

PLANNING PROPOSAL

Amendment to the Parramatta Local Environmental Plan 2023 for
Additional Building Height and Additional Floor Space Ratio

93 Bridge Road, Westmead (SP 31901)

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Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Willowtree Planning	17.02.2024
2.	Willowtree Planning	13.12.2024
3.	Willowtree Planning	22.05.2025

INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to the *Parramatta Local Environmental Plan 2023* (PLEP 2023). It has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning, Housing and Infrastructure's (DPHI) 'Local Environmental Plan Making Guideline' (August 2023).

Background and Context

Setting the Scene

It is universally agreed that Sydney and NSW are in the midst of a housing crisis. The NSW Government has recently declared that: *"housing is the biggest single cost of living pressure people are dealing with right now"*¹; and *"housing is the NSW Government's top priority"*².

The housing crisis permeates through the State, Regional, and Local levels of government.

The State's objectively assessed need is 314,000 new dwellings over the next five years to 2029, which represents 62,800 new dwellings per year; delivery in 2022 was just 46,000 new homes. The State Government is projected to miss its overall target by 134,000 new homes.

The National Housing Accord requires 377,000 new well-located homes over five years from 1 July 2024. This equates to approximately 75,000 homes per year, 50,000 of which are required in Sydney. With apartment approvals in Sydney at their lowest levels since 2014, the State Government has already conceded that NSW will not achieve its annual target in the first year of the National Housing Accord. For reference, only 21,011 completions were recorded in 2022-23.

The NSW Government is advocating for 'urban consolidation' to attract and retain young people looking to live and build their careers in Sydney; and the NSW Productivity Commission is recommending focusing increased densities around transport hubs and close to job opportunities.

DPHI currently estimates that NSW will require approximately 900,000 additional dwellings by 2041, with Parramatta's population growing by approximately 127,000 residents over the same period. This rate of growth (2% per annum) is markedly faster than that expected across Greater Sydney (1.2% per annum). To support this level of population growth, there is an anticipated need for an additional 54,000 dwellings by 2041, which is equivalent to over 2,800 new dwellings per annum.

DPHI's most recent housing supply forecasts indicate that for each year over the coming 5-years, Parramatta is unlikely to meet this implied dwelling target of 2,800 dwellings per annum. This will result in a cumulative undersupply of between -4,400 dwellings and -6,200 dwellings by 2028.

¹ *A Shared Responsibility: The plan to begin addressing the housing crisis in NSW* (Source: NSW Government, 7 December 2023)

² *Transit Oriented Development Program* (Source: NSW Government, December 2023)

Westmead's housing target, imposed in 2020, is 4,470 new homes over the period to 2036. This represents a figurative capacity that is reliant on re-zonings to enable delivery. However, it is estimated that just 20% of Westmead's housing target has been delivered to date.

Parramatta City Council's Local Housing Strategy (July 2020) forecasts that there will be "significant" demand for key worker housing (BTR) within the LGA, and a need to offer both affordability and specific affordable housing.

The Site

This Planning Proposal has been prepared by Willowtree Planning Pty Ltd on behalf of 93 Bridge Road Pty Ltd atf Bridge Road Unit Trust (the Proponent) and seeks to amend the PLEP 2023 to include additional building height and additional floor space ratio (FSR). The land subject to this Planning Proposal is described as 93 Bridge Road, Westmead (SP 31901) (the Site).

The overall site exhibits an approximate area of 8,663m², with a primary street frontage along Bridge Road to the west. The Site also adjoins a private access road, registered partly on the Title of the Site and partly on the Title of Lot 1 in DP 270360 to the south, with Rights of Way benefitting and burdening the respective sites.

The Site is currently occupied by a housing estate comprising 31 detached and semi-detached single storey dwellings arranged around an internal access road. Vehicular and pedestrian access to the Site is via the looping private access road to the south. The buildings are of brick construction with tiled roofs and are primarily orientated away from the street frontage to face the internal access road. The result is an inward-looking development which turns its back on the wider area, with the Bridge Road frontage defined by a colourbond fence with little activation of the street scene.

Vehicular and pedestrian access to the Site is facilitated via the private access road to the south.

The Site is shown relative to its context in **Figure 1** and **Figure 2** below.



