights and outcomes of the Planning Proposal for Bridge Place4.0, at 93 Bridge Road, Westmead.

## **SUPPLY HOUSING CLOSE TO JOBS AND TRANSPORT - 404 NEW HOMES**



**DRIVE THE INCREASED HOUSING DEMANDS FOR DWELLINGS TO SUPPORT WESTMEAD'S HEALTH AND MEDICAL CARE PRECINCT**

## **MORE PUBLIC REALM - 1,000 SQM OF OPEN SPACE**



**1,000 SQM OF NEW OPEN SPACE COMPLEMENTING THE EXISTING CONTEXT AND FUTURE VISION FOR THE AREA**



**40% OF THE SITE IS PUBLICLY ACCESSIBLE**



PUBLICLY ACCESSIBLE AND COMMUNITY-FRIENDLY OPEN SPACE THAT ENHANCES NEIGHBORHOOD WELL-BEING

**BETTER OVERALL CONNECTIVITY**



IMPLEMENTATION OF A SHARED STREET AND GREEN NETWORK TO ENHANCE WALKABILITY AND CONNECTIVITY

# CONCEPT EVOLUTION

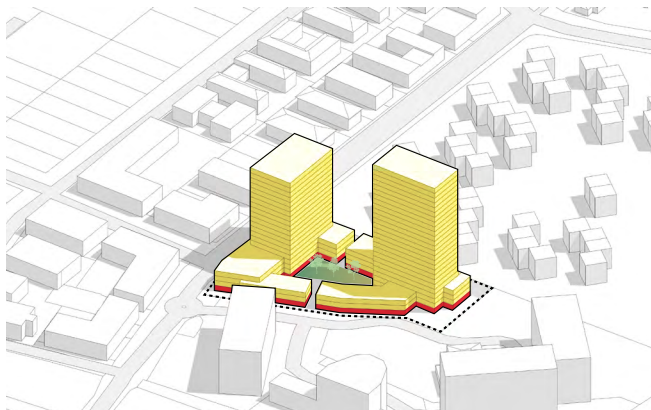
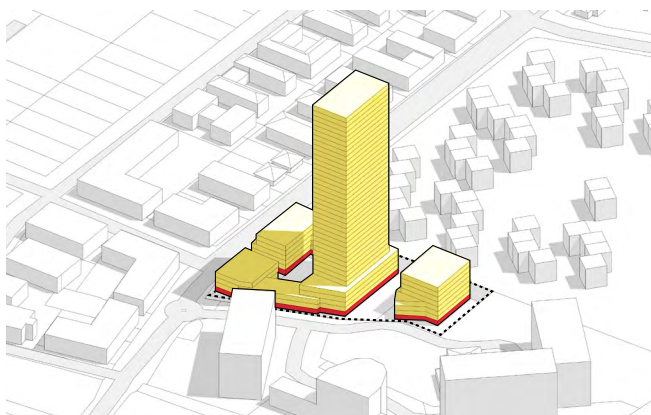
Bridge Place Planning Proposal was lodged with Council in early 2019 and has been in the system for nearly two years. The concept evolution over time is summarised below:

1

2018

## PRELIMINARY CONCEPT

- Early scenario testings
- Early engagement with Council/NSW Gov't

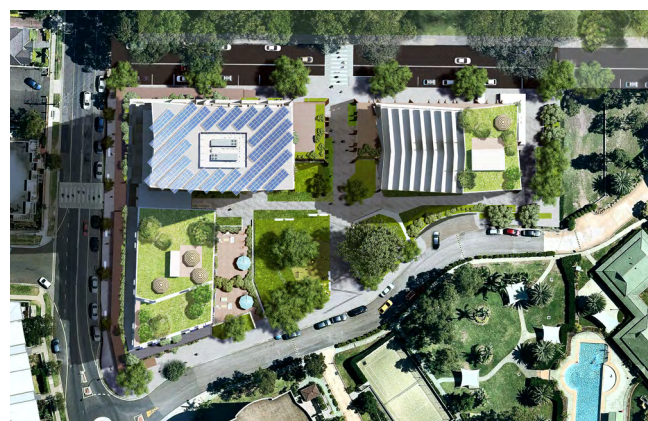


2

2019

## ORIGINAL PP

- Ambition aligns with the Westmead Place Strategy
- NSW Treasury recognition



## PUBLIC BENEFIT

- 12,994m<sup>2</sup> precinct supportive uses (including 1,000m<sup>2</sup> community space)
- 1 x new street
- 3 x new through-site links
- 565m<sup>2</sup> south-facing park
- 2,400m<sup>2</sup> new pedestrian paved area
- 25% tree canopy cover
- 514 new apartments (402 build-to-rent)

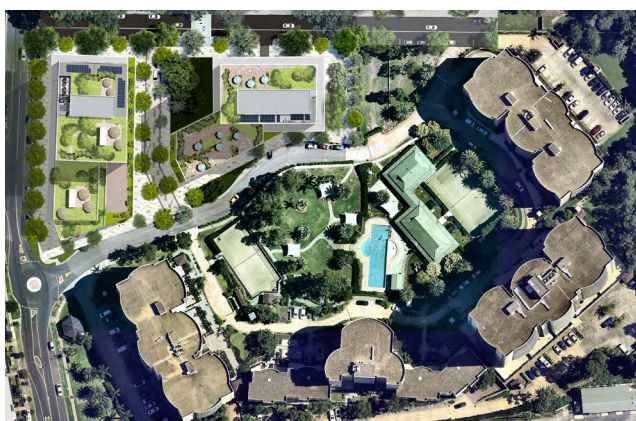


# 3

**DEC 2020**

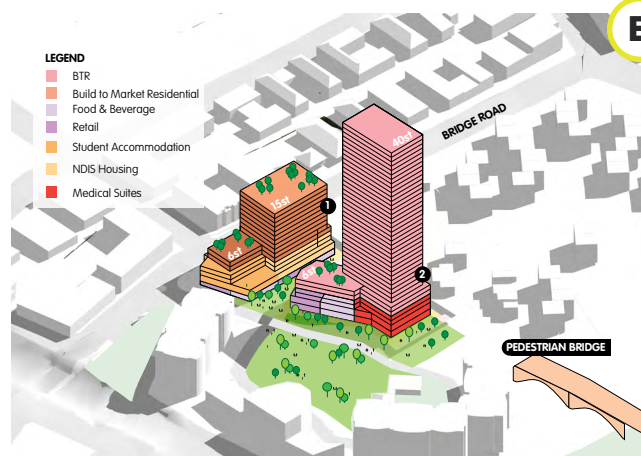
**AMENDED PP**

- Responds to Council correspondence
  - Delivers the Draft Place Strategy
- Established Base and Added Value Concept



## PUBLIC BENEFIT - BASE

- 5,235m<sup>2</sup> precinct supportive uses (including 250m<sup>2</sup> community space)
- 1 x new street
- 2 x new shared streets
- 465m<sup>2</sup> north-facing park
- 2,768m<sup>2</sup> new pedestrian paved area
- 28% tree canopy cover
- 370 new apartments



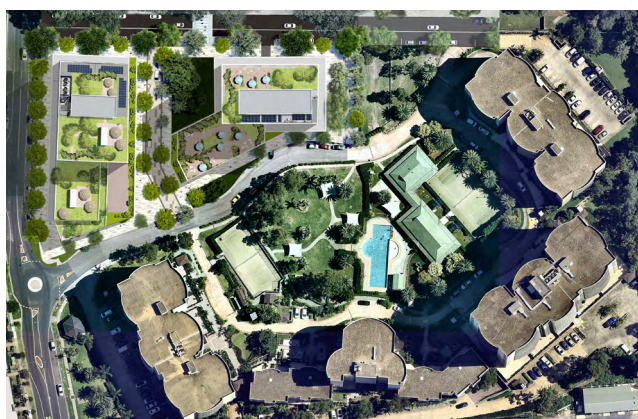
## PUBLIC BENEFIT - ADDED VALUE

- 12,735m<sup>2</sup> precinct supportive uses (including 1,000m<sup>2</sup> community space)
- 1 x new street
- 2 x new shared streets
- 465m<sup>2</sup> north-facing park
- 2,768m<sup>2</sup> new pedestrian paved area
- 28% tree canopy cover
- 514 new apartments (402 build-to-rent)
- Creek Crossing

4

APRIL 2023

REFINED PP WORKING WITH COUNCIL



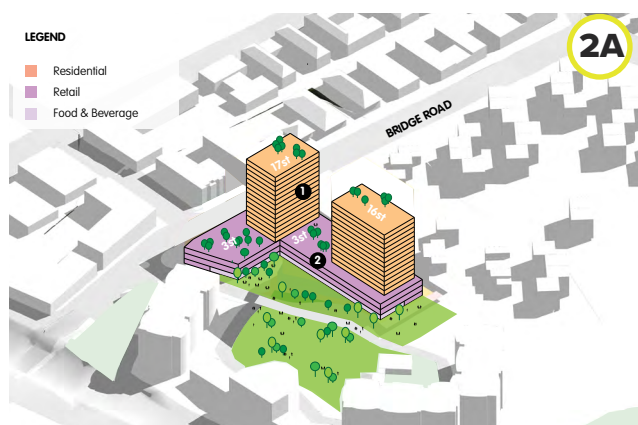
## PUBLIC BENEFIT (22-15 STOREYS)

- **8,997m<sup>2</sup>** precinct supportive uses (including 750m<sup>2</sup> community space)
- 1 x new street
- 2 x new shared streets
- 465m<sup>2</sup> north-facing park
- 2,768m<sup>2</sup> new pedestrian paved area
- 28% tree canopy cover
- 104 new apartments (Market Residential)
- 273 new BTR apartments
- 100 medical motel / NDIS units

5

AUGUST 2023

COUNCIL SCHEME



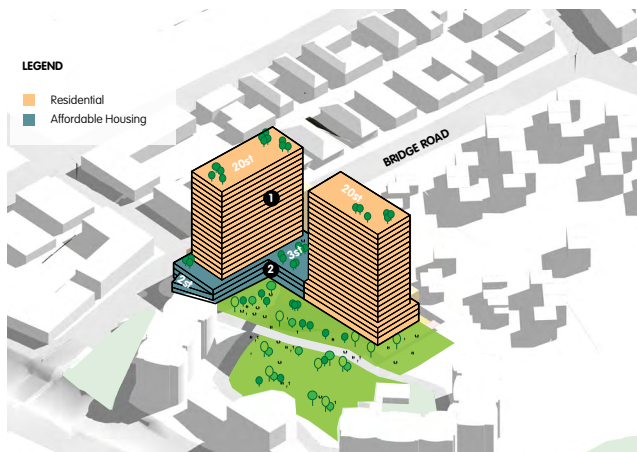
## PUBLIC BENEFIT (16-17 STOREYS)

- **Approx. 10,000m<sup>2</sup>** of precinct supportive uses (non-residential)
- 1 x new street
- 1 x new shared streets
- 3,342m<sup>2</sup> new pedestrian paved area
- Increased tree canopy cover
- 200 new apartments



6

## DECEMBER 2023 PLANNING PROPOSAL (FINAL DRAFT)



### PUBLIC BENEFIT (20 STOREYS)

- **411** new apartments (Market Residential)
- **75** new affordable apartments
- **978m<sup>2</sup>** park connecting to Monarco green
- **2,470m<sup>2</sup>** new pedestrian paved area
- **250m<sup>2</sup>** anchor retail
- 1 x new street
- 1 x new shared street
- Tree canopy cover consistent with Greener Places

7

## OCTOBER 2024 STRATEGIC PLANNING PANEL

- Following site inspection, briefings with DPHI and Parramatta Council, and panel discussions.



### PUBLIC BENEFIT (20 STOREYS)


- **404** new apartments
- **1,000m<sup>2</sup>** public park
- **2,470m<sup>2</sup>** new pedestrian paved area
- **264m<sup>2</sup>** anchor retail
- 1 x new shared street
- Tree canopy cover consistent with Greener Places





# CONTEXT



An architectural rendering of a modern building facade. The building has a light-colored, textured exterior with large, multi-paned windows. A tree with green leaves is in the foreground on the left. A man is walking a white dog on a leash on the right, and another man is standing near a red bicycle on the left. The scene is set on a paved area with some landscaping, including purple flowers and green plants.

“The vision for Westmead is to be Australia’s premier health and innovation district – an ecosystem for new discoveries, economic growth and global recognition Westmead will also deliver exceptional place outcomes for the Central River City, with enhanced heritage and environmental assets, activated places, connected communities and housing choice.”

Westmead 2036 - Place Strategy December 2020



# STRATEGIC CONTEXT:

## DELIVERING ON THE WESTMEAD PLACE STRATEGY

### OVERVIEW

The Westmead Place Strategy outlines the vision and guidance for future planning needs of the Westmead Precinct. The document identifies five big moves that will enable transformation of the area from the existing condition to the place envisaged in 2036.

The Proposal for Bridge Place delivers on the vision, big moves, sub-precinct objectives and planning directions articulated in the Westmead Place Strategy.

With the proposal's breadth of innovations across connectivity, productivity, liveability and sustainability, it will play an important role in creating an innovation ecosystem in Westmead.

Outlined below is a summary Bridge Place delivering on the big moves of the Strategy.

### ALIGNMENT WITH WESTMEAD PLACE STRATEGY BIG MOVES

#### **1. Drive change in the innovation eco-system to accelerate delivery of Australia's premier health and innovation district.**

Bridge Place contributes to an innovation ecosystem by creating flexible and diverse housing types required in the Precinct, as well as flexible commercial and retail floor space attractive to specialist, niche health providers and critical to the long-term success of Westmead. Sydney University's support for Bridge Place to be part of a research study also aligns with the goal of integrating research across the Precinct.

#### **3. Activate and connect our community with vibrant, diverse and well-connected public spaces and places.**

Bridge Place will improve the overall connectivity with active transport, wayfinding and pedestrian links through the proposed street connection from the original concept, and the provision of two new shared streets.

The proposal also supports activation of the site and the creation of a vibrant and safe precinct through the delivery of a new north-facing public park, maximising access to open space and improving connectivity.

#### **4. Deliver high quality and diverse housing for students, workers and professionals with optimal liveability outcomes.**

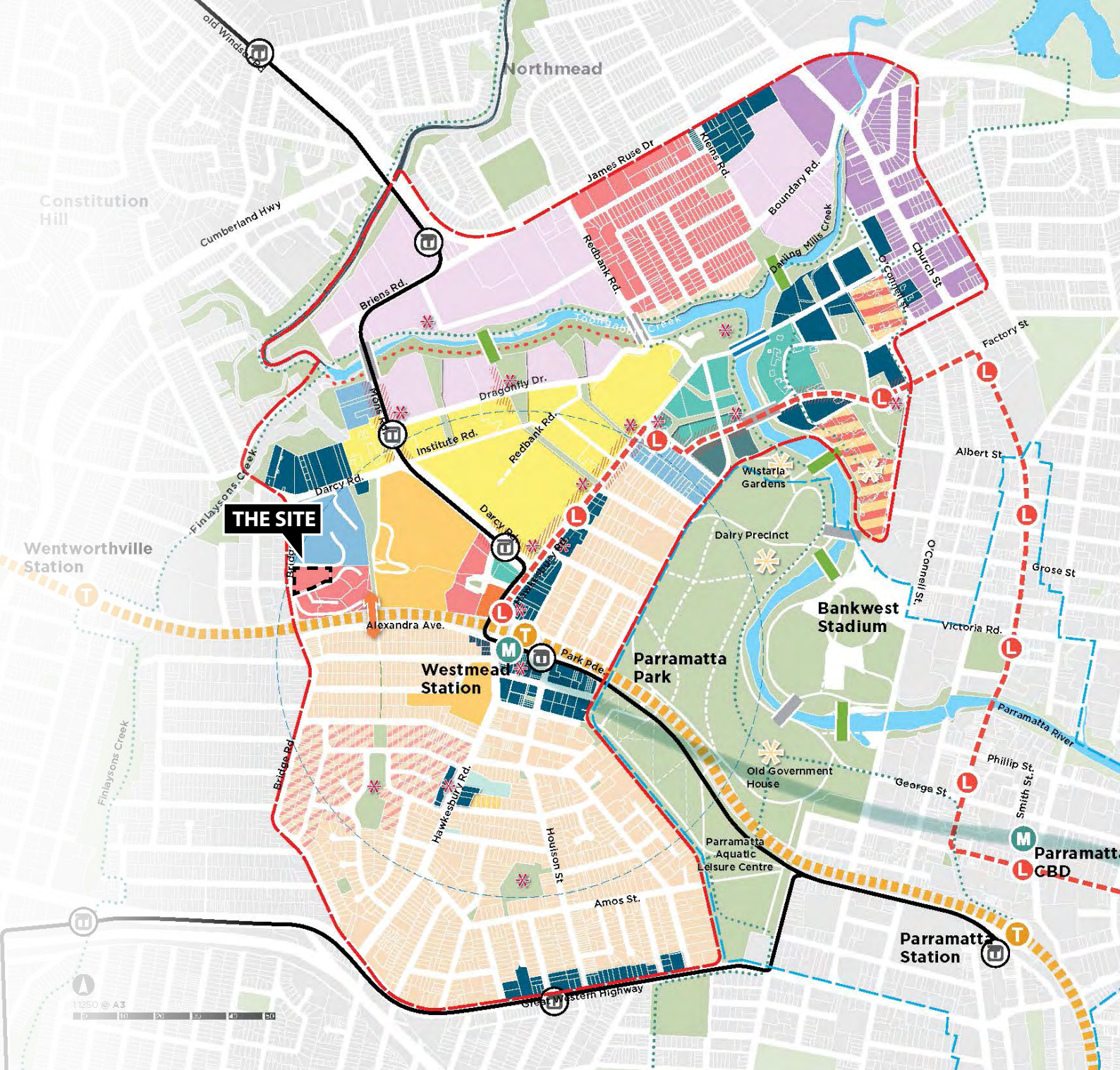
Bridge Place can deliver a diversity of units key workers and health workers to complement the proposal for the micro health hub.

High quality public domain and increased liveability is also delivered through the provision of a new public park, maximising access to open space and places of activity for residents and visitors.

#### **5. Capitalise on transport connectivity and reduce car dependency.**

The proposal encourages walking and cycling as the preferred mode of travel in the local precinct through the delivery of two new shared streets. By providing new housing and employment options, this increases students and health care workers the ability to live and study and/or work in close proximity.





#### Legend

- Precinct Boundary
- Parramatta City Centre
- ✱ Key place opportunity
- ✱ Heritage destinations
- Great West Walk
- Riverbank Trail
- Potential pedestrian river crossing
- Potential vehicular river crossing
- Existing river crossing
- ⇄ Potential rail underpass
- Heritage Precinct (Arts, cultural and community uses with complementary commercial)
- Ground floor active frontage
- Mixed use (retail, commercial and residential)
- Mixed use (health focus)
- Mixed use (university, enterprise, innovation and research focus)
- Mixed use (university, enterprise, innovation, research with retail, commercial and residential)
- Arts, civic and cultural facilities
- Character investigation area
- Opportunity for housing choice and supply
- Existing residential
- Advanced manufacturing and complementary uses
- Health and research
- Business Enterprise (showroom and urban services)
- Primary and secondary Education
- Tertiary Education
- Open Space



# STRATEGIC CONTEXT:

## WESTMEAD IS TRANSFORMING

Bridge Place 4.0 has the opportunity to support Westmead's Health and Innovation Precinct – delivering on Government's vision for Australia's premier health and innovation district, aligned with the Westmead Place Strategy.

In addition, the economic strategy for the Westmead Innovation District (WID), prepared by Deloitte (2016), supports the recognition of the immense contribution Westmead will have on driving future job growth in the Western Sydney region, aligning objectives of Central District Plan.

Key health and education facilities including Westmead Hospital and Innovation Centre, Western Sydney University Westmead Campus, the Westmead Innovation District and surrounding complementary uses represent the calibre of contribution to the precinct.

The proposal has a unique opportunity to leverage the assets of the surrounding health and education offerings, strategic location and align with the key moves and directions of the strategy to deliver supporting and in-demand market residential and affordable housing and provide improved street address, and connections to broader Westmead.

The images below provide an understanding of some of Westmead Precinct's typologies and interfaces. There is an opportunity to improve the connections to these uses and places to ensure the precinct remains a World Class offering to Greater Sydney and the Westmead community.