Figure 1 – Site at 93 Bridge Road, subject to the Planning Proposal (Source: Near Map, 2023)



Figure 2 – Site at 93 Bridge Road, subject to the Planning Proposal (Source: Six Maps, 2023)

Local and Regional Context

The Site is at the centre of a residential neighbourhood between the established centres of Wentworthville and Westmead. Wentworthville is approximately 770m walking distance to the west and benefits from an extensive range of local shops and services. Westmead Train Station is approximately 800m walking distance to the east.

The immediate site context exhibits a residential character, being primarily defined by high rise (up to 16 storeys) residential flat buildings to the south, three (3) storey residential flat buildings of recent construction to the west, and a government-owned housing estate (being the ‘Nurses Quarters’) comprising three (3) storey buildings of older construction to the north.

The Nurses Quarters Estate comprises a sprawl of regimentally spaced two to four storey blocks of flatted accommodation supported by access roads, at-grade parking areas, lawns and a children’s playground. It is understood that this site comprises government-owned land that will likely be redeveloped in the future for allied health, education and some residential (non-market housing) purposes. A mixed-use development incorporating a Coles supermarket is located a 300m walk to the north of the Site.

To the immediate east and south, the Site adjoins the ‘Monarco Estate’, which comprises four clusters of multi-storey residential apartment towers (up to 16 storeys) set within landscaped gardens in a resort configuration with tennis courts and a swimming pool. Communal open space, registered as Common Property with an easement for recreation purposes benefitting the residents at 93 Bridge Road, is located adjacent to the northern boundary (adjoining the access road and opposite the south-eastern portion of the Site). It is understood that public access to this area of open space is unrestricted.

To the west, multiple three (3) storey residential flat buildings are located on the opposite side of Bridge Road.

Further to the north and directly to the east of the Site, the local context is dominated by the social infrastructure of the Westmead Health and Education Precinct and Innovation District, the largest health and biomedical research precinct in Australia. The Precinct incorporates, but is not limited to, the following:

- Westmead Hospital, a major University of Sydney teaching hospital
- Westmead Private Hospital
- City West Specialist Day Hospital
- The Children’s Hospital at Westmead
- Westmead Specialist Centre
- Cumberland Hospital
- Pathology West - ICPMR Westmead
- The University of Sydney Westmead campus, home to around 2,000 students (estimated to grow to 25,000 by 2027)
- The Westmead Institute for Medical Research

- Westmead Millennium Institute
- Children's Medical Research Institute
- Westmead Research Hub
- Western Sydney University
- Ronald McDonald House at Westmead
- Parramatta Marist High School

The Westmead Health and Medical Research precinct represents the largest concentration of hospital and health services in Australia. It is also the most serviced precinct in NSW in terms of public transport provision.

The Site is accessible on foot to a number of local services, as well as to a range of community and social facilities including schools, childcare centres, recreational facilities, playgrounds and parks. The Shannons Paddock public open space is approximately 350m walking distance to the west of the Site. The extensive facilities of Parramatta Park are approximately 1.25km walking distance to the east of the Site. This, together with the surrounding context is illustrated at **Figure 3** and **4** below.



Figure 3 – Site Context (Source: Google Maps, 2023)

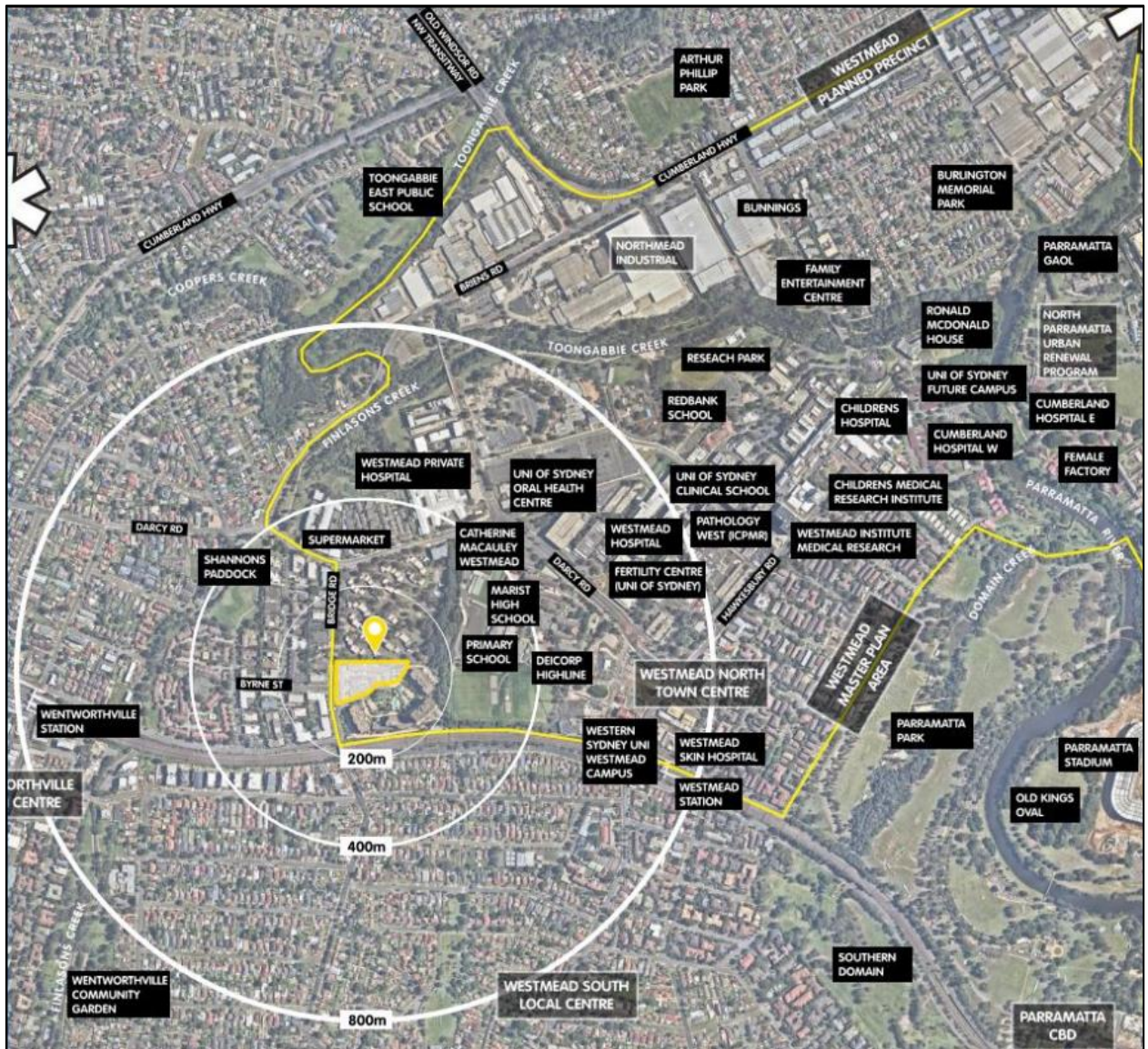


Figure 4 – Site Context Map with Walking Distance (Source: Hatch - Roberts Day, 2019)

In terms of connectivity, Wentworthville Train Station is approximately 770m walking distance to the west of the Site, with Westmead Train Station approximately 800m walking distance to the east. Both stations are on the North Shore and Western Line of the Sydney Trains network.

The Site scores a Public Transport Accessibility Level (PTAL) rating of 6, which is the highest grade available and denotes a ‘very high’ level of connectivity to public transport.

The proximity of the Site to public transport, active transport networks and services, means that the Site has been awarded a walk score of 71 (‘very walkable – most errands can be accomplished on foot’) and a transit score of 64 (‘good transit – many nearby public transportation options’).

The future accessibility and walkability of the Site has been further enhanced through the recent opening of the Parramatta Light Rail; and will be further enhanced by the arrival of Sydney Metro West in 2032; both within approximately 800m walking distance of the site. Westmead will serve as the terminus of both lines, which will operate to Carlingford and Sydney Olympic Park. Furthermore, the implementation of Council’s Green Grid would increase permeability in the local

area, decrease distances to public transport nodes, and promote an improved walking and cycling experience.

The Site is also located within the Westmead Health and Education Super Precinct, the Greater Parramatta to Olympic Peninsula (GPOP) and the Greater Parramatta Growth Area, as described in greater detail at **Part 3** of this Report.

Current Planning Context of the Site

Under the *Parramatta Local Environmental Plan 2023* (PLEP 2023), the Site:

- is zoned R4 High Density Residential;
- has a minimum lot size of 550m²;
- has a maximum building height of 20 metres; and
- has a maximum floor space ratio (FSR) of 1.7:1.

An extract of each the above maps is provided in **Part 4 – Mapping**; specifically, **Section 4.1** Existing controls.