Westmead University of Sydney Campus





# WESTMEAD PLACE STRATEGY:

## SUPRECINCT 2:

## HEALTH AND INNOVATION PRECINCT

### VISION

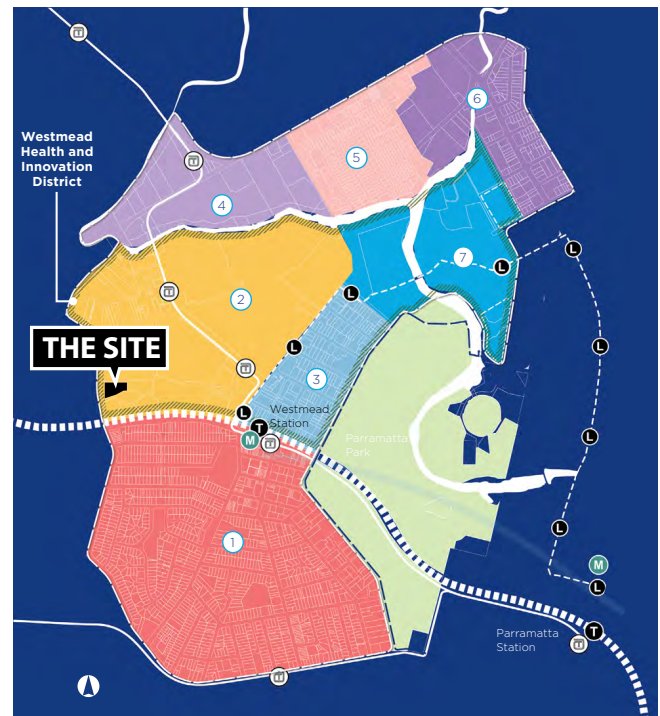
Bridge Place Site is located in sub-precinct 2: *Health and Innovation* as Identified in the Westmead Place Strategy.

Health and Innovation Sub-precinct is identified as:

*Westmead's engine room, defined by its world-class health, research, education and innovation facilities set within a walkable healthy urban environment for all.*

Identified by the Strategy as Westmead's 'engine room', key outcomes for this Sub-precinct include excellence in supporting health and innovation; permeability and wayfinding; high quality public domain; activity spines and nodes; green grid connections; and, rail crossings.

The Strategy identifies Bridge Place as one of only three residential sites within the Sub-precinct, and by-default signals a clear intent for the Project to have a significant role in diversifying housing choice and deliver on Council's LSPS housing target of an additional 8,000 dwellings by 2036.

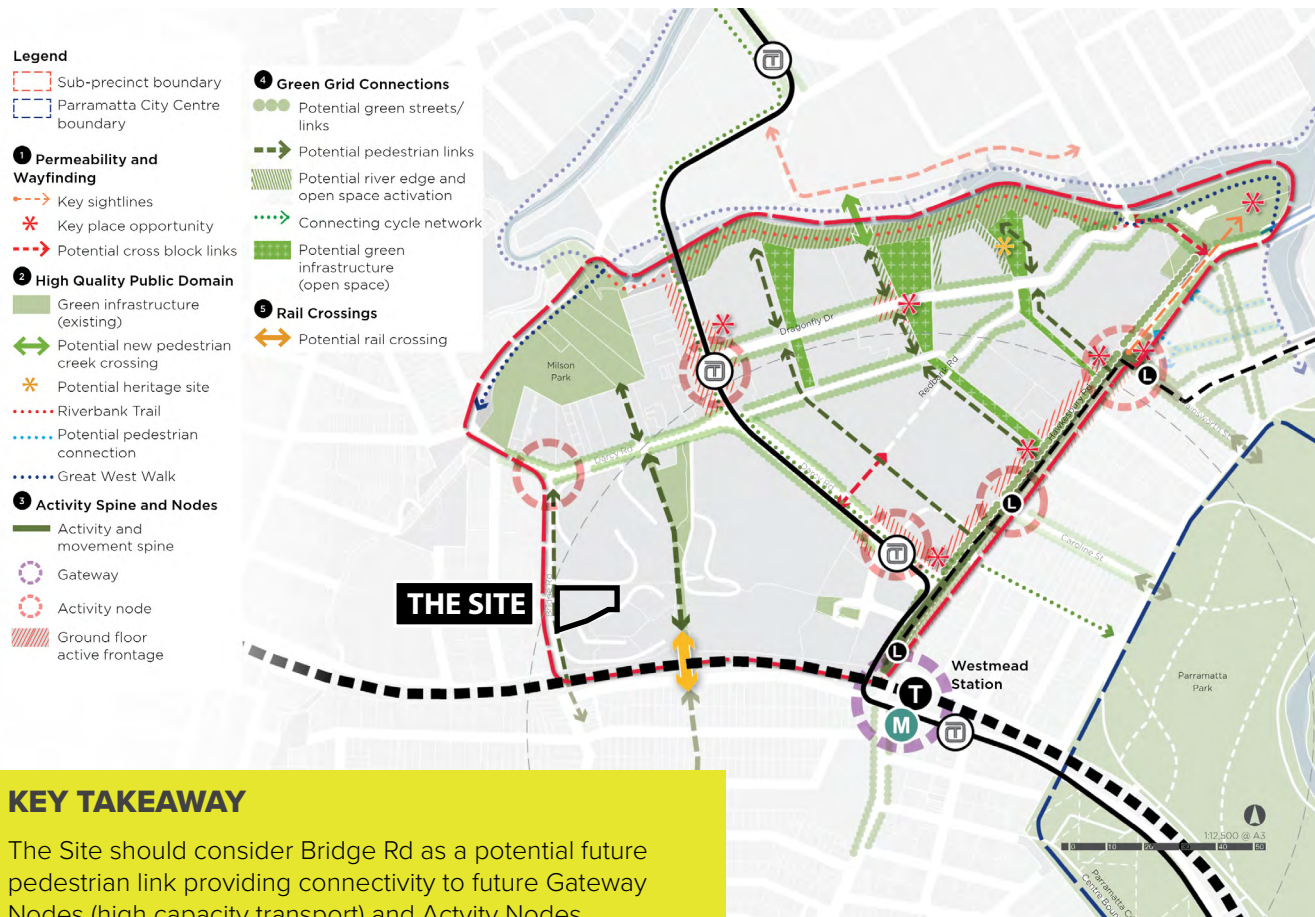


### PLAN OF SUB PRECINCT 2





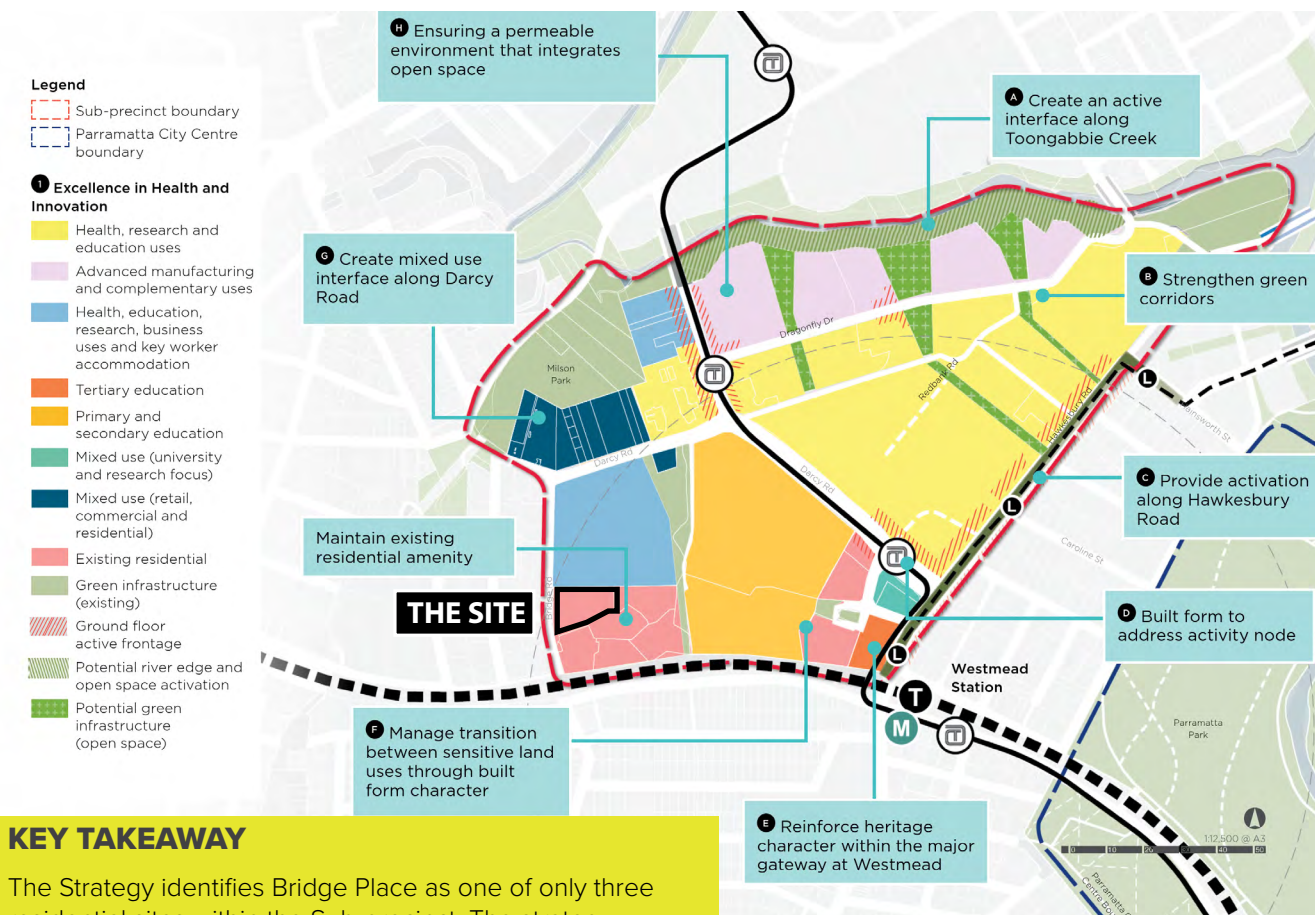
## KEY PLACE OUTCOMES



### KEY TAKEAWAY

The Site should consider Bridge Rd as a potential future pedestrian link providing connectivity to future Gateway Nodes (high capacity transport) and Activity Nodes

## LAND USE AND BUILT FORM PRINCIPLES



### KEY TAKEAWAY

The Strategy identifies Bridge Place as one of only three residential sites within the Sub-precinct, The strategy highlights the importance of maintaining existing residential amenity of the area.



# LOCAL CONTEXT

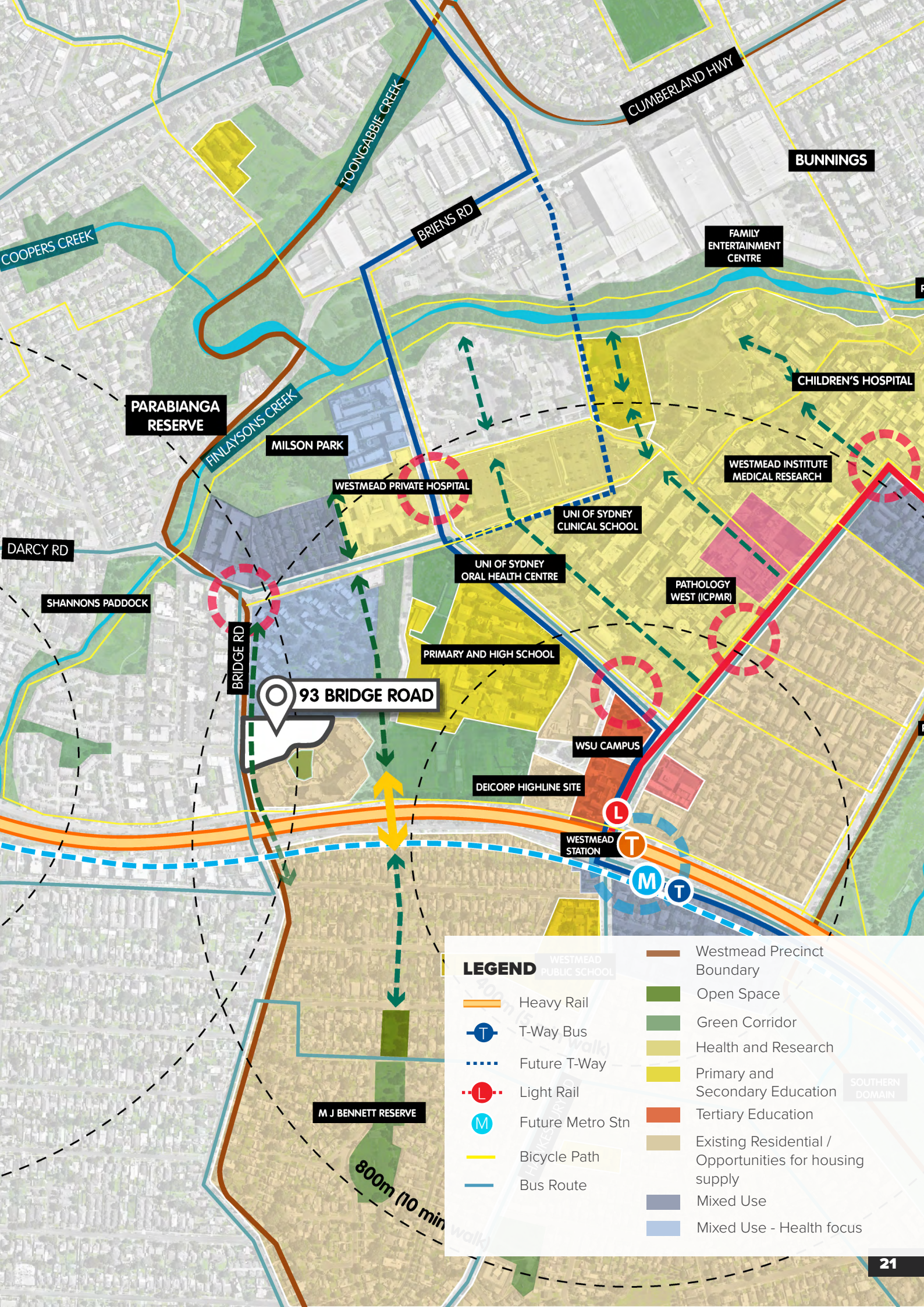
**Bridge Place is uniquely positioned within the Precinct and Sub-Precinct to help deliver on the Strategy with key site attributes influencing the Precinct's potential including:**

- Within a 10-minute walk of key public transport options of Westmead Metro, Wentworthville and Westmead Stations, and light rail stop.
- Within a 10-minute walk / 5-minute cycle of most anchor institutions within the Sub-Precinct, including Westmead Private Hospital, Westmead Hospital, Sydney University etc.
- Within a 1-minute walk of a green grid connection identified as a key pedestrian spine providing the opportunity for increased amenity and improved walkability / wayfinding within the Sub-Precinct.
- Within an existing high-density block – the Monarco Estate – with heights of 16 storeys.
- Recognising the recent TOD Stage 1 announcement, it's worth noting that the site is located within 1.2kms of three train stations

Bridge Place has carefully considered how these Precinct attributes can be positively shaped to deliver on the Strategy.









# SITE CONTEXT:

## THE SITE TODAY

Bridge Place is the largest, amalgamated land holding identified for residential use in Westmead's Health and Innovation Sub-Precinct.

The Strategy identifies site amalgamations as desirable to enable optimised outcomes.

Bridge Place is made possible by the strategic and painstaking amalgamation of over 30 strata-owners over three years. Given this effort, it is incumbent of all decision-makers in the Planning Proposal process to seek an optimised outcome for the site.

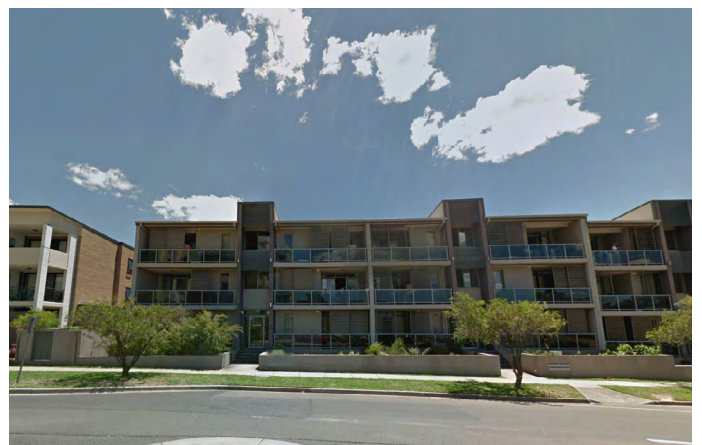
The site attributes informing an optimised outcome include:

- As the northern part of the existing 16-storey Monarco Estate built approximately 20 years ago, the Project is 'nested' within a site context where height and density has long been established. In preparing the concept, careful consideration has been given to the solar amenity, circulation and communal spaces on the Estate.
- As the southern bookend of the Nurses Quarter identified for mixed urban renewal by the Strategy, the site has a critical role to play in helping deliver a complete Precinct with new east-west and north-south connections solutions. An optimised site will help deliver an optimised Nurses Quarter owned by the NSW Government.
- Adjacency to the creek corridor providing the opportunity for a site-specific concept to improve connectivity across and along this green grid asset identified as a key pedestrian spine.
- Adjacency to Bridge Road providing good vehicle access and circulation where required, whilst acknowledging the walking, cycling and public transport priority for Westmead.
- Mid-rise apartments to the west of Bridge Rd provide an appropriate scale for the site to transition to its neighbours by use of mid-rise podiums with taller, slender tower elements above.
- Opportunity to replace aged building stock, hardscape and limited greenery with a diversity of people places, increased greenery and buildings of design excellence.

Bridge Place has carefully considered how these site attributes can be positively shaped to deliver on the Strategy.









# PRECINCT-ORIENTED DEVELOPMENT

Bridge Road 4.0 will deliver a highly connected and walkable residential experience.

This transit-oriented development is supported by key public transport options located within a short walk. These include the Westmead Metro, Wentworthville and Westmead Stations, as well as a new connection to the light rail.

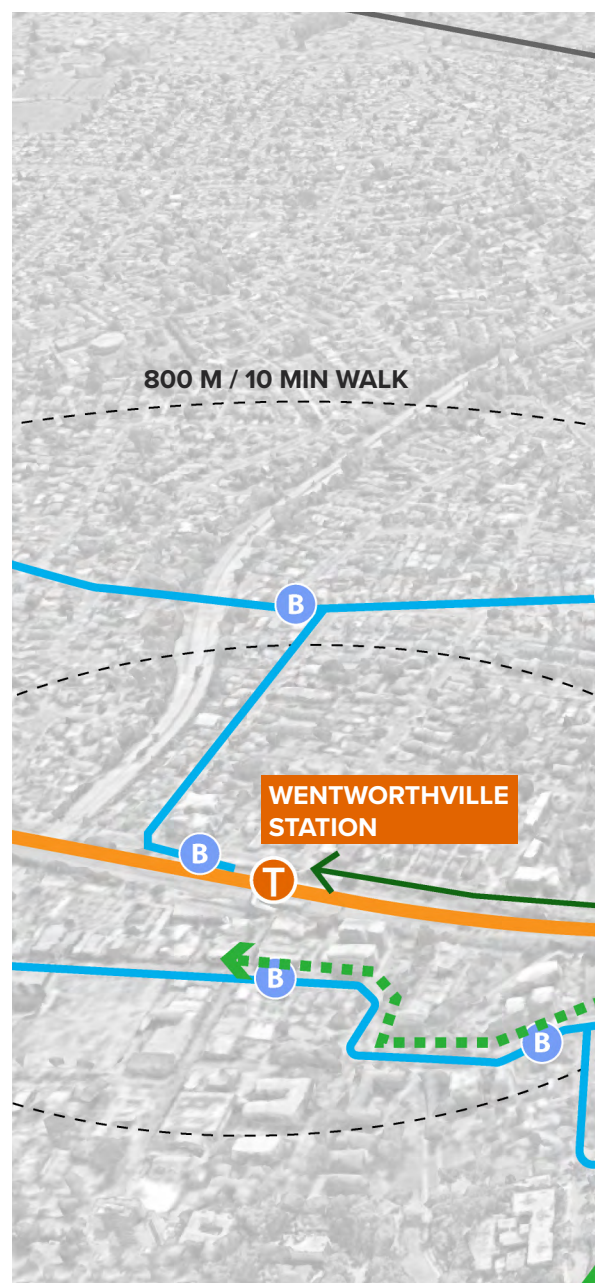
The site supports the precinct's health and wellbeing focus, providing ample active transport connectivity to anchor institutes, as well as the green grid connection which has been identified as a key pedestrian spine.

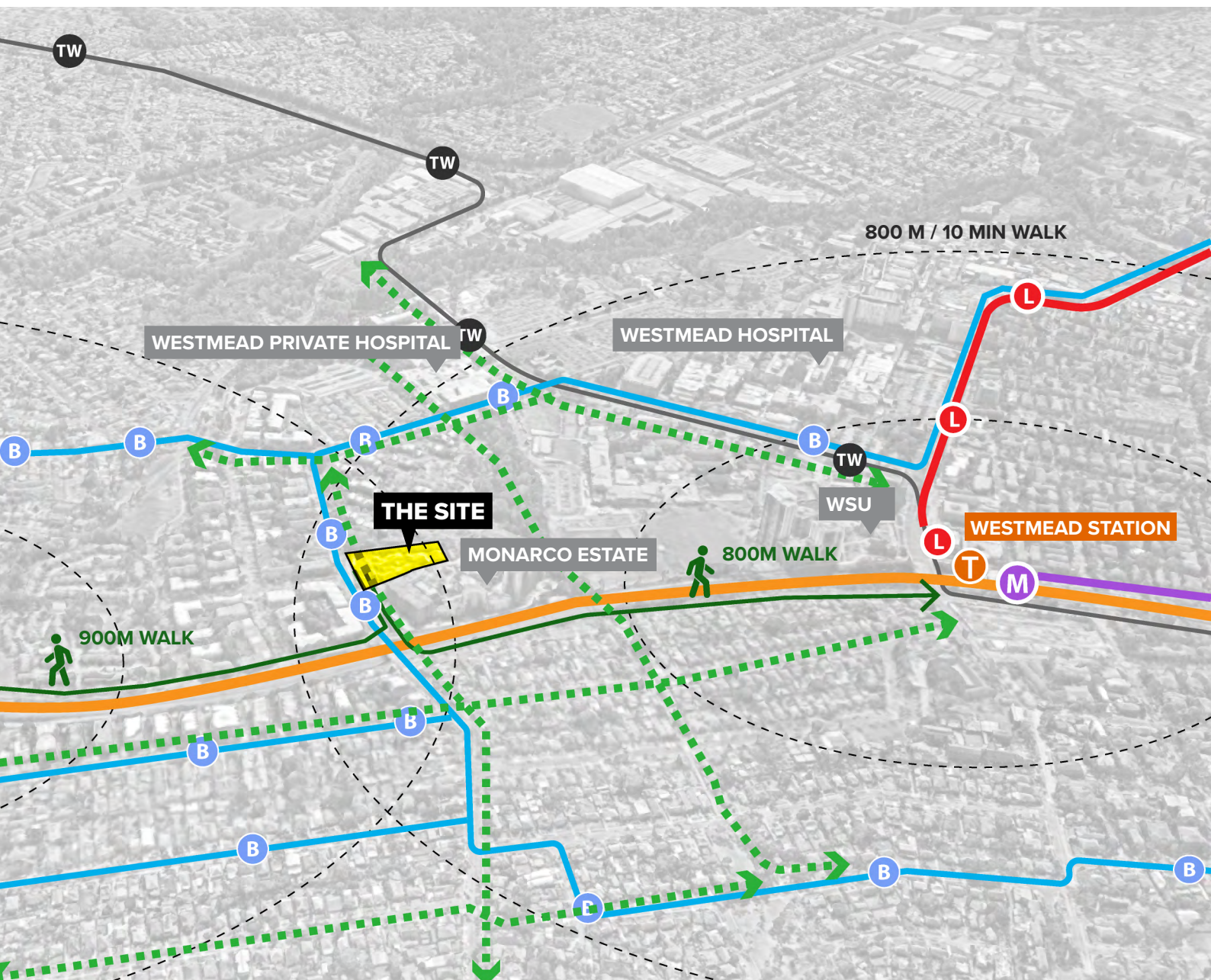
Completing the Monarco Estate Loop also contributes to a more cohesive precinct, supporting the broader Westmead Health & Innovation Precinct intent.

As one of only three residential sites within the sub-precinct, this site plays a vital role in supplying diverse housing choice and assisting Council to deliver an additional 8,000 required dwellings.

## SITE KEY FACTS

- **400M** TO WESTMEAD PRIVATE HOSPITAL OR 5MIN WALK / 2 MIN CYCLE
- **500M** TO WESTMEAD HOSPITAL OR 5 MIN WALK /2.3 MIN CYCLE
- **850M** TO SYDNEY UNIVERSITY OR 7 MIN WALK /3 .5 MIN CYCLE
- **800M TO WESTMEAD STATION, METRO & LIGHT RAIL (10MIN WALK / 5 MIN CYCLE)**





## LEGEND

- The Site
- Metro Line
- Train Line
- Light Rail
- Bus Line

- T-way Bus Line
- 400/800m distance from Train
- Walking distance to the train station
- Potential green pedestrian links (Westmead Place Strategy)



# WESTMEAD'S EVOLVING LOCAL CHARACTER

As Westmead develops into Australia's premier health and innovation district, its character is evolving.

Across the precinct built form is rising, and sites are making way for modern buildings that meet the needs of the community.

Existing heritage character will be celebrated and brought back to life with new community uses, preserving its value into the future.

Bridge Place 4.0 will contribute to Westmead's emerging character, while increasing connectivity and contributing to an exceptional public realm.



# COMPLETING THE MONARCO ESTATE

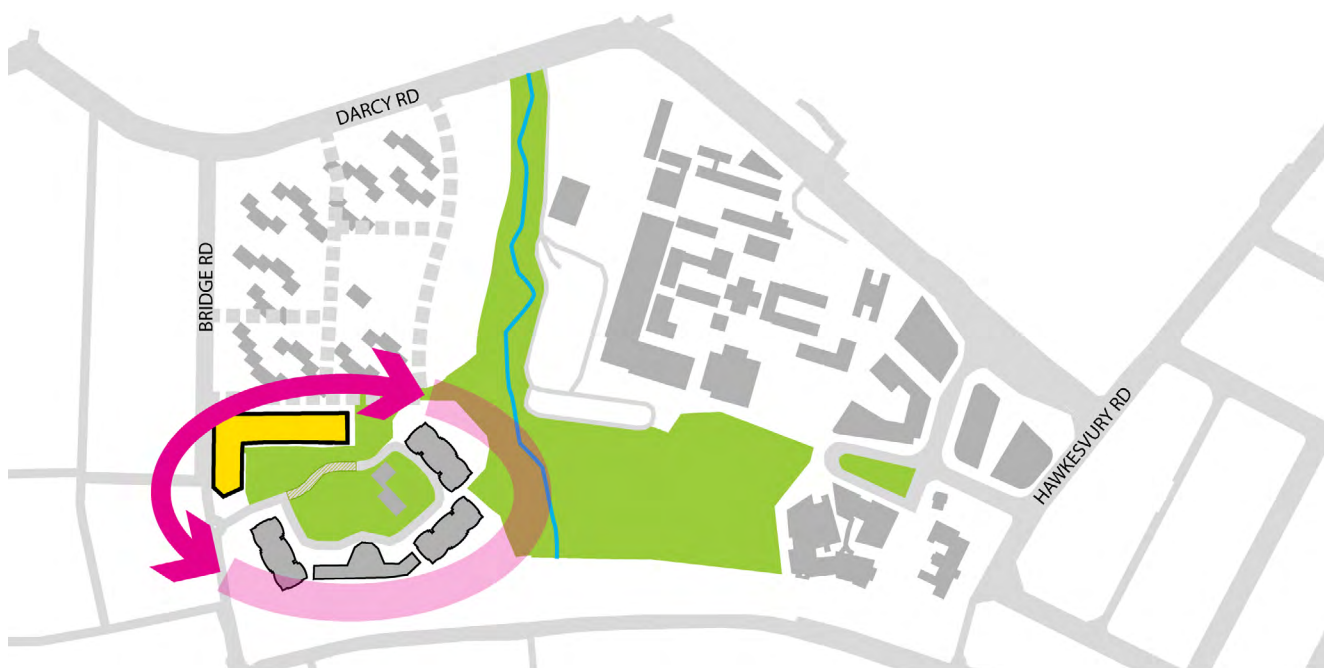
While the proposed amenities for the future residents are adequate in their own right, Bridge Place will complete the Monarco Estate sub-precinct of approx. 4.1ha of land.

The 8,663sqm of land assembled for Bridge Place is part of the Monarco Estate sub-precinct.

Monarco Estate has a Gross FSR 1.7:1 and Heights of 16 storeys. Today, the Estate has a built FSR 1.34:1 and total of approx. 424 units.

Monarco Estate's existing Riviera Park is 6,735sqm.

Interestingly, our Proposal increases the public realm offer of Riviera Park to 11,066sqm public realm.





# RESPONDING TO PANEL'S DESIGN GUIDELINES: **SITE SPECIFIC MERIT**

As per Rezoning Review the Panel recommended that Proposal is submitted for Gateway determination as it demonstrates strategic merit.

The changes introduced in this amended urban design concept provide the site specific merit to the Proposal.

They include a revised FSR following further testing of options to 3.6:1, and compliance with Panel's endorsed Design Guidelines (refer to page 74 in the Technical Analysis section for a breakdown of design principles and controls and respective response).

BRIDGE PLACE 4.0 maintains the significant public benefits of the initial Proposal and commits to:

- Strategically positions the residential towers along Bridge Road in North-South orientation to maximise solar access and natural ventilation and minimise overshadowing of public and communal open spaces.
- Non residential uses such as Retail/Commercial are located at ground floor in the corner of Bridge Road and Monarco Estate Sub-Precinct Boundary creating an activated ground floor.
- Residential towers floorplates have a maximum area of 750m<sup>2</sup> GFA, 1,000m<sup>2</sup> GBA and 50m length
- Podiums are 3 stories high and have a maximum floorplate length of 65m.
- Proposed public accessible Open Space of 1,000sqm and seamless blends with existing green grid and encourages people to gather and relax, providing 100% deep soil and 45% canopy cover.
- 30% of site (2,598sqm - with 650sqm at ground level) is Communal Open Space, between towers and rooftop gardens.
- Provide car parking in the basement and respond to maximum parking rate for residential flat building, with sustainable modes of transport encouraged.

The proposal is compliant with all design principles and controls with the exception of 1.0 Access and Setback

- providing the alternative access for vehicles (via the perimeter road to the north side),
- and reduction of north setback to 2-4m (total 12m from boundary as per ADG).

As illustrated in the next page, to access to the site we have three options.

Although the recommendation is to provide vehicle access via Monarco Estate being that the road is private the alternative presented by the panel is preferable. (Option C)

The proposed shared street along the perimeter to the north side not only supports the future network and enables connectivity to neighboring sites but also creates a pleasant and safe ground level environment for pedestrian, integrated with vehicle movement and clear access to new public space.

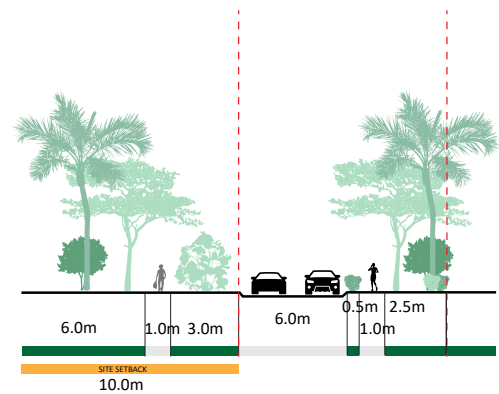


— Private Road Title Boundary



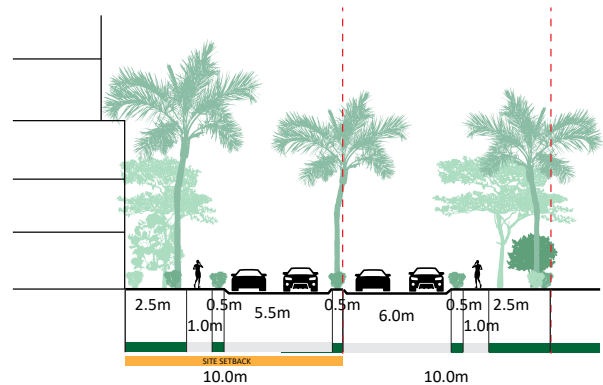
# RESPONDING TO PANEL'S DESIGN GUIDELINES: **ACCESS LOCATION**

**OPTION A**



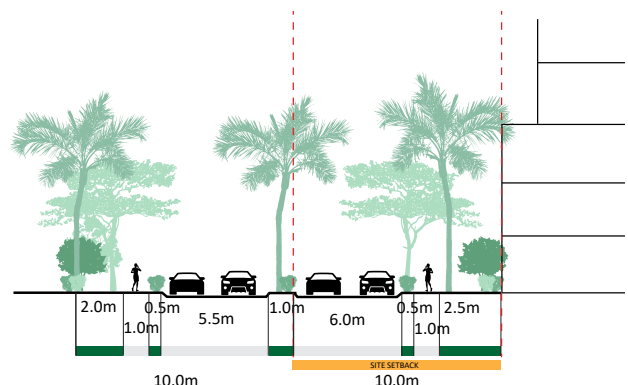
Access from the existing private road subject to further investigation.

**OPTION B**



Access from the south boundary, with a private road parallel to the existing Monaco Estate access. Required to upgrade the existing roundabout.

**OPTION C (Preferred Option)**



Access from perimeter road to the north boundary.





# URBAN DESIGN FRAMEWORK



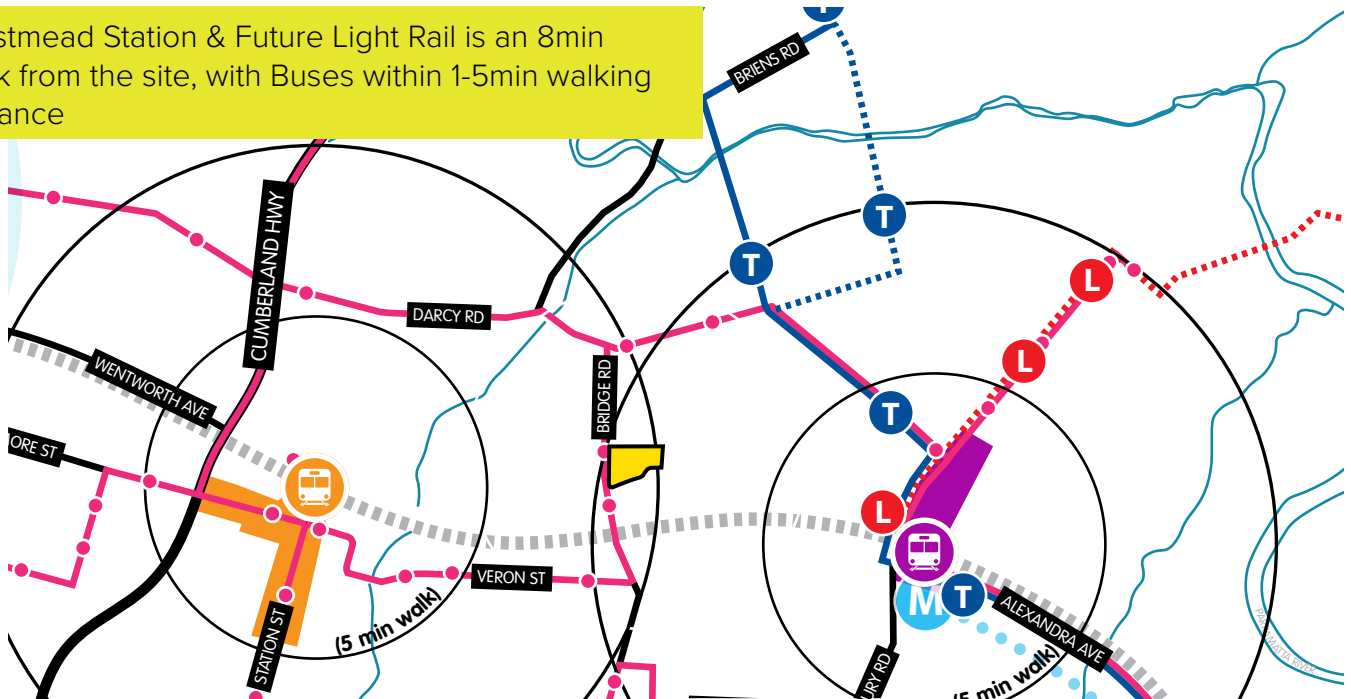




# OPPORTUNITIES

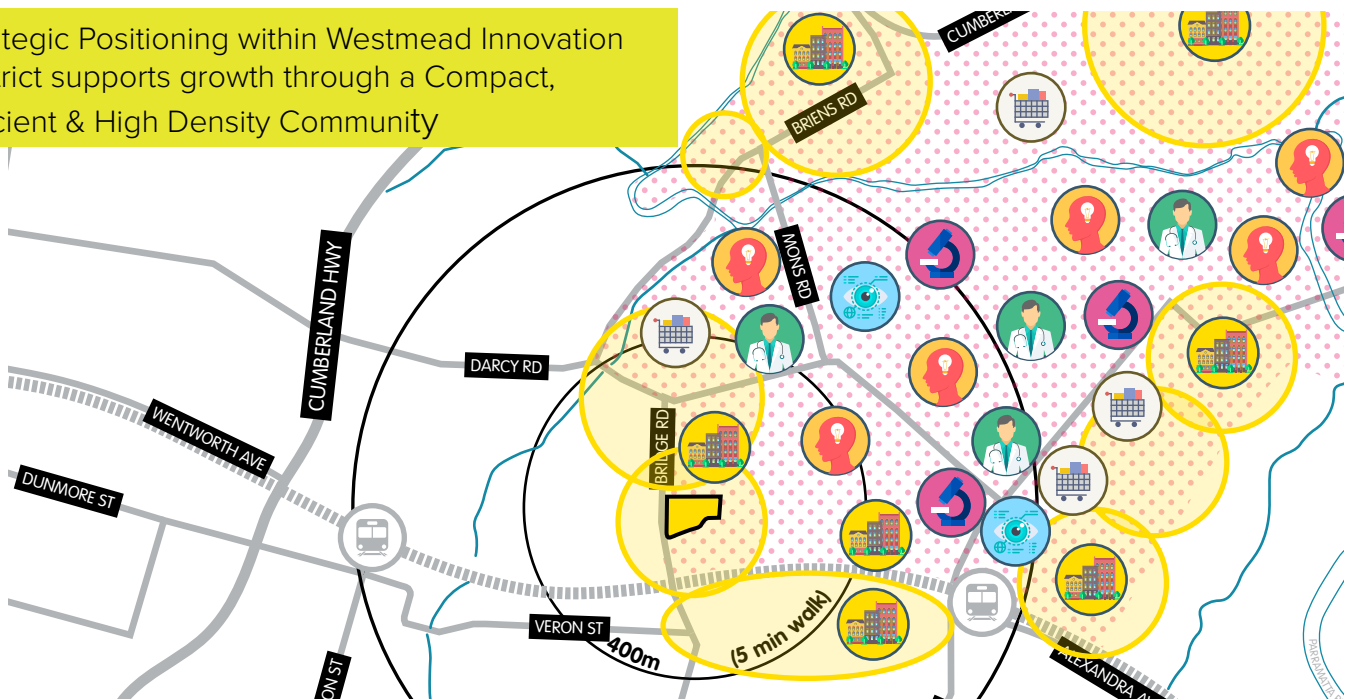
## AN ABUNDANCE OF TRANSPORT CONNECTIONS

Westmead Station & Future Light Rail is an 8min walk from the site, with Buses within 1-5min walking distance