Previous Planning Proposal – A Chronology of Events

On 20 March 2019 a Planning Proposal was lodged with Parramatta City Council (Council) on behalf of the Proponent for the Site. This Proposal sought amendments to the Parramatta Local Environmental Plan 2011 (PLEP 2011) to allow additional building height, additional floor space ratio (FSR) and the introduction of new supporting uses for short-term accommodation at the Site. The Planning Proposal, determined under refs. **IRF21/3605** and **RR-2021-84**, was envisaged to facilitate the precinct-oriented development of the Site for residential accommodation and allied health and education uses within what the State Government designates as a **‘Priority Growth Area and Precinct’** to enable the creation of **“Australia’s premier health and innovation district”³**.

Additional building heights and FSR beyond the prescribed development standards in the PLEP 2011 were required to support the creation of a micro hub expressed as a vertical village to complement the Westmead Health and Education Precinct and Innovation District.

Correspondence from Council post-lodgement advised that they could not progress their determination of the Proposal owing to a moratorium precluding Council from assessing any new site-specific Planning Proposals seeking increased residential density outside of the Parramatta Central Business District (CBD). This moratorium was not supported by the then NSW Department of Planning and Environment (DPE).

One-year post-lodgement, the Agenda for Council’s Meeting on 9 March 2020 confirmed that the moratorium had expired and would not be renewed. Accordingly, from this date, Council was no longer restricted from assessing the submitted Planning Proposal.

³ The State Government advises that by 2036, the number of full-time staff will increase to more than 50,000 and the number of students will expand to more than 10,000.

After further discussions with the Council's Planning Department, an Addendum package and updated Urban Design Report was submitted to Council on 24 April 2020, reinforcing the strategic merit of the Proposal and incorporating build to rent accommodation as part of an added-value proposition to further enhance the diversity of the proposed housing offer.

A meeting was held with Council on 18 June 2020 (with formal meeting minutes issued by Council on 23 July 2020), at which time Council officers confirmed their intention to engage, as well as their recognition of the strategic merit of the overall vision. Council however recommended that the density of the scheme should be reduced. A series of reduced density options were prepared and presented to Council in response at a follow-up meeting on 28 August 2020. At the time of this follow-up meeting, Council advised that the structure planning for Westmead was now being undertaken by DPHI and recommended that it may be beneficial to postpone the amendment to the Proposal until the exhibition of the draft plan for Westmead. The draft Westmead Place Strategy was exhibited from 14 December 2020 to 31 March 2021 and was subsequently adopted by the Minister for Planning and Homes on 21 October 2022.

The Proposal was amended on 23 December 2020 to make provision for a base case with a significantly reduced scale of built form seeking a maximum 4.5:1 FSR and 78m building height (22 storeys). The amended proposal also introduced an additional build to rent (BTR) element to the added-value proposal for 6:1 FSR and 132m building height (40 storeys), which directly responded to the then draft Place Strategy's mandate to create an 'engine room' for Westmead.

As Council would not progress assessment of the Proposal in advance of the completion of the new Local Strategic Planning Statement and Local Housing Strategy, on 27 July 2021 DPE was requested to undertake a rezoning review. The matter was referred to the Sydney Central City Planning Panel (the Panel) on 4 August 2021.

On 6 October 2021, by a majority of 3-2, the Panel determined the Rezoning Review by resolving not to recommend referral of the Planning Proposal to a Gateway determination. The Panel did however guide the Proponent in what should be considered in more detail should the Proposal be re-submitted.

Dissenting Panel members listed conditional matters they considered resolvable through the Gateway process, whilst considering that the benefits arising from the Proposal outweighed the risks of proceeding, particularly given ***“the indeterminant and potentially prolonged period before all strategic planning settings for the Precinct are finalised”***.

This Planning Proposal – A Chronology of Events

A new and amended Planning Proposal for a precinct-oriented development at the Site has been prepared which addresses the reasons for the Panel's recommendation listed under their determination of **IRF21/3605** and **RR-2021-84**, together with feedback previously provided by Council.

The Scoping Proposal Report and an updated Urban Design Report for the new Planning Proposal, prepared in response to the Panel's recommendations, were submitted to the Council on 9 November 2022.

The first meeting to discuss the Council's response to the Scoping Report was held on 21 December. The Council advised that they were broadly supportive of the Proposal and wished to see it progress independently of the Transport for NSW (TfNSW) programme of upgrade works for Westmead. DPHI and TfNSW in collaboration with the Council are preparing an integrated transport and traffic study to progress the initiatives of the Place-based Transport Strategy and to support any future re-zoning in the precinct. The key implication for 93 Bridge Road is the potential widening of Bridge Road where it crosses the railway line. It was agreed that a joint meeting with TfNSW and the Council would be pursued, and that an additional meeting would be held with Council on 10 January 2023 to discuss how the Proposal responds to the Council's Local Housing Strategy (LHS).

The follow-up meeting on 10 January 2023 discussed the following key findings following a review of the LHS:

- In terms of the City of Parramatta's dwelling targets under the Central City District Plan, the 4,470 additional homes allocated to Westmead over the Plan period to 2036 represents capacity that is yet to be re-zoned, or where further part re-zoning is to occur.
- There does not appear to be a defined supply of identified sites within Westmead to fulfil this allocation – 4,470 represents a figurative capacity.
- The LHS forecasts that there will be "significant" demand for key worker housing (BTR) within the LGA as a whole and that there is a need to offer both affordability and specific Affordable Housing in the LGA.
- Housing in the City will be highly sought after to those working within Westmead. Diversity of housing, with accessibility to the centre, will need to be delivered.

The key action arising from the meeting on 10 January 2023 for the Proponent was to calculate housing delivery in Westmead since the start of the Plan period (2016) relative to the 4,470 figurative capacity.

The results of this investigation were issued to the Council on 30 January 2023, and confirmed that 900 homes had been delivered in Westmead over the Plan period to date. The Proposal in its current form would provide **404** much-needed new homes.

The first meeting with TfNSW was held on 2 March 2023, where the following matters were discussed:

- TfNSW are currently reviewing the Scoping Report submitted on 9 November 2023, and a formal response will be made back to Council.
- TfNSW requested a site specific 'Modelling and Methodology Report' based on their guidelines, which will need to be agreed before work on the new Traffic Report can commence.
- Once the modelling methodology is agreed, our consultants are to prepare the Traffic Report in support of the new Planning Proposal.
- It was further confirmed (based on an initial review of the material provided) that TfNSW will not require land from the Site to facilitate the upgrade works to Bridge Road.

The Proponent retained Ason Group as Traffic Engineer to progress and agree the site-specific Modelling and Methodology Report.

The third meeting with the Council was held on 6 March 2023, where the following matters were discussed:

- The provision of affordable housing was queried, whilst noting that this is an increasing priority for Councillors.
- The need for NDIS accommodation within Westmead, and whether NDIS funding could be obtained for short-term housing for patients attending hospital.
- Whether the proposed through-site link benefits from a land agreement with neighbours where it intersects with land not owned by the Proponent.
- The principle of any hotel accommodation, specifically with a view to capping the number of bedrooms proposed.

The formal pre-lodgement meeting was held with Council on 30 May 2023. The key matters discussed included:

- A generous provision of on-site affordable housing was confirmed.
- The Proponent confirmed its willingness to remove the short-term accommodation element from the Proposal if the Council are resistant to its inclusion.
- A significant focus of the discussion was on the density of the development, based on the Site's location and walkability to nearby transport termini.
- A query was raised regarding use of the pedestrian through site links by pupils at the Marist School. The Proponent has since approached the adjoining owner, who has confirmed they are not prepared to provide an easement in favour of the Site.
- The Site's Public Transport Accessibility Level was recently increased to the highest score, which points to the high sustainability of the location.
- Reiteration that the Proposal responds to the State Government's initiatives and objectives for Westmead to become an "engine room" for growth and a "lighthouse precinct" given the major institutional stakeholders.
- The provision of open space serving the new residential units was raised.
- Stormwater and flooding were confirmed as being "uncomplicated".

A separate design workshop was held with Council's 'City Design' team on 21 August 2023 at Council's offices. The key matters arising included:

- It was agreed that the Proposal has strategic merit – increasing the maximum FSR and building height limits is considered to be acceptable in principle.
- Council officers had completed initial, high-level testing of the building envelopes, having regard to an analysis of local and contextual built form. This has been based on the first principles of ensuring an appropriate transition across the wider precinct, from focusing higher densities and massing around the transport interchanges to the finer grain residential

further afield; and a more localised, appropriate response to the Monarco Estate and neighbouring residential across Bridge Road.