## CREATING LIVEABILITY SUPPORTING PRODUCTIVITY

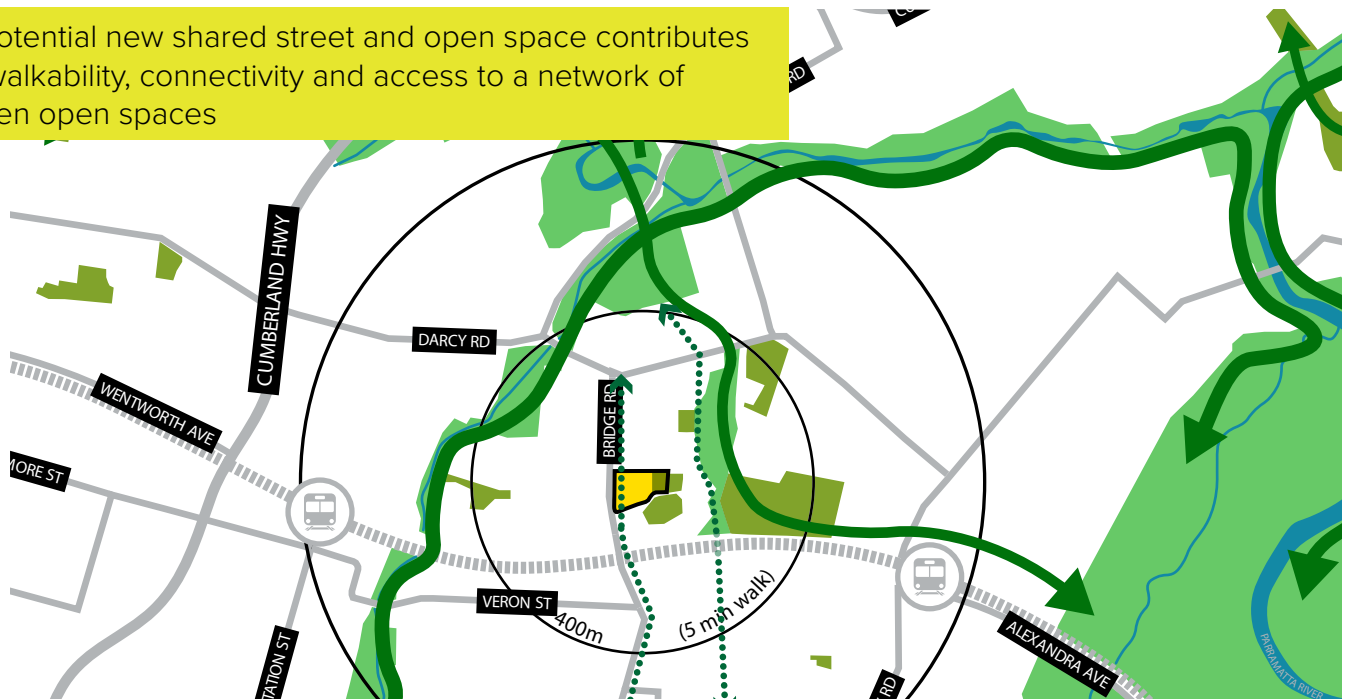
Strategic Positioning within Westmead Innovation District supports growth through a Compact, Efficient & High Density Community





## WESTMEAD'S FUTURE GREEN NETWORK

A potential new shared street and open space contributes to walkability, connectivity and access to a network of green open spaces



## A PEDESTRIANISED WESTMEAD

Pedestrian & Cycle networks at the doorstep of the Site promotes a 30-Minute City Lifestyle





# PRECINCT FRAMEWORK

**The Place Framework illustrated in this section mediates between Council's site-specific urban design correspondence on our original Planning Proposal and ambition of the Place Strategy.**

The Proposal lays the foundation of a consistent ground plane for the Framework agreed with Council in early 2020 where 40 percent of the site is dedicated to publicly accessible places.

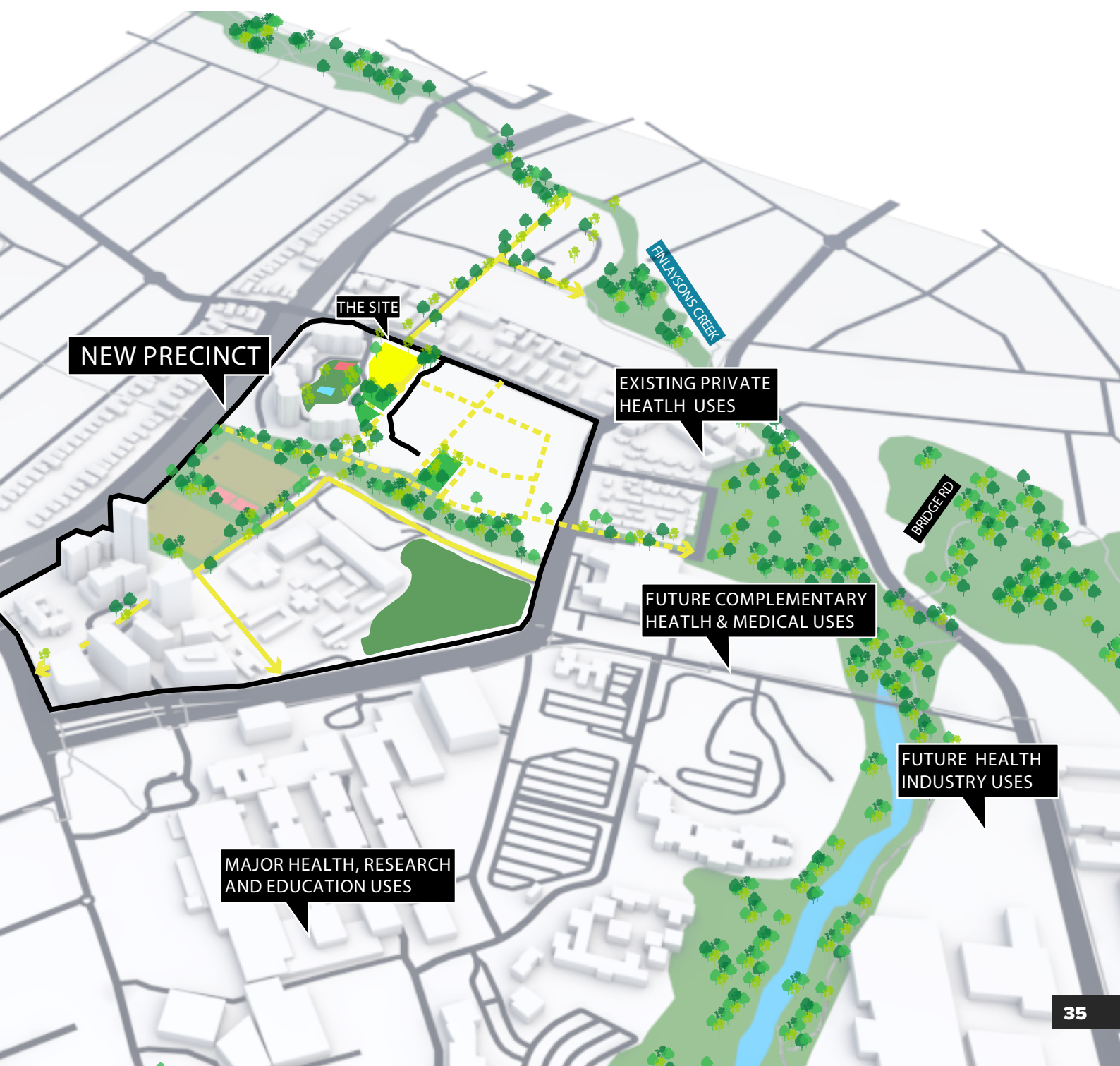
Ground plane features include creation of a fine-grain street network with new north-south and east-west connections, new publicly accessible people places, and a public edge to the riparian zone. In particular, the proposed street on the site's northern boundary is important for unlocking the potential of both the site itself and adjoining Nurses Quarter.

Building off this ground plane the Proposal illustrates a built form vision with a pedestrian-scaled podium of 3 storeys addressing streets where towers have a maximum of 53m length and floorplates of 875sqm GFA.

With a largely residential focus addressing the current housing demand the Proposal has a FSR 3.6:1 and Height 20 storeys, being comparable with the scale of the Monarco Estate and recently approved Deicorp project i.e. a business-as-usual model for Australia's ambitious innovation district.









# DESIGN FRAMEWORK

## SITE TODAY

Bridge Place (8,663 sqm) offers a unique position within the Precinct, affording easy walking distances to major public transport and health and education institution.

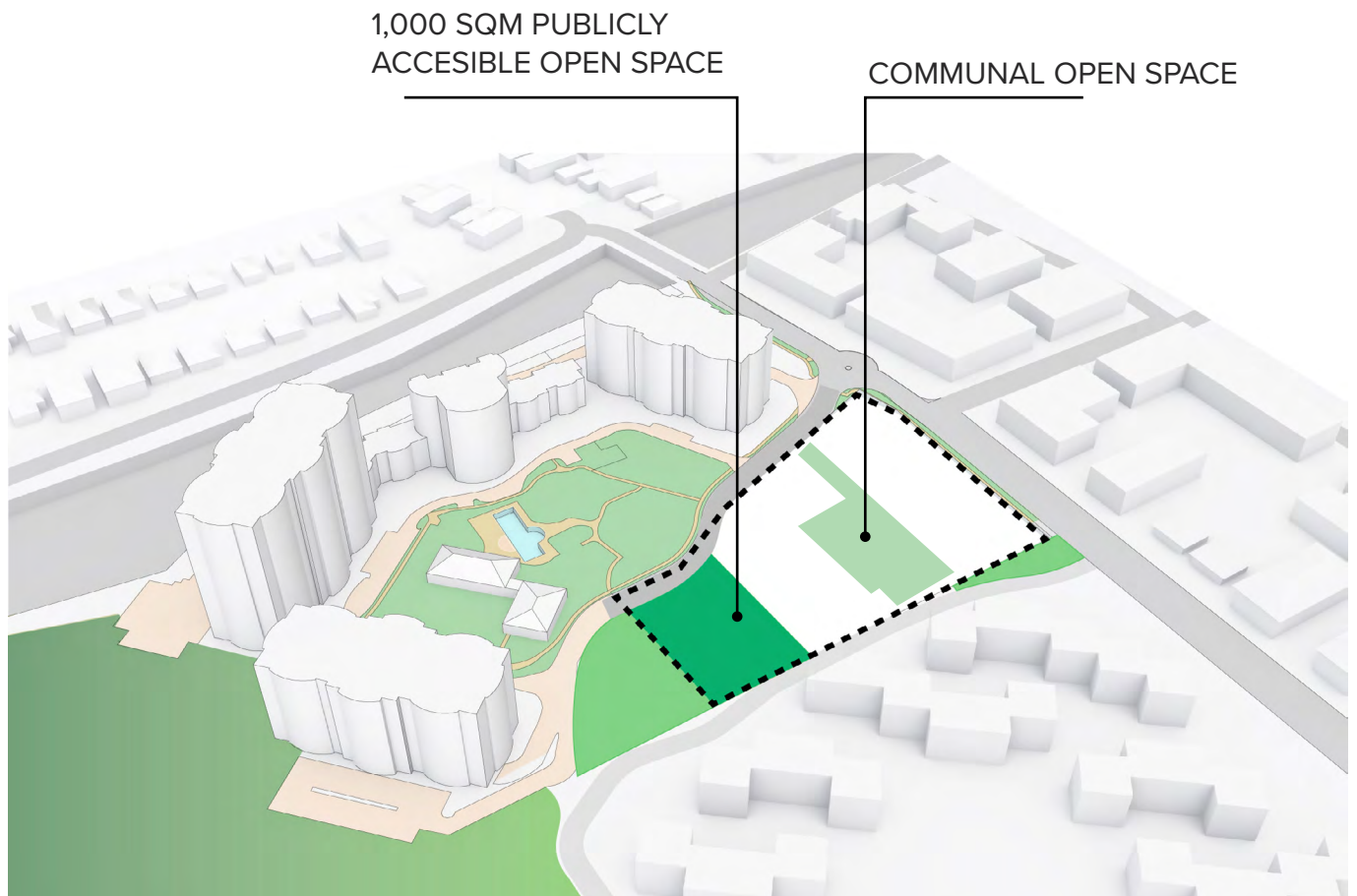




## GREENER PLACES

Responding to Panel's Design Guidelines: Bridge Place prioritises the delivery of a network of places, activity and attractive pedestrian experiences. This is achieved through reinforced street and open space networks, both public and private.

Locating the basement parking under the footprint of buildings allows for an improved landscape (deep soil) and creation of a new public space that is connected to the green grid.



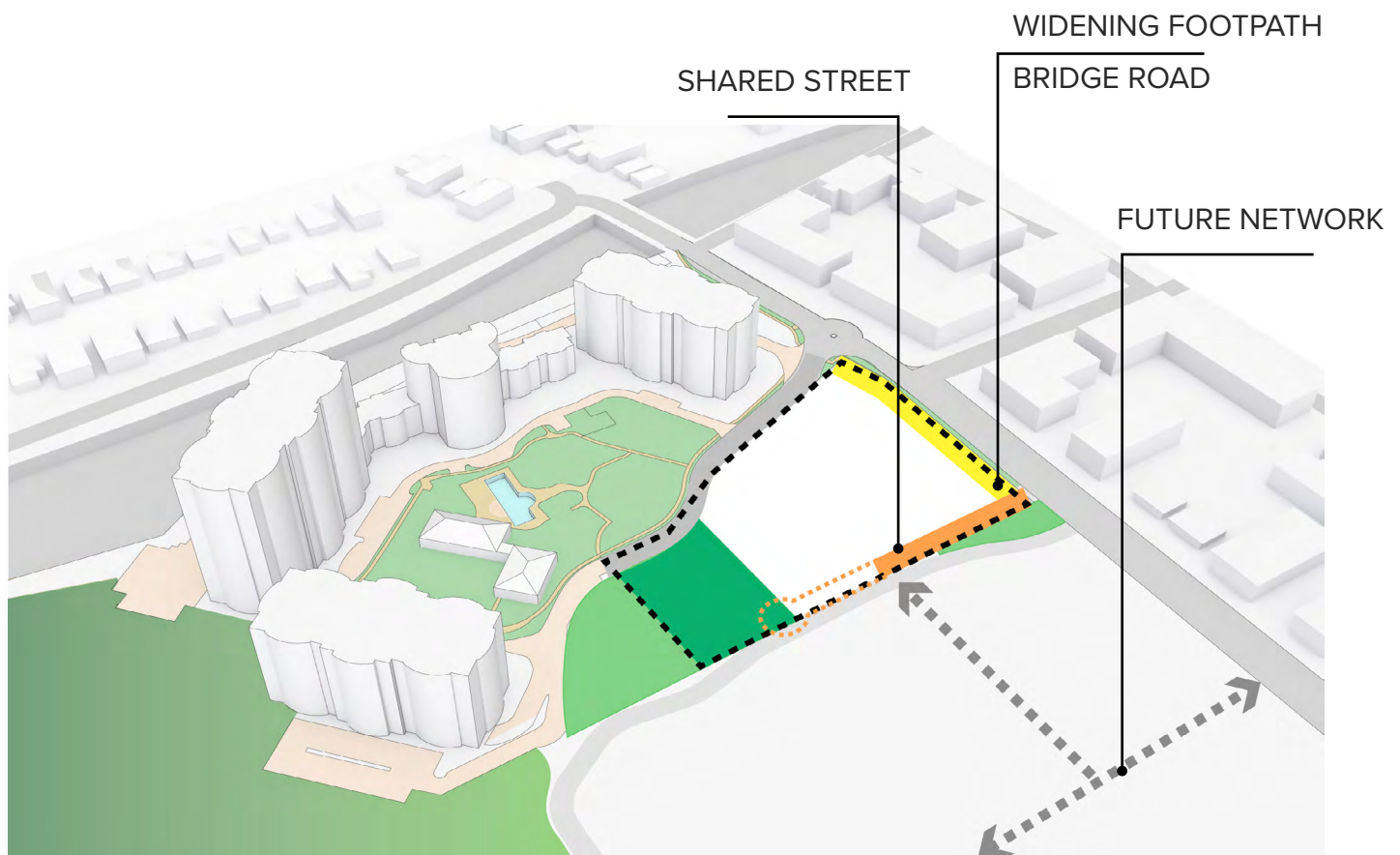


## MOBILITY

Responding to Panel's Design Guidelines: Bridge Place reinforces the street network by delivering new connections, and improved pedestrian access to surrounding places, including transport, health and innovation uses, natural corridors (riparian) and creek. Delivering the new street connections and links supports the built form to have street address.

A generous promenade and no direct vehicle carpark access creates a strong interface with Bridge Road.

Although the recommendation is to provide vehicle access via Monarco Estate being that the road is private the alternative presented by the panel is preferable. The proposed shared street along the perimeter to the north side not only supports the future network and enables connectivity to neighboring sites but also creates a pleasant and safe ground level environment for pedestrian, integrated with vehicle movement and clear access to new public space.

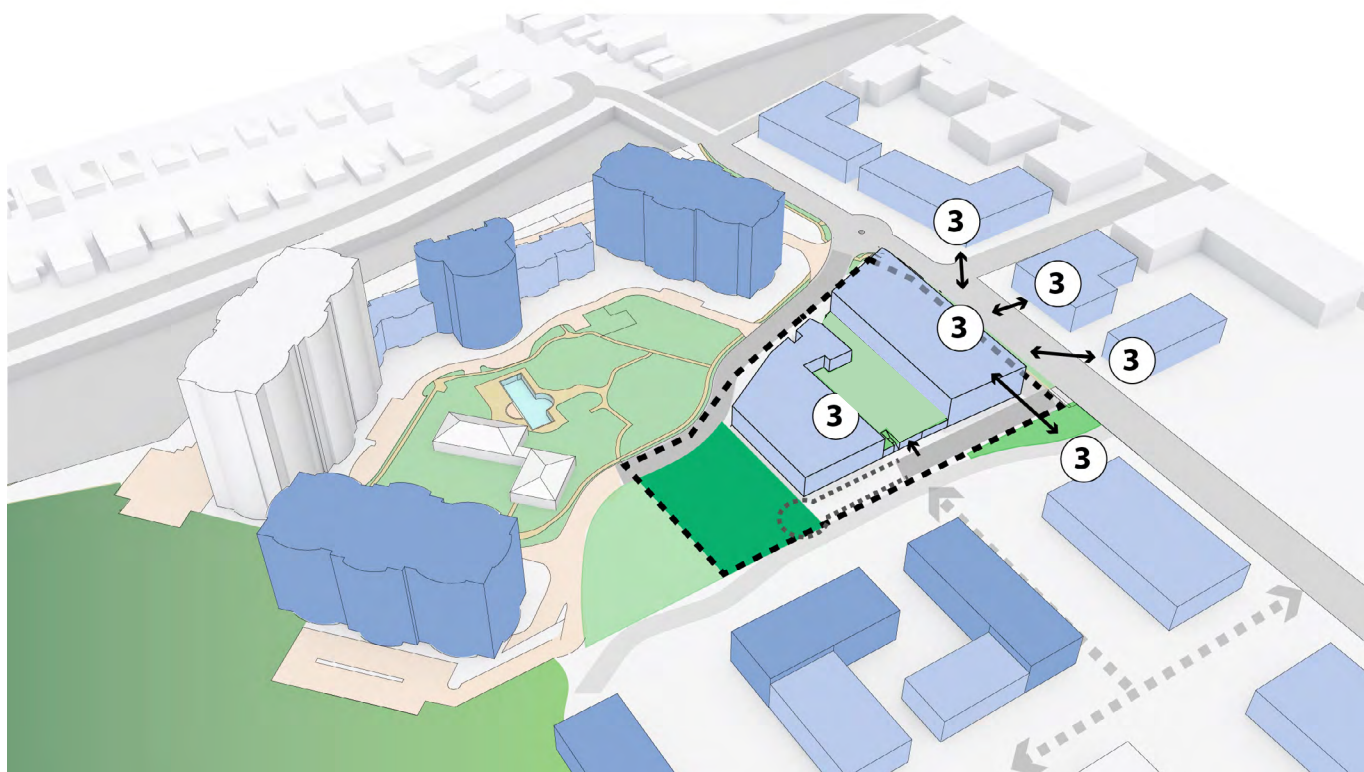


## RESPONDING TO BRIDGE RD CHARACTER

Responding to Panel's Design Guidelines: Bridge Place delivers a 3 storey podium supporting a human scale experience to the street.

High quality new shared street and new public space will ensure a vibrant and attractive experience through the space.

It will complete the Monarco Estate Loop as a walkable sub-precinct for residents to enjoy.

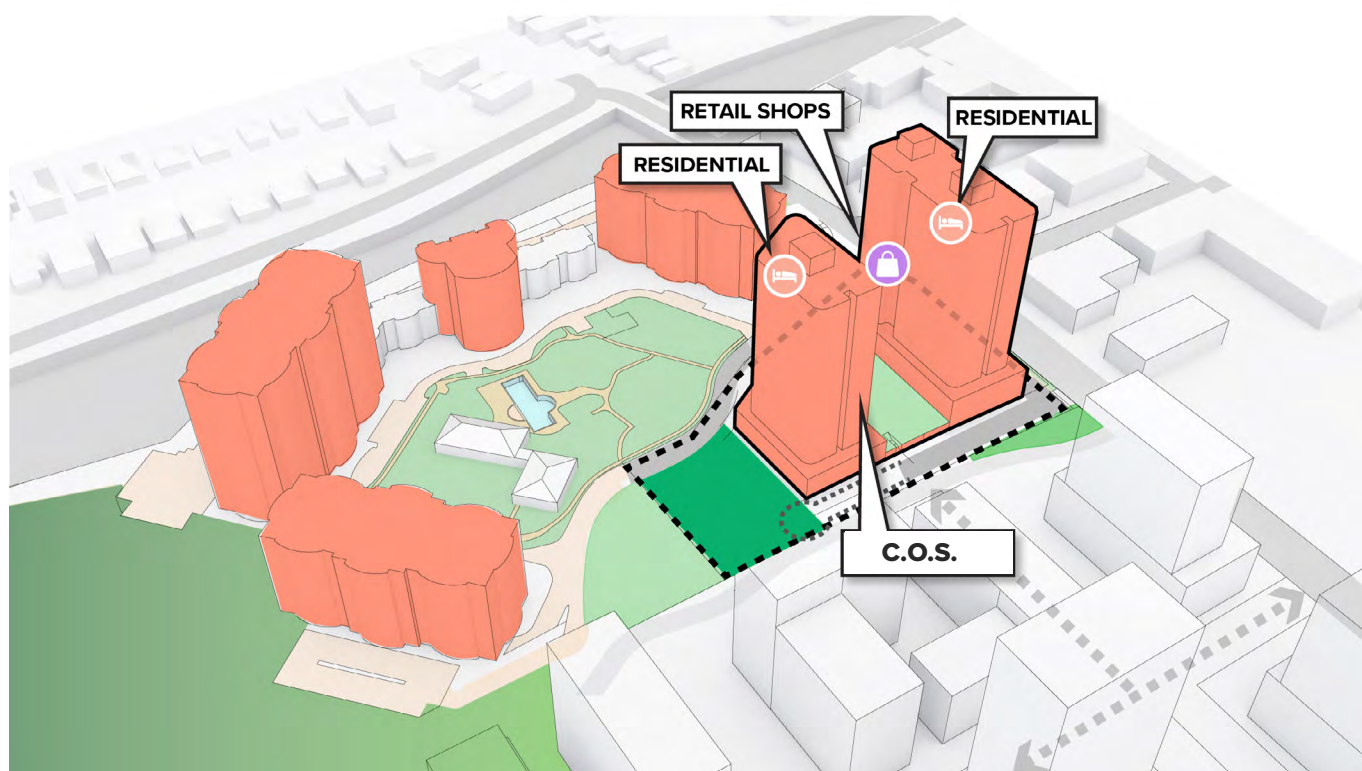




## COMPLETING RESIDENTIAL PRECINCT

Responding to Panel's Design Guidelines: Bridge Place delivers strategically positioned residential towers along Bridge Road in North-South orientation to maximise solar access and natural ventilation and minimise overshadowing of public and communal open spaces.

The built form is designed as 3-dimensional community connected by the ground plane. This approach allows for built form diversity, flexibility and promotes social connectedness within a vertical village.











# THE PROPOSAL







# THE MASTERPLAN

## LEGEND



1:500

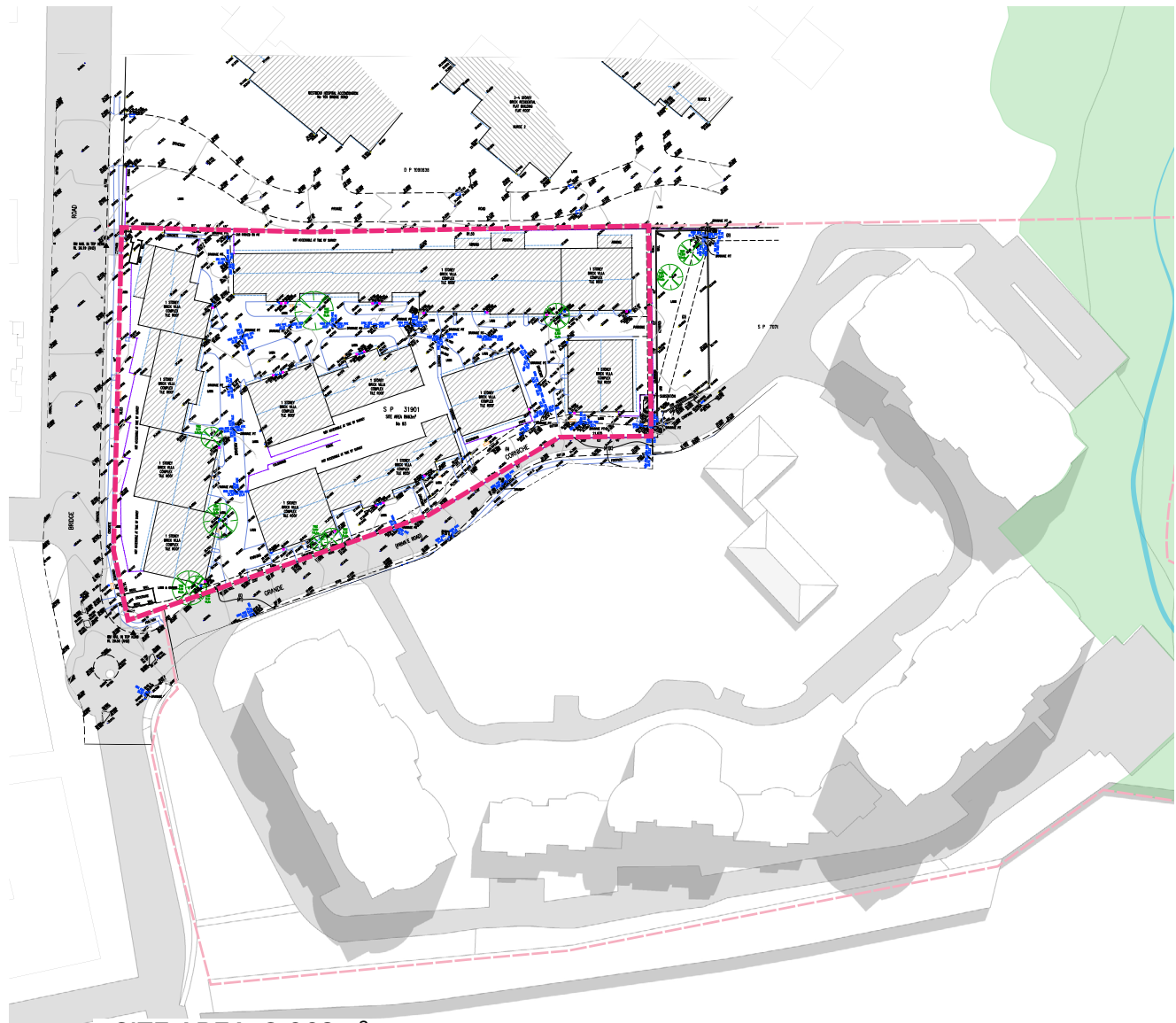
- 1 Potential New shared street
- 2 Potential New Public Park
- 3 Activated Corner
- 4 Rooftop Garden
- 5 Deep Soil Planting
- 6 Communal Open Space
- 7 Future Development Site
- 8 Potential Street Extension







# EXISTING SITE



SITE AREA: 8,663m<sup>2</sup>

## LEGEND

- Site Boundary
- Monarco Estate Sub-Precinct Boundary

1:1,000



# THE PROPOSAL



**LEGEND**

Site Boundary

Monarco Estate Sub-Precinct Boundary

Future Connection

Public Open Space

Swimming Pool

Pedestrian footpath

Communal open Space

Shared Street

1:1,000



# MASTERPLAN: **BUILDING SETBACK AND SEPARATION**



## LEGEND

- Site Boundary
- Monarco Estate Sub-Precinct Boundary

1:1,000



# MASTERPLAN: **BUILDING HEIGHT AND DIMENSIONS**



## LEGEND

- Site Boundary
- Monarco Estate Sub-Precinct Boundary
- 20 Storeys
- 3 Storeys





# MASTERPLAN: **COMMUNAL AND PUBLIC OPEN SPACE**



## LEGEND

- Site Boundary
- Monarco Estate Sub-Precinct Boundary
- Communal open space
- Communal open space - Deep Soil
- Public open space

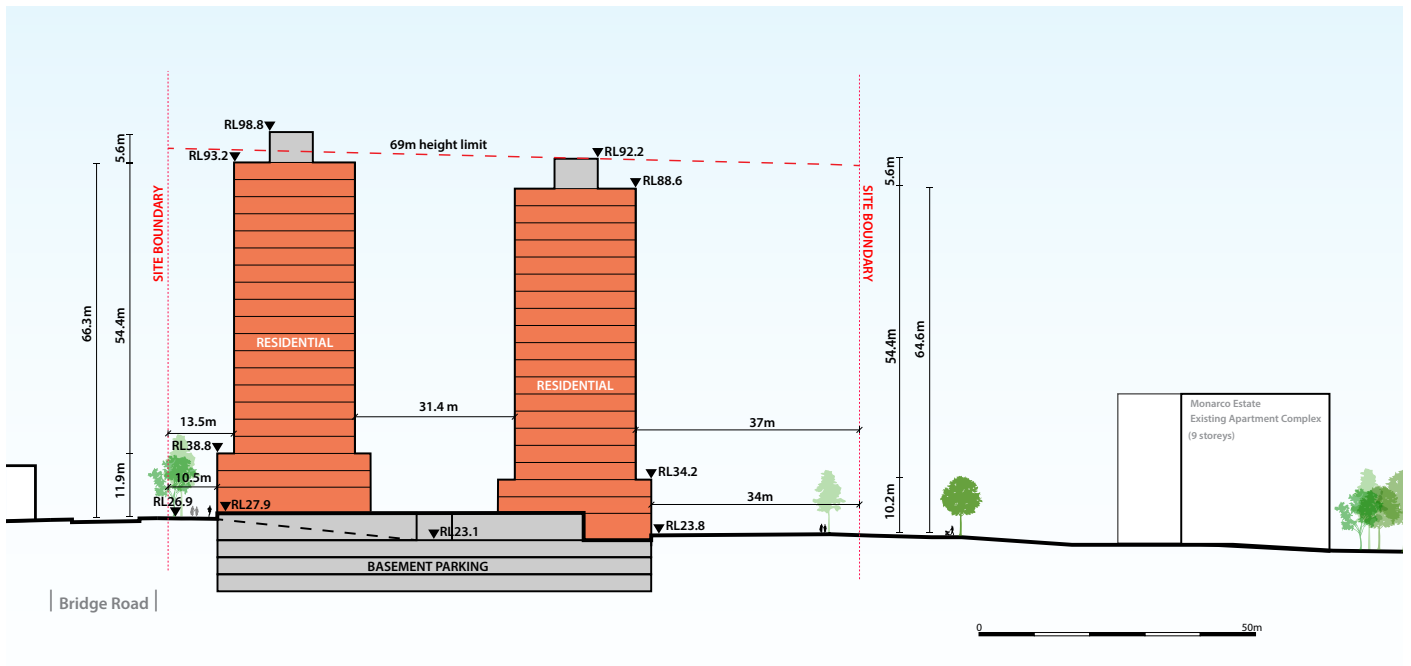
1:1,000



# MASTERPLAN: SITE SECTION



LOCATION PLAN



SECTION A-A



# SITE LEVELS



## LEGEND

■ ■ Site Boundary      — — Monarco Estate Sub-Precinct Boundary





# GROUND LEVEL: **STREET ACTIVATION AND DEEP SOIL**



## LEGEND

- Site Boundary
- Monarco Estate Sub-Precinct Boundary
- Retail street frontage
- Deep soil park and green frontage
- Widened footpath

1:1,000



# GROUND LEVEL: ACCESS AND EGRESS



## LEGEND

- Site Boundary
- Monarco Estate Sub-Precinct Boundary
- Residential access
- Car park entrance
- Fire egress

1:1,000



# GROUND LEVEL: FLOOR PLAN



# TOWER LEVEL: FLOOR PLAN



## LEGEND

- Site Boundary
- Monarco Estate Sub-Precinct Boundary
- 1 Bed
- 2 Beds
- 3 Beds

1:1,000



# TOWER LEVEL: SOLAR ACCESS



## LEGEND

- Site Boundary
- Monarco Estate Sub-Precinct Boundary
- More than 2 hours
- Less than 2 hours
- No sun

1:1,000

# TOWER LEVEL: NATURAL CROSS VENTILATION



## LEGEND

- Site Boundary
- Monarco Estate Sub-Precinct Boundary
- Cross ventilated
- Not cross ventilated

1:1,000



# DEVELOPMENT SUMMARY

Bridge Place delivers on the Westmead Place Strategy and other planning policy to help shape Westmead into a world's best Health and Education Precinct.

In response to Council correspondence, NSW Government's Westmead Place Strategy, and Rezoning Review outlined below is a summary of our Planning Proposal that seeks 3:6:1 FSR and height of 20 storeys.

BRIDGE PLACE	PROPOSAL	COMMENT
<b>KEY METRICS</b>		
Site Area	8,663m <sup>2</sup>	
Height	20 storeys	69m
GFA	31,125	Market Residential 30,862 sqm Retail 264 sqm
FSR	3.6:1	


<b>MARKET DWELLINGS</b>			
APARTMENTS	UNIT MIX (%)	UNIT SIZE (M <sup>2</sup> )	# OF DWELLINGS
1B	47%	50	190
2B	47%	76	190
3B	6%	95	24
		Total	404

<b>BENEFIT SUMMARY</b>	
Public Places	40% ground plane publicly accessible
Housing Diversity	404 market apartments



# TECHNICAL ANALYSIS



An architectural rendering of a modern, multi-story building with a mix of brown, tan, and grey exterior panels. Large windows and balconies are visible, some with plants. A large, leafy green tree stands on the right side of the building. In the foreground, a person wearing a green shirt and blue jeans is walking on a sidewalk. A red bicycle is parked on the sidewalk in the lower right. The scene is brightly lit, suggesting a sunny day.

“Over the past two decades, a confluence of changing market demands and demographic preferences have led to a revaluation of urban places — and a concomitant shift in the geography of the growing innovation economy.”

BROOKINGS INSTITUTION



# TECHNICAL ANALYSIS

The following pages respond to the Proposal's Site-Specific merits and includes the following analysis:

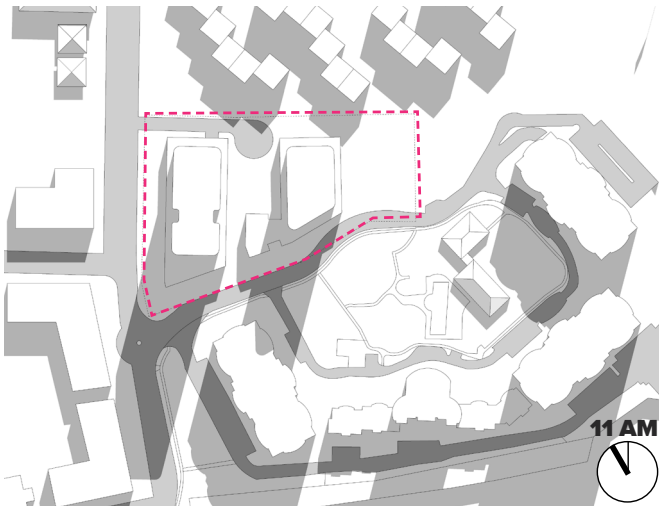
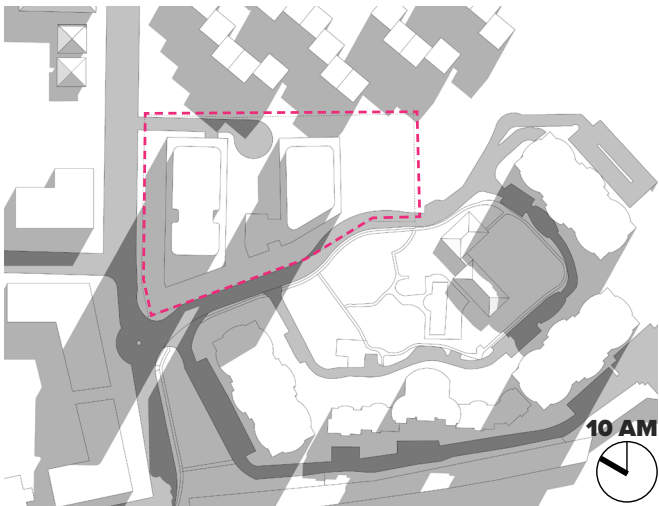
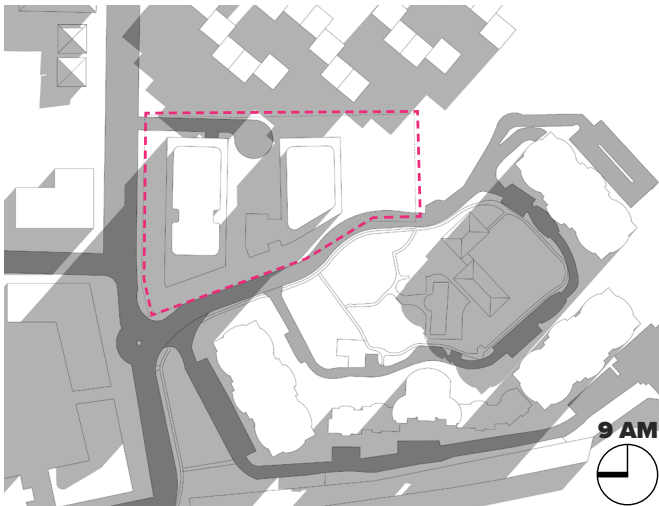
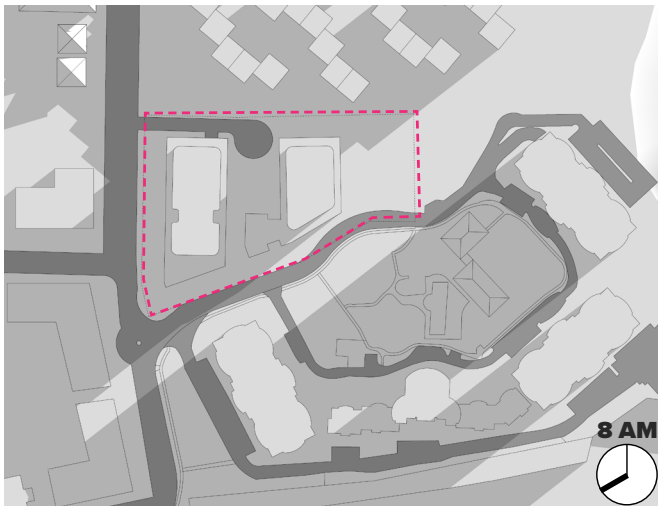
- Solar Amenity Diagrams
- Solar Amenity Impact Analysis
- Visual Impact Study
- ADG & Compliance
- Panel's Design Guidelines