- Council had tested the following schemes:
 - Scheme 1 – LEP compliant FSR (1.7:1); 14,727m²; 28m height; 3-storey podium + pair of 8-storey towers;
 - Scheme 2 – 3:1; 25,989m²; 53-56m height; 3-storey podium + pair of 13/14 storey towers; and
 - Scheme 3 – 4.5:1; 38,983m²; 75m height; 4-6-storey podium + pair of 14 storey towers
- Council's 3:1 scheme included the east-west road looping back into the Monarco Estate for connectivity, assumed 75% yield for the residential component, and incorporated smaller floorplates than the Initial Scoping Proposal. A 3-storey podium was included in direct response to the built form immediately to the west (across Bridge Road).
- It was agreed that the Council's modelling represented a preliminary analysis, and that the Proponent's team would complete their own, detailed testing to formulate an appropriate response.
- The Planning Proposal was formally lodged in February 2024, and a Rezoning Review was triggered by the Proponent in July 2024 following Council's failure to indicate its support for the Proposal within the set timeframe.
- Following a Rezoning Review meeting on 17 October 2024, the Sydney Central City Planning Panel resolved unanimously to recommend a maximum building height limit of 69m and a maximum FSR of 3.6:1. The Panel also provided recommendations relating to design guidelines and will become the 'Planning Proposal Authority' for all subsequent stages of the Proposal.
- The Planning Proposal was duly updated between December 2024 and February 2025 in response to the recommendations of the Sydney Central City Planning Panel. All recommendations have been incorporated into the updated Proposal, except for the retention of the originally planned, dedicated northern access from Bridge Road, which results from the private nature of the existing southern access (in favour of the neighbouring Monarco Estate).
- The updated Proposal was then unanimously approved by the Sydney Central City Planning Panel in early March 2025, with the formal Gateway Assessment expected to commence in late-March 2025.

Supporting Assessments and Reports Accompanying this Planning Proposal

To demonstrate the potential for the Site as a high-density residential development commensurate with its land use zoning, an Urban Design Report has been prepared by Hatch | Roberts Day (**Appendix 3**). The concept design has been informed by a detailed site and local contextual analysis in order to deliver an optimal development outcome that capitalises on the strategic potential of the land, enhances the surrounding public domain, and provides a high level of amenity.

A summary of the key planning metrics for the concept scheme is provided below and is further detailed in the Urban Design Report:

- 404 much-needed new homes;
- Provision of affordable dwellings (provided as affordable rental housing and managed by a CHP for 15 years); and
- 40% of the Site to be dedicated to public domain enhancement (including 1,000m² public park, 2,470m² pedestrian paved area, streets, and pedestrian connections)

The Proposal is further supported by:

- Appendix 1 – Strategic Merit Test
- Appendix 2 – Draft Site Specific Development Control Plan
- Appendix 3 – Urban Design Analysis Report
- Appendix 4 – Survey Plan
- Appendix 5 – Landscape, Open Space and Recreation Facilities Report
- Appendix 6 – Transport Assessment
- Appendix 7 – Urban Economic Assessment
- Appendix 8 – Social Impact Assessment
- Appendix 9 – Civil Engineering and Infrastructure Assessment
- Appendix 10 – Aviation Impact Assessment
- Appendix 11 – Acoustic Impact Assessment
- Appendix 12 – Owner’s Consent Letter
- Appendix 13 – Viability Appraisal (Affordable Housing)

The proposed amendments to the PLEP 2023 are considered worthy of support for the following reasons:

- Provision of 404 much-needed new homes at a highly sustainable location on R4 High Density Residential zoned land, and within an emerging local context of significant change;
- Provision of a diverse housing offer in terms of mix and tenure to ensure the creation of sustainable and balanced communities;
- Provision of affordable rental housing to be managed by a CHP for 15 years;
- Provision of a housing positioned to serve the established and emerging community of the Westmead Health and Education Precinct and Innovation District, of which the Site forms a constituent part, thereby reinforcing its primary function and operation;
- Provision of a localised retail offer to serve existing and future residents together with the activation of the public realm at Bridge Road; and
- Conversion of 40% of the Site for public domain enhancement through the provision of a 1,000m² public park, a 2,470m² pedestrian paved area, a new local street, and a new shared street.

PART 1 – OBJECTIVES AND INTENDED OUTCOMES

The key objective of this Planning Proposal is to amend the PLEP 2023 to enable appropriate planning controls to support the high-density redevelopment of the Site for much-needed residential accommodation to complement and reinforce the operation of the Westmead Health and Education Precinct and Innovation District.