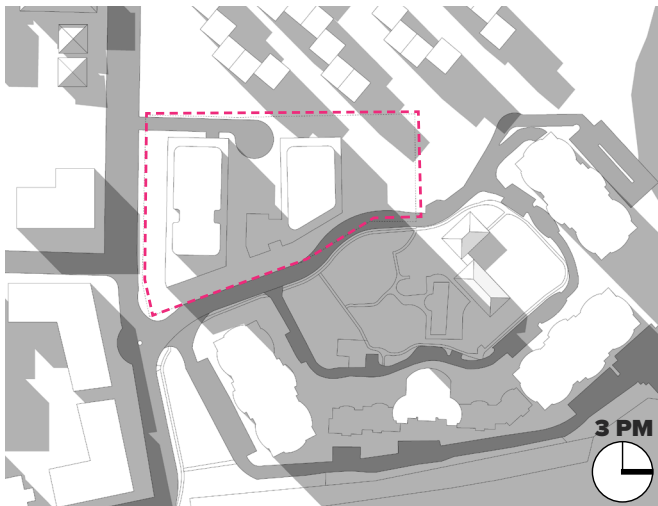
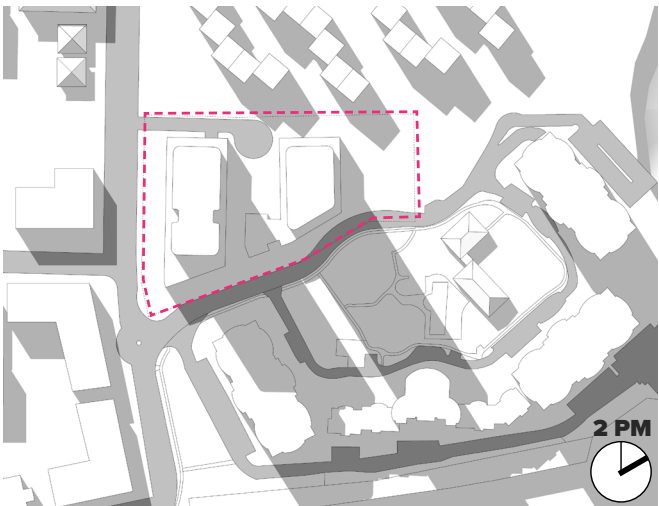
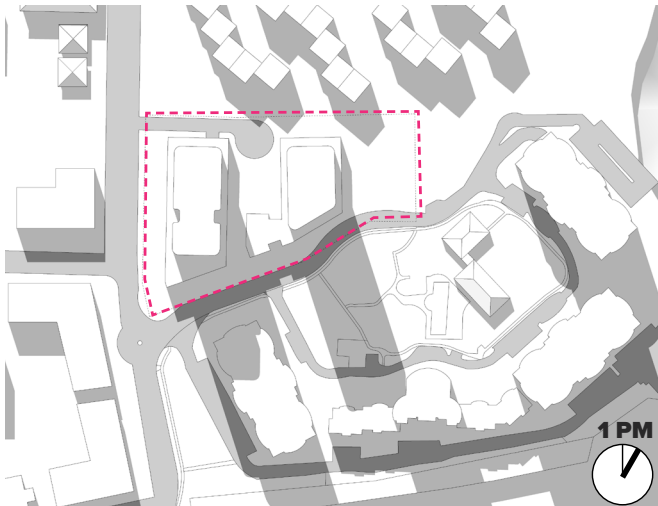
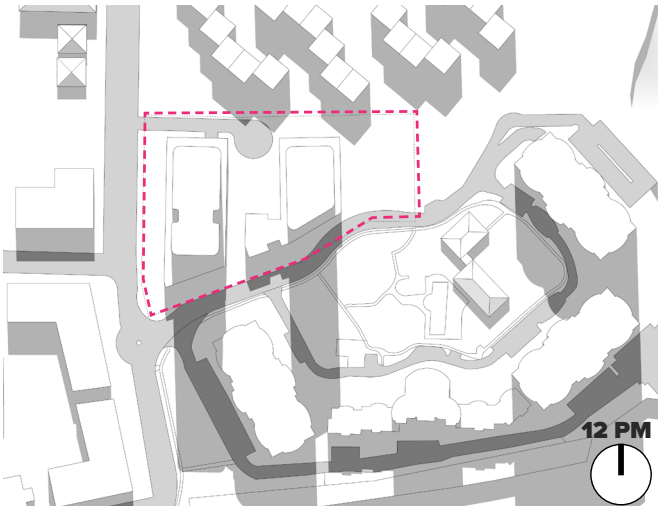


# SOLAR AMENITY - MORNING





# SOLAR AMENITY - AFTERNOON

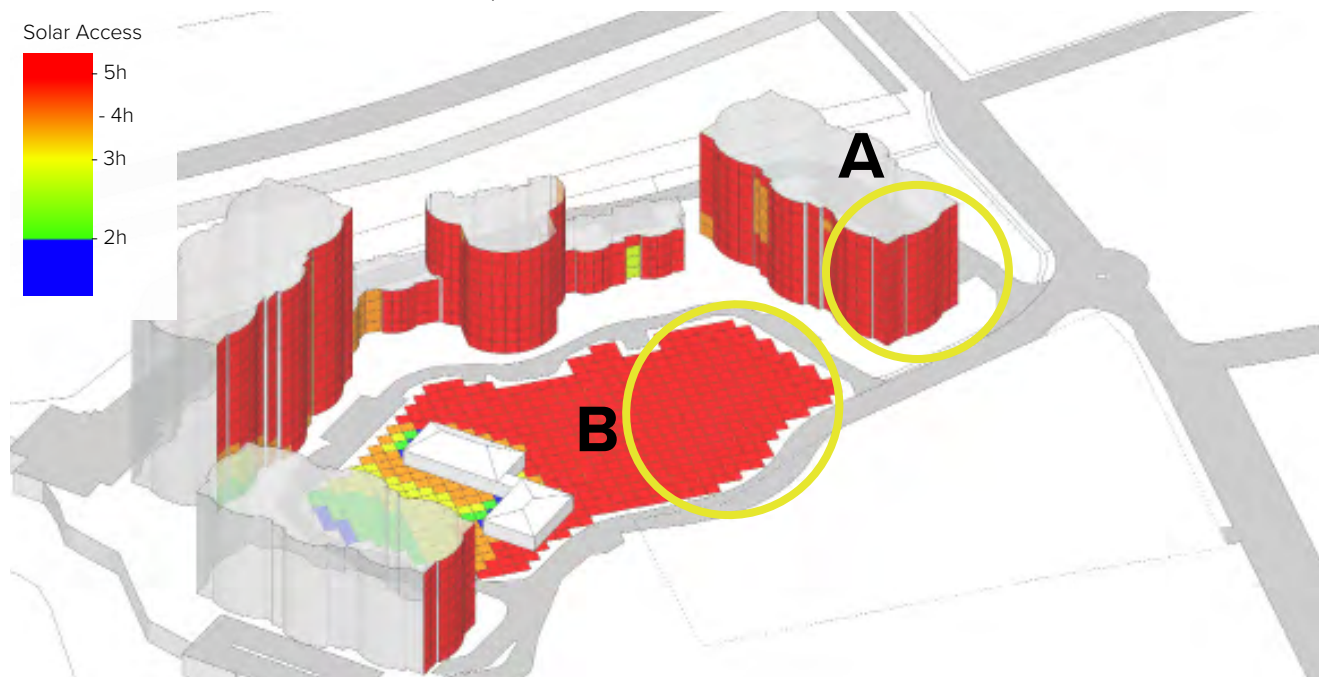


# SOLAR ACCESS - NEIGHBOUR

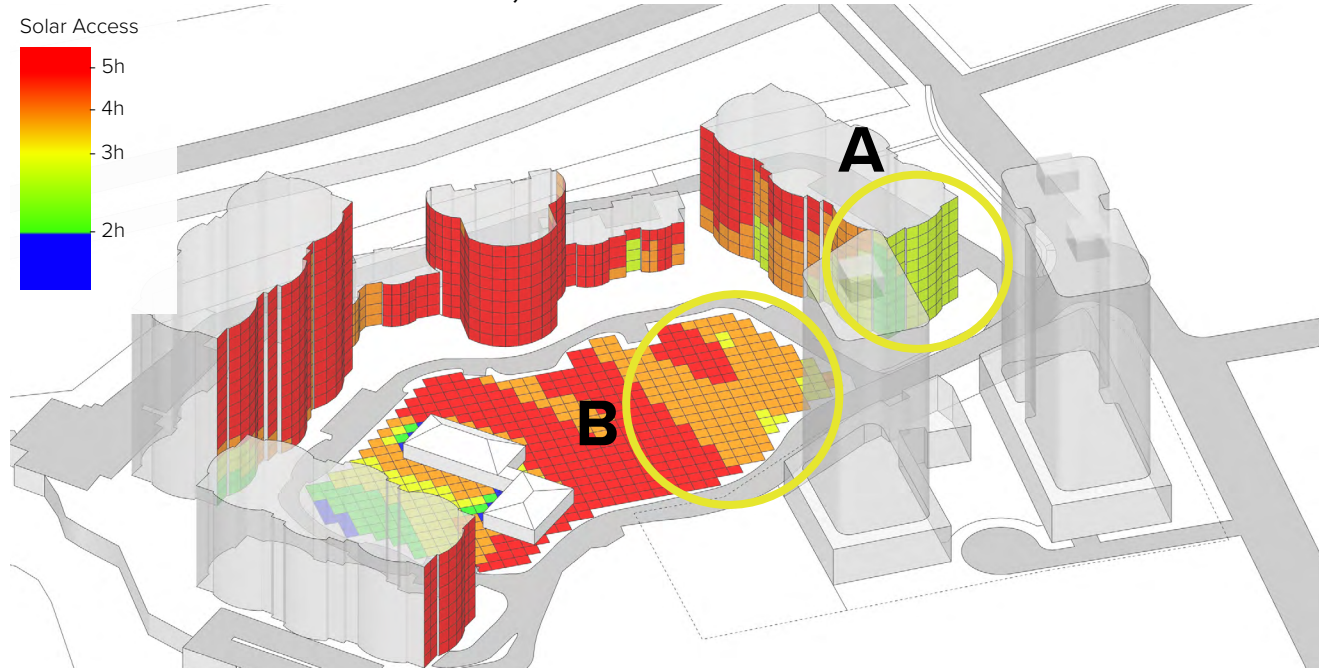
The below diagrams illustrate solar access for the hours between 9am-3pm on 21 June, detailing the shadow cast by the proposed development onto the neighbouring Monarco Estate. It is noted that the apartments in the potential impacted area A achieves more than 2hrs and are therefore still ADG compliant.

Also, minimum 50% of the communal open space in the potential impacted area B is enjoying minimum 4hr direct sun and is therefore still ADG compliant. In summary, the proposal does not present significant impact to the quality and current use of either the private living spaces or the communal open space.

## EXISTING OVERSHADOWING - 21 JUNE, 9AM-3PM



## PROPOSED OVERSHADOWING - 21 JUNE, 9AM-3PM



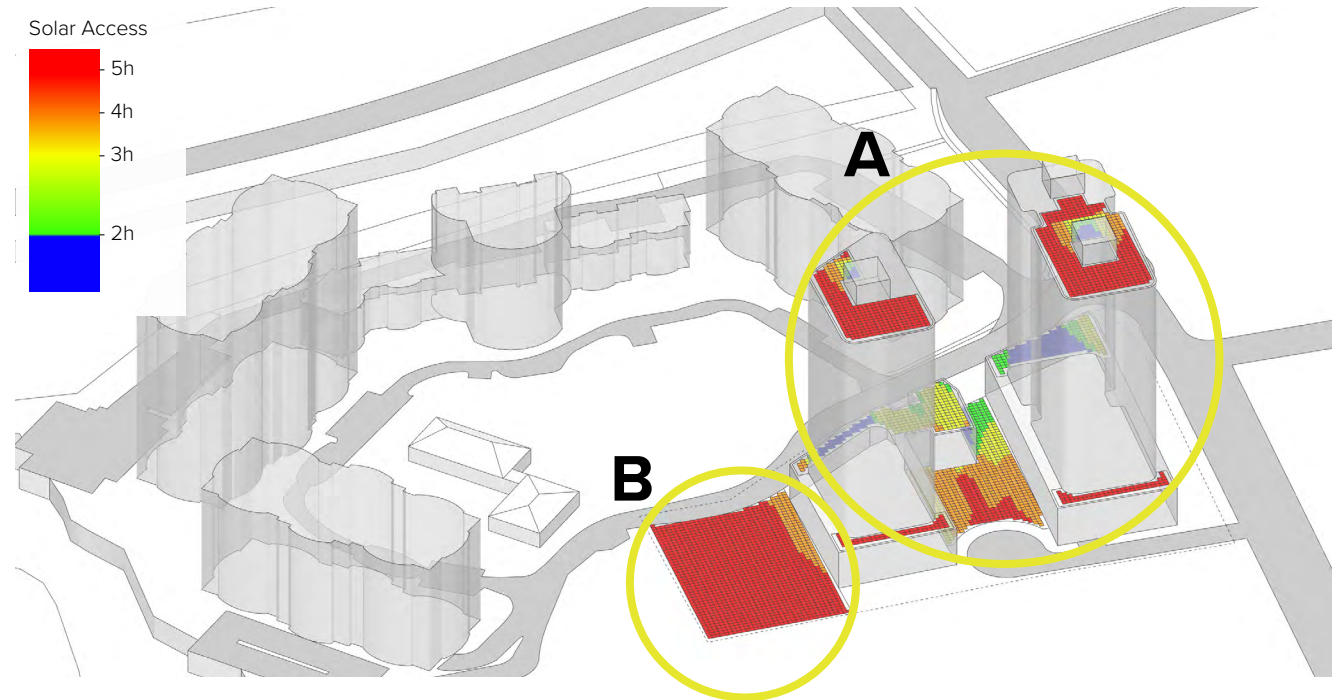


# SOLAR ACCESS - ON SITE

The below diagrams illustrate solar access for the hours between 9am-3pm on 21 June, detailing the shadow cast by the proposed development onto the open space on the site. It is noted that minimum 50% of both the communal open space (on ground, podium and rooftop) in area A and the public space in area B

achieves minimum 4hr direct sun in compliance with the ADG.

## SOLAR ACCESS FOR PUBLIC AND COMMUNAL OPEN SPACE - 21 JUNE, 9AM-3PM





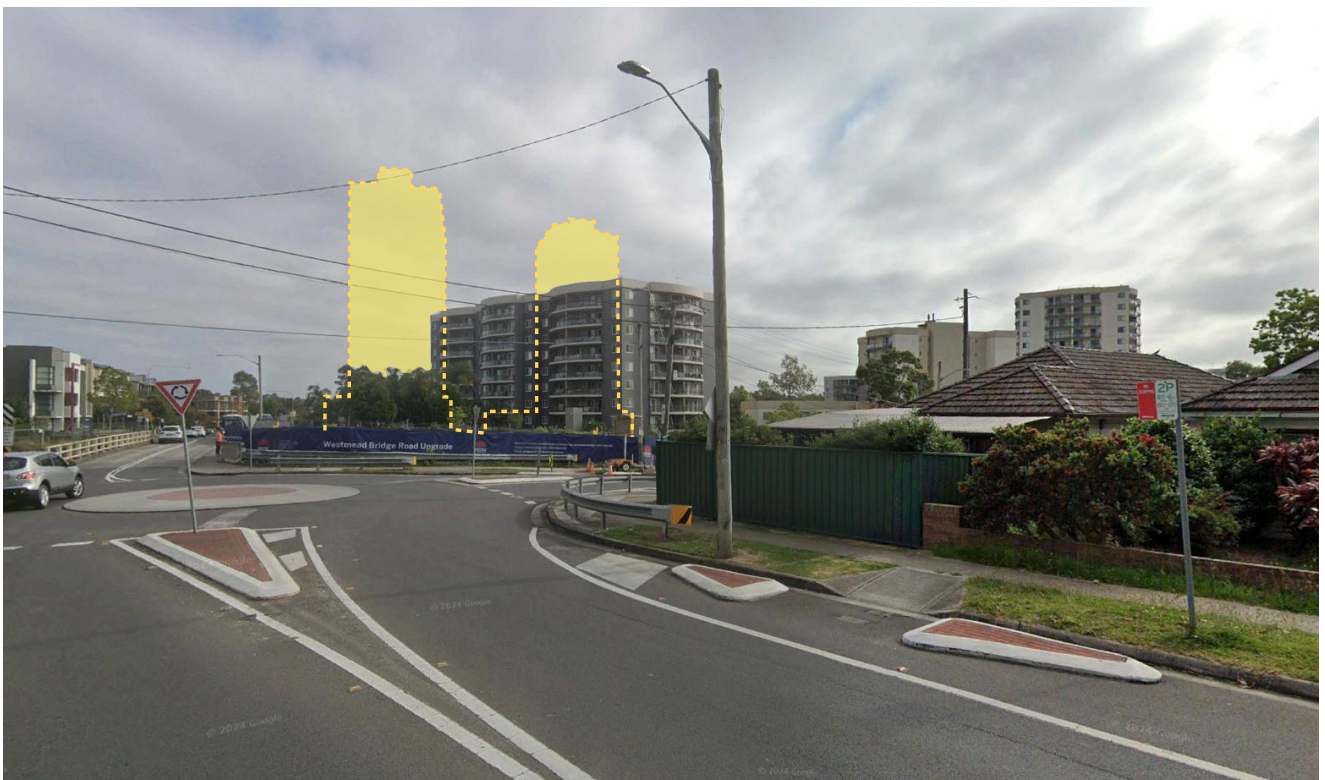
# VISUAL IMPACT STUDY

VIEW FROM 59 ALEXANDRA AVENUE \_ WESTMEAD





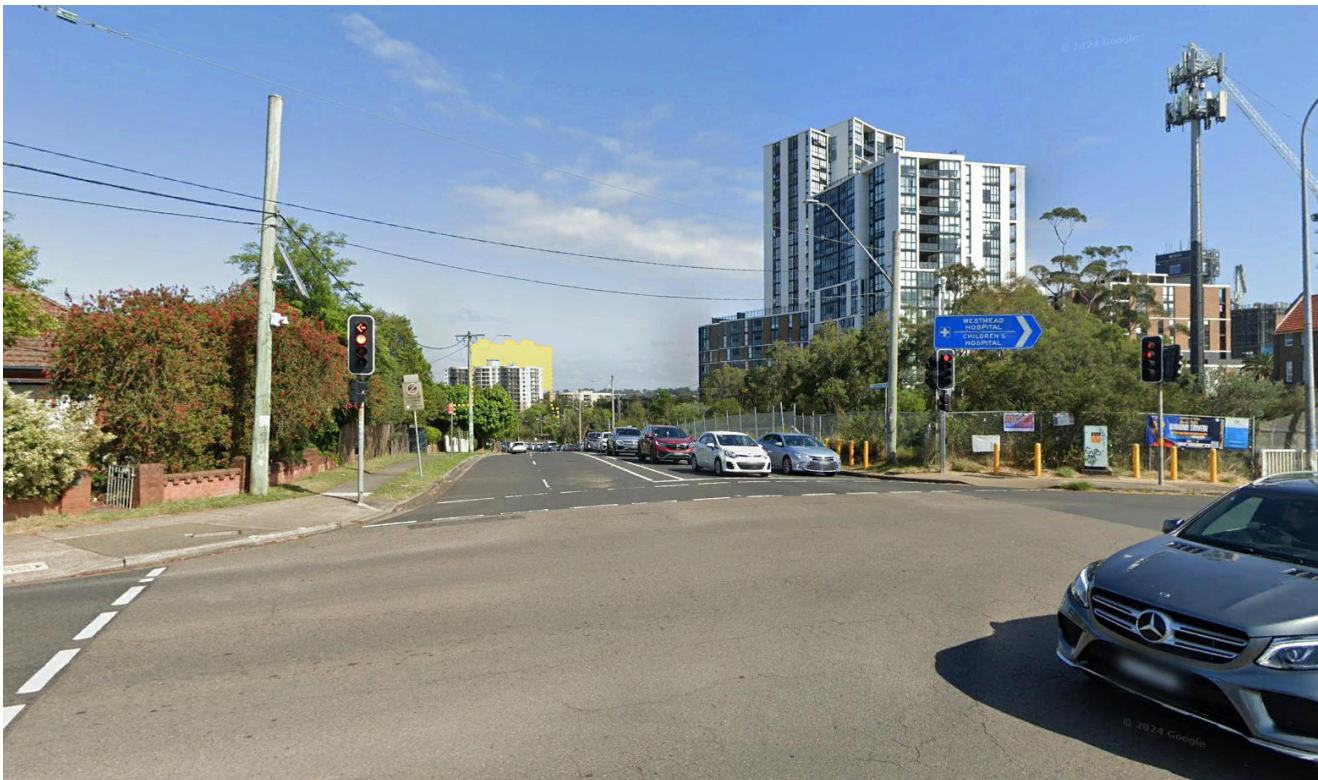
**VIEW FROM 85 BRIDGE ROAD \_ WESTMEAD**





# VISUAL IMPACT STUDY

VIEW FROM CORNER HAWKESBURY ROAD AND ALEXANDRA AVENUE \_ WESTMEAD





VIEW FROM CORNER DARCY ROAD AND BRIENS ROAD \_ WESTMEAD



# ADG COMPLIANCE

At this early stage of the process a preliminary assessment of the design has been undertaken against SEPP 65 to demonstrate compliance along with the Apartment Design Guide 'Rule of Thumb' Assessment.

CRITERIA		REQUIREMENT	RESPONSE
<b>DEVELOPING THE CONTROLS</b>			
2A	Primary Controls	Demonstrate context responsiveness	Compliant – Proposal demonstrates a transit oriented & context responsive design process responding to local context, proximity to the station, expected future growth of the Planned Precinct and transformation expected within the greater Innovation District. Solar amenity has been considered to generate building envelope.
2B	Building Envelopes	Carefully test primary controls	Compliant – The submitted concept optimises the contribution to the local context and public feasibility. The proposal enhances the pedestrian network and accessibility, providing 10m of road reserve for a future street and one shared street and creating additional public open space. Demonstrates public and commercial feasibility.
2C	Building Height	Site specific building envelopes	Compliant – Two vertical towers have been proposed synthesising solar amenity, solar envelope, adjoining street-scape character and future built form, and desire to create a quality pedestrian experience and human scale with the setting back and articulation of taller building elements.
2D	Floor Space Ratio	Floor space ratio aligns with desired density and provides opportunity for articulation	Compliant – The proposed FSR is an outcome of the Rezoning review Panel (FSR 3.6:1).
2E	Building Depth	12 – 18m for adequate daylight and natural ventilation. Greater building depths with increased building articulation, perimeter wall depth and where higher ceilings provided (e.g. building reuse).	Compliant – Proposed buildings have apartment building depths ranging between 20m -22m. It is demonstrated that the layouts achieve acceptable amenity with room and apartment depths (cross ventilation and solar access). Building articulation and perimeter wall length has been considered.
2G	Street Setbacks	Determine street setback controls relevant to desired streetscape character, including increased setbacks where street or footpath widening is desired.	Compliant – The proposed design provides 10.5m setback to Bridge Road, 10m to the north of the site (dedicated tovehicular access), 10m south and east of site to the private access road which includes public open space, green spaces and deep soil planting.
2H	Side and rear setbacks	NA	Compliant - The western boundary setback (detention basin) maintains a setback of 10m to the boundary for the podium element, and 12 to 14m for the tower element. .



CRITERIA	REQUIREMENT	RESPONSE
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### SITTING THE DEVELOPMENT

3A	Site analysis	Site analysis demonstrates decisions have been based on local opportunities and surrounding context	Compliant – The design sequence diagrams in the Planning Proposal demonstrate decisions have been based on local opportunities unique to this site.
3B	Orientation	Buildings respond to streetscape and solar amenity.	Compliant – Buildings envelopes address the outcome proposed by the Rezoning review Panel. Tower orientation north - south to minimising overshadowing to adjoining properties.
3C	Public Domain Interface	Transition between private and public domain is achieved without compromising safety and security.	Compliant – The proposal significantly improves the transition between the private and public realm. The east public open space is the focus of the project to create a better place for people, which feeds into the pedestrian network connecting our site with adjoining sites and nearby nodes.
3D	Communal Open Space	Communal open space has a minimum area of 25% of the site area achieving a minimum of 50% sunlight for 2hrs between 9am and 3pm on 21 June.	Compliant – With a developable land area (those sites with residential uses only) of 8,663m <sup>2</sup> the proposal requires 2,598 m <sup>2</sup> of communal open space.
3F	Visual Privacy	Minimum separation between windows and balconies is  1-4 storeys: 3m – 6m 5-8 storeys: 4.5m to 9m 9 storeys plus: 6m to 12m	Compliant – The proposal provides minimum separation for apartment buildings to facilitate compliance during detail design.
3G	Pedestrian Entries	Building entries connect to the public realm, are easy to find and large sites provides key pedestrian links.	Compliant – The proposal provides for direct building entries from the adjoining public realm.
3H	Vehicle Access	Vehicle access points are safe and minimise conflict.	Compliant – Vehicle access and waste management area are provided on the north of the site with access from the new street. The proposal can accommodate 4 levels of basement.

# PANEL'S DESIGN GUIDELINES

The proposal is compliant with the Panel's Design Guidelines provided as part of the rezoning review record of decision. The table below list the the design principles and controls as well as the proposal response.

Bridge Road is compliant with all with the exception of providing the alternative access for vehicles (via the perimeter road to the north side) and reduction of north setback to 2-4m (total 12m from boundary as per ADG).

CRITERIA		RESPONSE
DESIGN GUIDELINES		
1.0	Access	Proposal creates a strong interface with Bridge Road with no direct car park access permitted along that road. Vehicular access is provided via the perimeter road to the north side (new shared street) and within development lot (refer to Figure 1).
	Setback	Reduction of north setback to 2-4m (total 12m from boundary as per ADG).
2.0	Orientation of the Buildings	Compliant – Proposal strategically positions the residential towers along Bridge Road in North-South orientation to maximise solar access and natural ventilation and minimise overshadowing of public and communal open spaces (in accordance with Figure 2).
3.0	Activation of Bridge Road	Compliant – Non residential uses such as Retail/Commercial are located at ground floor in the corner of Bridge Road and Monarco Estate Sub-Precinct Boundary (in accordance with Figure 2).
4.0	Built Form	Compliant – Residential towers floorplates have a maximum area of 750m <sup>2</sup> GFA, 1,000m <sup>2</sup> GBA and 50m length. Podiums are 3 stories high and have a maximum floorplate length of 65m (in accordance with Figure 3). Proposal complies with floor-to-floor heights.
5.0	Public Open Space	Compliant – Proposed Public Open Space of a minimum of 1,000sqm and seamless blends with existing green grid and encourages people to gather and relax, providing 100% deep soil and 45% canopy cover. (in accordance with Figure 2). If the park can't be for any reason accepted as public, the open space will be public accessible.
6.0	Private and Communal Open Space	Compliant – 30% of site (2,598sqm - with 650sqm at ground level) to be Communal Open Space - open space between towers as well as rooftop gardens.
7.0	Solar Access	Compliant - Refer to ADG compliance table above.
8.0	Carpark	Compliant - Car parking is provided in the basement. Proposal responds to maximum parking rate for residential flat building. Sustainable modes of transport encouraged.



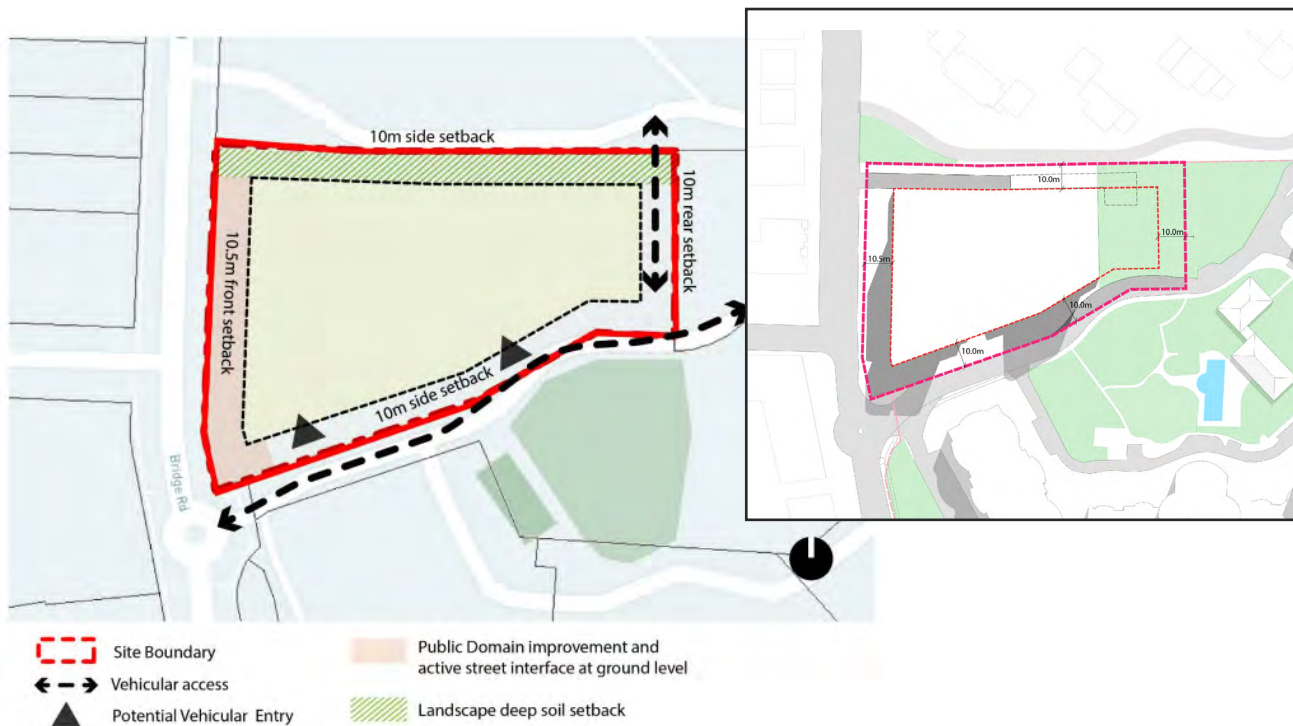


Figure 1 Setback and Access

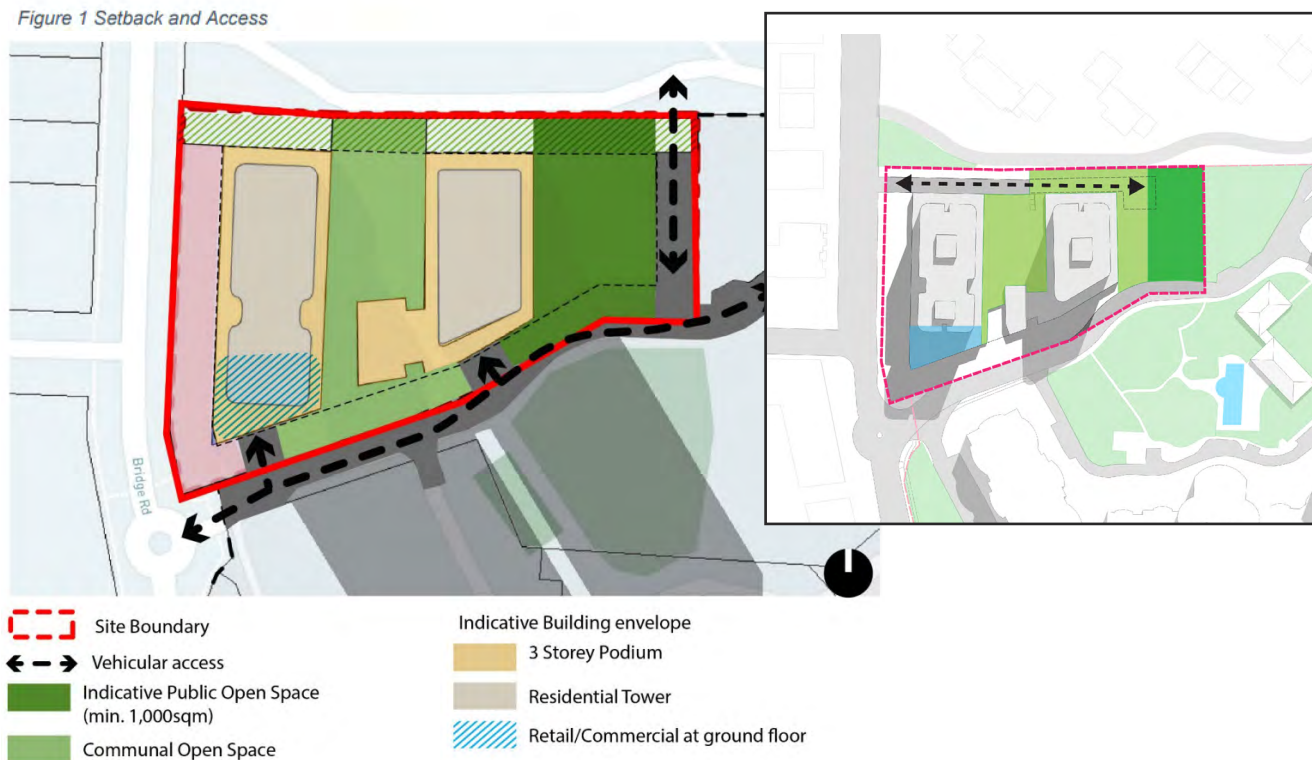


Figure 2 Development principles

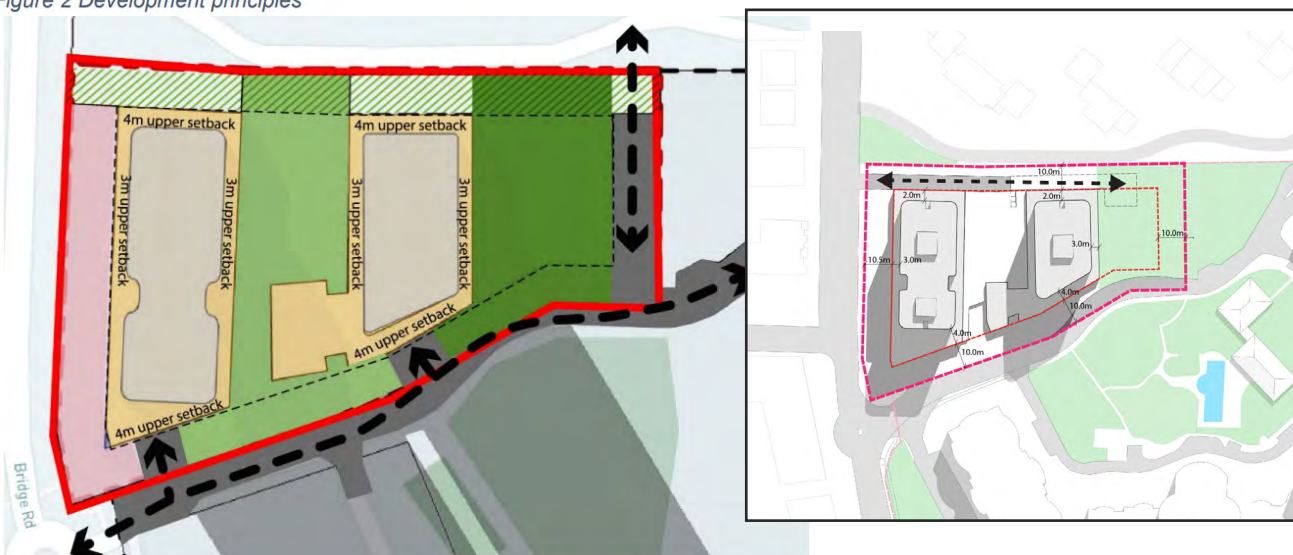


Figure 3 Upper setback





# PLANNING CONTROLS

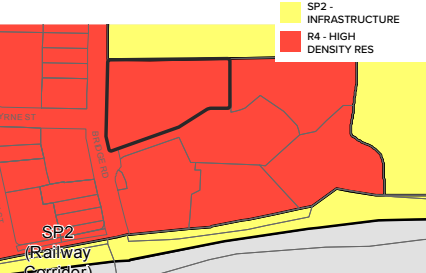


# PLANNING CONTROLS SUMMARY

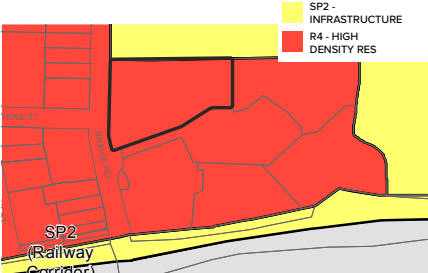
## EXISTING

## PROPOSAL

### ZONING

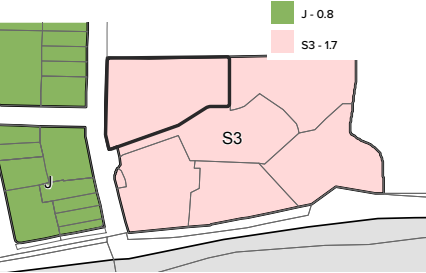


Existing - R4

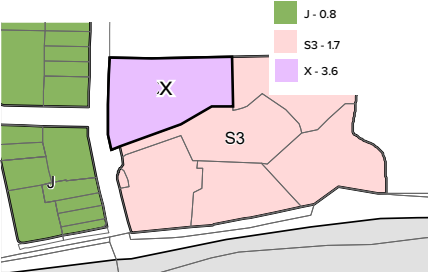


Proposed - R4 (NO CHANGE)

### FLOOR SPACE RATIO

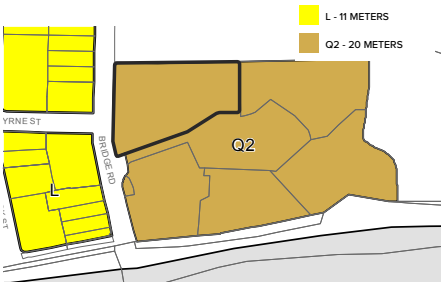


Existing - 1.7:1

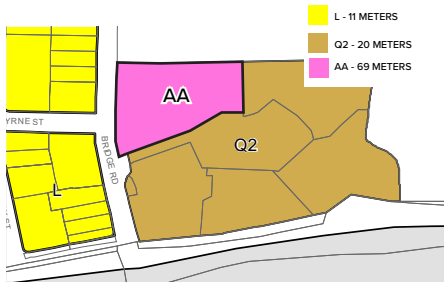


Proposed - 3.6:1

### FLOOR SPACE RATIO



Existing - 20M



Proposed - 69M



# PROJECT SUMMARY



# CONCLUSION

Bridge Place 4.0 has clear strategic merit in delivering on the Westmead Place Strategy and relevant planning policies.

In response to the Panel's recommendation, the Proposal will deliver on the Strategy by providing a residential focus with a built form of FSR 3.6:1 and height of 69 meters being consistent with the existing precinct and recent approvals.



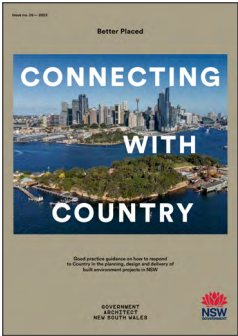




# APPENDIX A







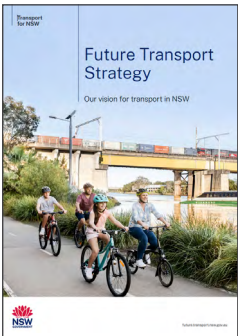
CONNECTING WITH COUNTRY

The NSW Government is committed to protecting Country, community and sacred sites in the planning and design of places.

The Connecting with Country Framework supports us to develop connections with Country that can inform the planning, design and delivery of built-environment projects in NSW.

The ambition of Connecting with Country is that everyone who is involved in delivering built-environment projects will adopt the following commitment:

All NSW built environment projects will be developed with a Country-centred approach guided by Aboriginal people, who know that if we care for Country, Country will care for us.



FUTURE TRANSPORT STRATEGY 2056

Future Transport Strategy 2056 acknowledges the vital role transport plays in the land use, tourism, and economic development of towns and cities. It includes issue-specific and place-based supporting plans that shift the focus away from individual modes of transport, toward integrated solutions.

The Strategy and Plans also focus on the role of transport in delivering movement and place

outcomes that support the character of the places and communities we want for the future.

Westmead was identified for a place-based transport plans that will define the initiatives Transport will take in the short, medium and long term based on the Future Transport Strategy.



STATE INFRASTRUCTURE PLAN 2022-2042

The 2023–24 Budget includes \$116.5 billion in infrastructure investment over the next 4-years. The average estimated infrastructure investment of \$29.1 billion per annum is a new record and approximately 4% of Gross State Product.

The Plan outlines what the NSW Government has chosen to prioritise and invest in for the next five years, in the context of Infrastructure NSW’s advice

and the strategic directions highlighted in the Staying Ahead: State Infrastructure Strategy 2022–2042.

Westmead is identified as a case study that demonstrates how investment has delivered significant economic and social benefits for the state, while also a key project in meeting the needs of new and emerging industries in Sydney.