The Proposal seeks the following amendments to the PLEP 2023 as it applies to the Site:

- Increase the maximum height of buildings from 20m to 69m;
- Increase the maximum floor space ratio (FSR) from 1.7:1 to 3.6:1; and
- Introduce an additional local provision that requires the preparation of a site-specific Development Control Plan (draft enclosed at **Appendix 2**), and the provision of affordable housing.

Table 1a below sets out the indicative development particulars.

Table 1a. Proposed Development Particulars (Indicative)		
Particular	Existing Amalgamated Lot	Proposed
Residential Dwellings Total	31	404
Market Residential Dwellings Total	31	404
• One-Bedroom	-	190 (47%)
• Two-Bedroom	-	190 (47%)
• Three-Bedroom	-	24 (6%)
Retail Floorspace (Ground Floor)	0m ²	264m ²

The Proposal would facilitate the future redevelopment of underutilised R4 High Density Residential zoned land, in close proximity to Wentworthville and Westmead transport hubs, for the delivery of **404** much-needed new homes; targeted at the key worker population of the Westmead Health and Education Precinct and Innovation District – of which the Site is a constituent part.

1.1. Intended Outcomes

The intended outcomes include the following:

- Provide a high-density precinct-oriented development incorporating a range of mix and tenures in response to local need and tailored to key workers, skilled workers, and

professionals forming the Westmead Health and Education Precinct and Innovation District community.

- Introduce a development that complements the range of surrounding land uses, integrates with the local townscape of varied built form densities, and simultaneously responds to the Site's strategic position within the Westmead Health and Education Precinct and Innovation District and close proximity to major transport infrastructure and termini.
- The envisaged precinct-oriented development would contribute to local and regional aspirations for the creation of walkable and liveable places by directly responding to the needs of those working at and visiting Westmead's health and educational institutions, thereby reducing reliance on private vehicle trips.
- Promote the most effective and efficient use of sustainable brownfield land through the adoption of appropriate development typologies and scales within a location that has been identified as a source of significant housing capacity.
- Provide a valuable supply of diverse new housing in a highly accessible, established urban area to improve housing choice and affordability to meet the needs of a growing key and skilled worker population, thereby reinforcing the primary function and operation of the Precinct.
- Activate the Site and public domain through a new public street, a new shared street, publicly accessible open space, active ground floor uses to enhance vibrancy and vitality, together with high quality architectural design that incorporates wayfinding.
- Augment the amenity of the Site whilst preserving the amenity of surrounding sites including with respect to solar access, natural ventilation, and privacy.
- Secure additional public benefit through the conversion of 40% of the Site to public domain enhancement through the provision of publicly accessible open space, a new local street, and a new shared street.

The future development of the Site would be subject to separate approval under a Development Application.

PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend the PLEP 2023 in relation to the height of buildings and floor space ratio controls.

In order to achieve the desired objectives, the following amendments to the PLEP 2023 would need to be made:

1. Amend the maximum building height in the **Height of Buildings Map** from 20 metres to 69 metres. Refer to **Figure 22** in Part 4 of this Planning Proposal.
2. Amend the maximum FSR in the **Floor Space Ratio Map** from 1.7:1 to 3.6:1. Refer to **Figure 23** in Part 4 of this Planning Proposal.

Note: No changes are proposed to the current R4 High Density Residential zoning.

3. Identify the Site on the Key Sites Map and introduce a local provision that requires the provision of affordable housing and the preparation of a site-specific Development Control Plan (draft enclosed at **Appendix 2**).

2.1. Other relevant matters

2.1.1. Affordable Housing

With reference to the Viability Appraisal prepared by Hill PDA and enclosed at **Appendix 13**, at 3.6:1 FSR it would be viable to provide 12 affordable dwellings to be managed by a CHP for a period of 15 years (equivalent to 5% of the FSR uplift in the Planning Proposal from 1.7:1 to 3.6:1).

The viability tested provision of affordable housing would be secured by way of an appropriately worded LEP clause. This is required to formally link the provision of affordable housing to the development outcome envisaged by the Proposal. This will ensure that the requirement for affordable housing enjoys equal weight to the development standards controlling the maximum height and density of the built form as clauses of the applicable Environmental Planning Instrument.

The proposed site-specific LEP clause provides an appropriate mechanism to secure affordable housing. The precise wording of these additional PLEP 2023 clauses would be subject to legal drafting by Parliamentary Counsel.