BETTER PLACED

Better Placed is an integrated design policy for the built environment of NSW. It seeks to capture our collective aspiration and expectations for the places where we work, live and play.

7 Objectives for good design listed in the policy are:

- Better fit

- Better performance
- Better for community
- Better for people
- Better working
- Better value
- Better look and feel



BETTER PLACED

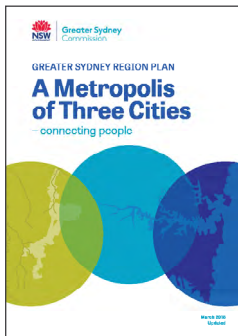
Greener Places is a Green Infrastructure policy produced by the Government Architect NSW to guide the planning, design and delivery of Green Infrastructure in urban areas across NSW.

Green Infrastructure connects vital life support systems for urban environments. Well-designed Green Infrastructure responds to four key principles:

- Integration
- Connectivity
- Multifunctionality
- Participation.



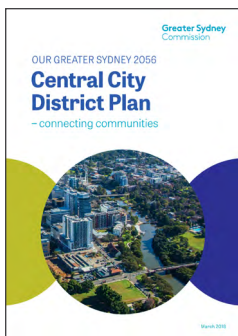
# Regional



## THE GREATER SYDNEY REGION PLAN

The Greater Sydney Region Plan - A Metropolis of Three Cities (2018) establishes a 40-year strategic land use plan for Sydney. The plan aims to deliver better connections for people across Greater Sydney; with a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

As part of the Greater Parramatta metropolitan centre, Westmead has been identified in the Greater Sydney Region Plan as a unique innovation cluster based around health, education and research institutions. It also recognises the role of Westmead as a key component in the Greater Parramatta to Olympic Peninsula (GPOP) economic corridor which is integral to achieving the vision of the plan and the Central River City.



## CENTRAL CITY DISTRICT PLAN

This Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters. It is a guide for implementing A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning.

Its economy is centred on world-class health, education and research institutions as well as

finance, business services and administration. Greater Parramatta and the Olympic Peninsula (GPOP) – taking in the Westmead health and education precinct; advanced technology and urban services in Camellia, Rydalmere, Silverwater and Auburn; and the Sydney Olympic Park lifestyle precinct – will be supported by the Parramatta Light Rail and Sydney Metro West.



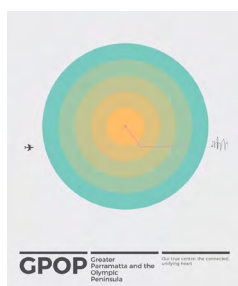
## GPOP - PLACE-BASED INFRASTRUCTURE COMPACT PILOT

The Greater Parramatta and the Olympic Peninsula (GPOP) area spans 13 kilometres east-west from Strathfield to Westmead and seven kilometres north-south from Carlingford to Lidcombe and Granville.

GPOP includes the strategic centres of Greater

Parramatta (Parramatta city and the precincts of Westmead, Parramatta North, Rydalmere and Camellia) and Sydney Olympic Park.

West mead precinct area is recommended for education, housing renewal and expansion.



## GREATER PARRAMATTA AND THE OLYMPIC PENINSULA (2016)

In October 2016, the Greater Sydney Commission released its vision for the Greater Parramatta and the Olympic Peninsula (GPOP). It is a priority precinct and the first Collaboration Area to be announced by the GSC. An updated District Plan was released in October 2017.

The proposal meets the objectives of GPOP in the following ways:

Enhance the pedestrian (walk and cycle) experience & connection east west to Parramatta Park.

Provides places and spaces for people to meet, share, interact and innovate.

Direct relationship to Westmead health services.

Affordable housing for key workers.

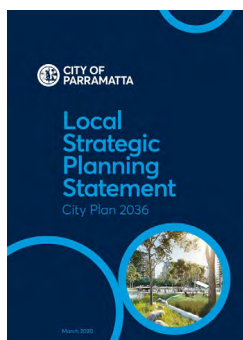


## COMMUNITY STRATEGIC PLAN

Specifically to this precinct, the Strategy outlines key deliverables for Westmead. We contribute to the direction of the strategy through the following,

- short-medium term residential accommodation for families of patients and patients staying at hospital,
- increased provision of shared working (flexible office) space,
- more community space through shared use arrangements,
- affordable rental housing to support low to moderate income households (key workers),

- improved way finding, navigation and accessibility throughout the precinct,
- increased open space within Westmead, increased pedestrian and bike connections to riparian corridors,
- provision of open space and recreation facilities within new private development to support the needs of residents and wider community,
- It is noted that long day care services are earmarked for the Nurses Quarters future development site, within walking distance and immediately north of our site (Draft Master Plan, 2018).



## LSPS 2020 - CITY PLAN 2036

This Local Strategic Planning Statement provides strategic direction on how the City of Parramatta is planning for the next 20 years. The Statement draws together the needs and aspirations of the community and identifies priorities for jobs, homes and infrastructure. The Statement looks at the role of Parramatta as part of Greater Sydney and seeks to achieve a future which is sustainable, liveable and productive.

THE VISION FOR PARRAMATTA LGA

In 20 years Parramatta will be a bustling,

cosmopolitan and vibrant metropolis, the Central City for Greater Sydney. It will be a Smart City that is well connected to the region, surrounded by high quality and diverse residential neighbourhoods with lots of parks and green spaces. It will be innovative and creative and be well supported by strong, productive and competitive employment precincts. It will be a place that people will want to be a part of.

WESTMEAD

Housing Target - 8,000 (2036)

Job Target - 48,500 (2036)



## WESTMEAD PLACE STRATEGY

The Westmead Place Strategy will guide renewal of the precinct to 2036. The place strategy outlines a plan to guide the future development of Westmead to drive new jobs in health, education and innovation.

It will guide councils, State agencies and the private sector on where jobs and homes might be delivered for Westmead and Parramatta North, and identifies further analysis needed to support the infrastructure needs of the future population.



## WESTMEAD PLACE-BASED TRANSPORT STRATEGY 2022

Transport for NSW has prepared this Place-based Transport Strategy to support the development of Westmead as a place that is wellconnected, integrated, inclusive and has a sustainable transport system that enables customers to have safe and convenient journeys. Priorities and respective initiatives for the site include:

- Re-imagine Hawkesbury Road (corridor to enhance place and improve safety perception)
- Deliver the T-way to T-way Link
- A connected active transport network (Active Transport improvements and Cross-block links).





### INTERIM LAND USE AND INFRASTRUCTURE IMPLEMENTATION PLAN BACKGROUND ANALYSIS (2017)

The Department of Planning and Environment has developed the document in collaboration with City of Parramatta (CoP) and Greater Sydney Commission (GSC). The purpose of the plan is to develop a land use framework to guide the future redevelopment of the growth area to meet the 20 year employment and housing targets in the Central City District Plan and to identify and plan for the infrastructure required to unlock its

potential.

The Plan seeks to investigate the future role of the Westmead employment area which will enhance its current focus on integrated healthcare and education & research facilities to cater for 30,000 new jobs. Urban renewal for Westmead seeks to manage and complement projected job growth. The precinct is subject to further investigation regarding resident population growth targets.

Furthermore the Plan highlights opportunities for stronger public transport links, including stronger pedestrian connections and higher density mixed use development.



### PARRAMATTA WAYS WALKING STRATEGY (2017)

Parramatta Ways identifies existing walking infrastructure within the Parramatta LGA and highlights key opportunities to improve this infrastructure. The strategy aims to improve walkability and liveability in the Parramatta LGA. The strategy outlines a plan to provide a network of high quality walking routes through streets, open space and river corridors. The strategy will provide vital guidance to creating an integrated urban fabric in an area forecast for rapid change, through increasing green corridors to mitigate

the urban heat effect & ensuring streets are more accessible and safe.

Identifies Bridge Rd as part of the Parramatta Ways Network as an intermediate route. An intermediate route is defined as providing "increased connections in difficult but important transport corridors, such as distributor roads, rail corridors, bus routes and areas under future development." The site and surrounds will experience vast urban regeneration, in line with high level strategic policy, and expected job and population growth. Ensuring the new precinct is liveable and walkable is vital to the community.



### SYDNEY GREEN GRID SPATIAL FRAMEWORK GOVERNMENT ARCHITECTS NSW (2017)

The Sydney Green Grid proposes the creation and consolidation of a network of high quality green areas that connect town centres, public transport networks and major residential areas. Opportunity to connect the site to the Parramatta River

Foreshore, Parramatta Park & Lake Parramatta.

The site is situated within an extensive network of green spaces, parks, riparian corridors and creeks.

The opportunity to assist in creating a contiguous open space network by enhancing east west connections of the existing green grid, through various initiatives.

# APPENDIX B





# RESPONDING TO PANEL'S DESIGN GUIDELINES: **SITE SPECIFIC MERIT**

As per Rezoning Review the Panel recommended that Proposal is submitted for Gateway determination as it demonstrates strategic merit.

The changes introduced in this amended urban design concept provide the site specific merit to the Proposal.

They include a revised FSR following further testing of options to 3.6:1, and compliance with Panel's endorsed Design Guidelines (refer to page 74 in the Technical Analysis section for a breakdown of design principles and controls and respective response).

BRIDGE PLACE 4.0 maintains the significant public benefits of the initial Proposal and commits to:

- Strategically positions the residential towers along Bridge Road in North-South orientation to maximise solar access and natural ventilation and minimise overshadowing of public and communal open spaces.
- Non residential uses such as Retail/Commercial are located at ground floor in the corner of Bridge Road and Monarco Estate Sub-Precinct Boundary creating an activated ground floor.
- Residential towers floorplates have a maximum area of 750m<sup>2</sup> GFA, 1,000m<sup>2</sup> GBA and 50m length
- Podiums are 3 stories high and have a maximum floorplate length of 65m.
- Proposed public accessible Open Space of 1,000sqm and seamless blends with existing green grid and encourages people to gather and relax, providing 100% deep soil and 45% canopy cover.
- 30% of site (2,598sqm - with 650sqm at ground level) is Communal Open Space, between towers and rooftop gardens.
- Provide car parking in the basement and respond to maximum parking rate for residential flat building, with sustainable modes of transport encouraged.

The proposal is compliant with all design principles and controls with the exception of 1.0 Access and Setback

- Providing the alternative access for vehicles (via the perimeter road to the north side),
- and reduction of north setback to 2-4m (total 12m from boundary as per ADG).

# RESPONDING TO PANEL'S DESIGN GUIDELINES:

## ACCESS

We acknowledge the Panel's suggestion to access the site through the south boundary. However, we would like to highlight a significant constraint that affects this recommendation. The existing access from the roundabout is via a private road, which, although publicly accessible, remains private property. This poses a risk to our development, as the strata of the Monaco Estate could potentially restrict access by erecting a fence or other barriers in the future.

To address this issue, we have considered three alternative options for vehicular access:

### Option A

**Access through the Private Road:** This option involves utilizing the existing private road for site access. While this is the most straightforward solution, it carries the risk of future access restrictions by the private road owners.

### Option B

**Parallel Access Road from the Roundabout:** This option entails creating a parallel access road from the roundabout. It would require significant modifications to the roundabout and intersection to accommodate the new configuration. This solution ensures independent access but involves substantial infrastructure work.

### Option C

**Independent Road along the North Boundary:** This option proposes constructing an independent road along the north boundary of the site. It provides a completely separate access route, ensuring no reliance on the private road. However, it requires careful planning and coordination to integrate with the existing road network.

We believe that the third option, constructing an independent road along the north boundary, offers the most secure and sustainable solution for long-term access to the site. This approach aligns with the Panel's guidelines, which allow for alternative vehicular access via the perimeter road to the north, provided the full road is delivered on-site.

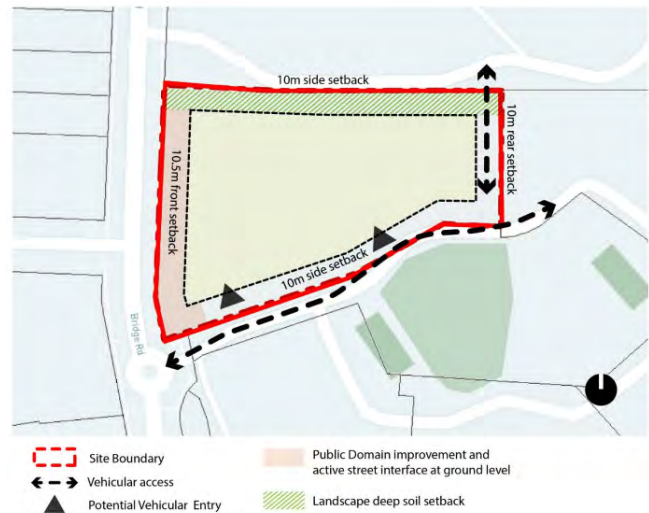


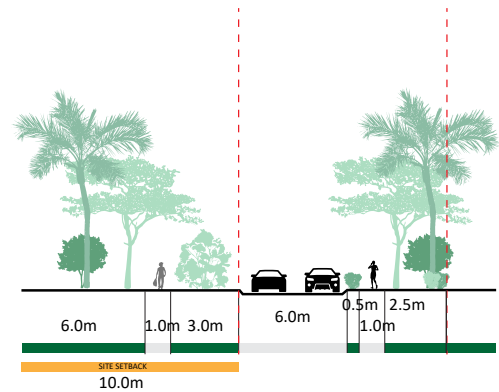
Figure 1 Setback and Access



Private Road Title Boundary

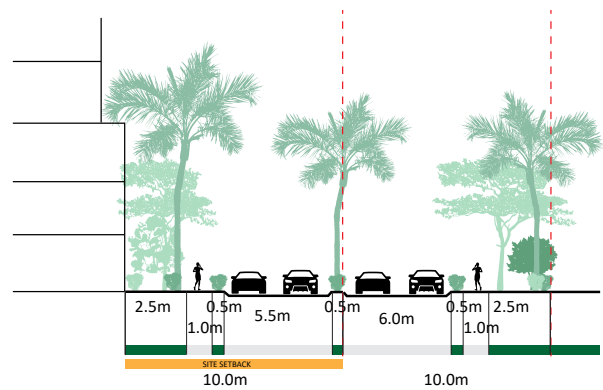


### OPTION A



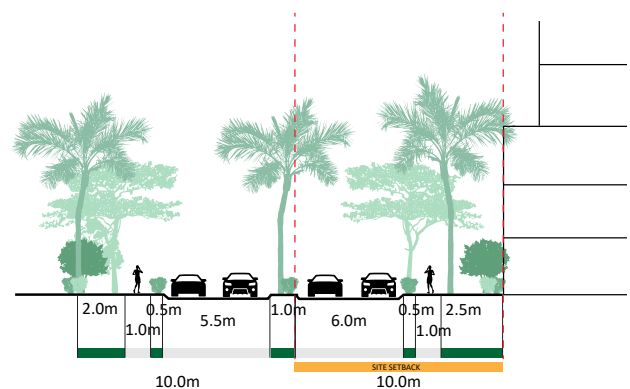
Access from the existing private road subject to further investigation.

### OPTION B



Access from the south boundary, with a private road parallel to the existing Monaco Estate access. Required to upgrade the existing roundabout.

### OPTION C (Preferred Option)



Access from perimeter road to the north boundary.

# RESPONDING TO PANEL'S DESIGN GUIDELINES:

## **ACCESS - PREFERRED OPTION**

As demonstrated in the zoomed-in plan view aerial image below, the full extent of the tree vegetation lies outside the boundary, creating an island of greenery that separates our proposed future access option from the existing access.





## View 01



## View 02





# RESPONDING TO PANEL'S DESIGN GUIDELINES:

## **ACCESS - POTENTIAL STREET SECTION**

As demonstrated below, a northern access will be effectively implemented in the future redevelopment of the northern adjoining site. The proposed new access can evolve to create a unique street section, highlighting the existing vegetation retained as a green gateway.

The configuration options are illustrated in the potential diagrams on the next page. The first diagram shows the new access in the short term. In the long term, the two access points can work together. One configuration converts our street access into an extended green planting area, enhancing the sense of a green gateway. The second configuration explores the possibility of separating the entry and exit ways.

Please note that all these configurations are currently conceptual, illustrating the potential of the location on the north boundary of a new access road, unlocking an independent access to the new 1,000 square meter open space

### **Short Term Access**

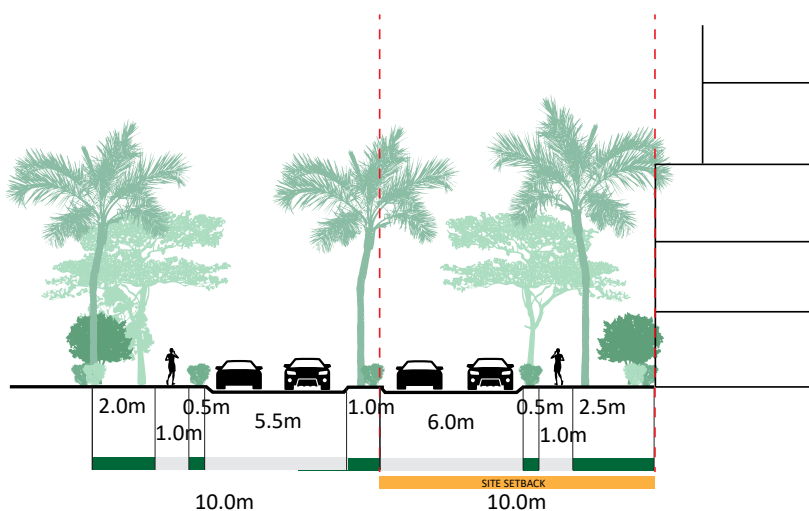
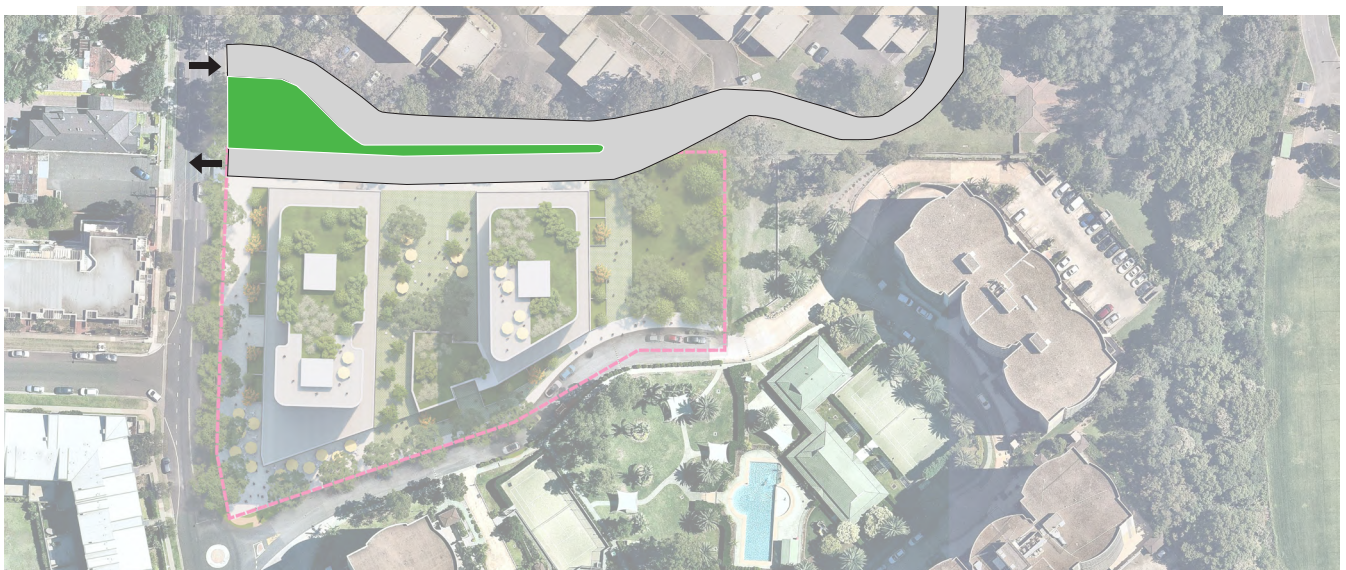




## Long Term - Green Gateway



## Long Term - Consolidated Access



Access from perimeter road to the north boundary.





**MERCURIAL**

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THE SCIENCE OF SPEED

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