Although not part of the Planning Proposal, the Proponent lodged a SSDA in May 2025 which will deliver 15% affordable housing for a period of 15 years as part of the SSDA uplift. The Proponent also notes the significant interest in the Proposal (and theoretical SSDA) from Tier One CHPs.

2.1.2. Draft Development Control Plan

A site-specific Development Control Plan (DCP) will be prepared and reported to the Planning Proposal Authority separately prior to public exhibition with the Planning Proposal. The site-specific DCP will be required to address a range of matters including, but not limited to, built form and massing, building setbacks, and other design controls to inform the future detailed design of the proposed development.

A Draft site-specific DCP has been prepared to commence these discussions and is enclosed at **Appendix 2**. This has been updated to incorporate the Panel's design recommendations following the rezoning review in October 2024.

The site-specific DCP includes objectives and controls pursuant to the following themes of the future development at the Site:

- Desired future character;
- Building form and architectural design;
- Public domain and landscaping;
- Private domain and landscaping;
- Access, parking and servicing; and
- Sustainability, microclimate and water.

It is envisaged that the preparation of a site-specific DCP would be controlled by the insertion of a clause within the PLEP 2023, which would comprise the additional local provision setting this requirement.

PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

This part describes the reasons for the proposed outcomes and development standards in the Planning Proposal.

3.1 Section A - Need for the Planning Proposal

2.1.3. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study, or report?

The amendments proposed in this Planning Proposal directly respond to the pressing need for greater housing supply within Westmead, specifically to provide a range of mix and tenures for the key workers, skilled workers, and professionals forming the Westmead Health and Education Precinct and Innovation District community.

Parramatta Local Housing Strategy (2020)

The Local Housing Strategy (LHS) provides direction at the local level about when and where future housing growth will occur and how it aligns with the broader NSW Government strategic planning framework.

By 2036, 162,100 total dwellings will be required to accommodate the growing population, representing 77,000 new dwellings. The LHS indicates that this target will be achieved and exceeded, with 87,900 dwellings forecast to be delivered by 2036 and a further 20,020 dwellings already being planned for beyond 2036.

Growth Precincts, including Westmead as shown in **Figure 5**, are to be the focus of future housing delivery as they align with major transport and infrastructure investment. For Westmead, 4,470 additional homes have been forecast by 2036 (resulting in 8,000 total homes in Westmead by 2036).

The LHS recognises that re-zonings are required in Westmead to achieve these housing targets. Section 2.2.3 and Table 10 in the LHS clarify that the 4,470 additional homes for Westmead represents capacity to 2036 that is yet to be re-zoned, or where further part re-zoning is to occur. It is stated that this figure is based on City advice and that no specific controls are available. There does not appear to be a defined supply within Westmead which meets this stated capacity over the Plan period (i.e. a matrix of sites and their respective yields); 4,470 represents a figurative capacity.

Section 2.8 of the LHS summarises the key findings arising from the evidence analysis, which include:

- There will be significant demand for key worker housing in the Parramatta LGA.

- There is a need to offer both affordability and specific Affordable Housing in the LGA.
- The demands on housing are changing with a need to provide more one-bedroom housing options, continue to deliver two-bedroom housing, as well as increase the provision of three-bedroom housing options in residential flat buildings suitable for families.

Accordingly, the Proposal would align with the rezoning that is required within the Westmead Growth Precinct in order to realise its capacity and deliver the dwellings forecast by the LHS.

The Proponent has completed a review of Development Applications and corresponding Construction Certificates to ascertain housing delivery within the Westmead Growth Precinct since 2016. This analysis demonstrates a housing yield over the Plan period to date of 900 homes. The Planning Proposal in its current form would provide **404** much-needed new homes.

It is further noted that the LHS states that as dwelling targets are being met and exceeded, any new proposals for new precincts (for example in response to the Parramatta Light Rail), would need to address strategic objectives other than dwelling supply. An example may be providing for increased housing diversity, or by ensuring that density is commensurate with the sustainability of a location.

Whilst the Proposal relates to a designated Growth Precinct and not to any new precincts or to land outside of a precinct, in direct response to the unique housing needs of the Westmead community, the Proposal would be targeted at key workers, skilled workers, and professionals. In this way, the Proposal would also respond to the LHS priorities of providing the types of housing required to meet the population's changing needs.

Further aligning with the LHS, the Proposal would sequence this additional supply with existing and planned infrastructure; supporting connectivity and access to services, jobs, transport, community facilities and open space.

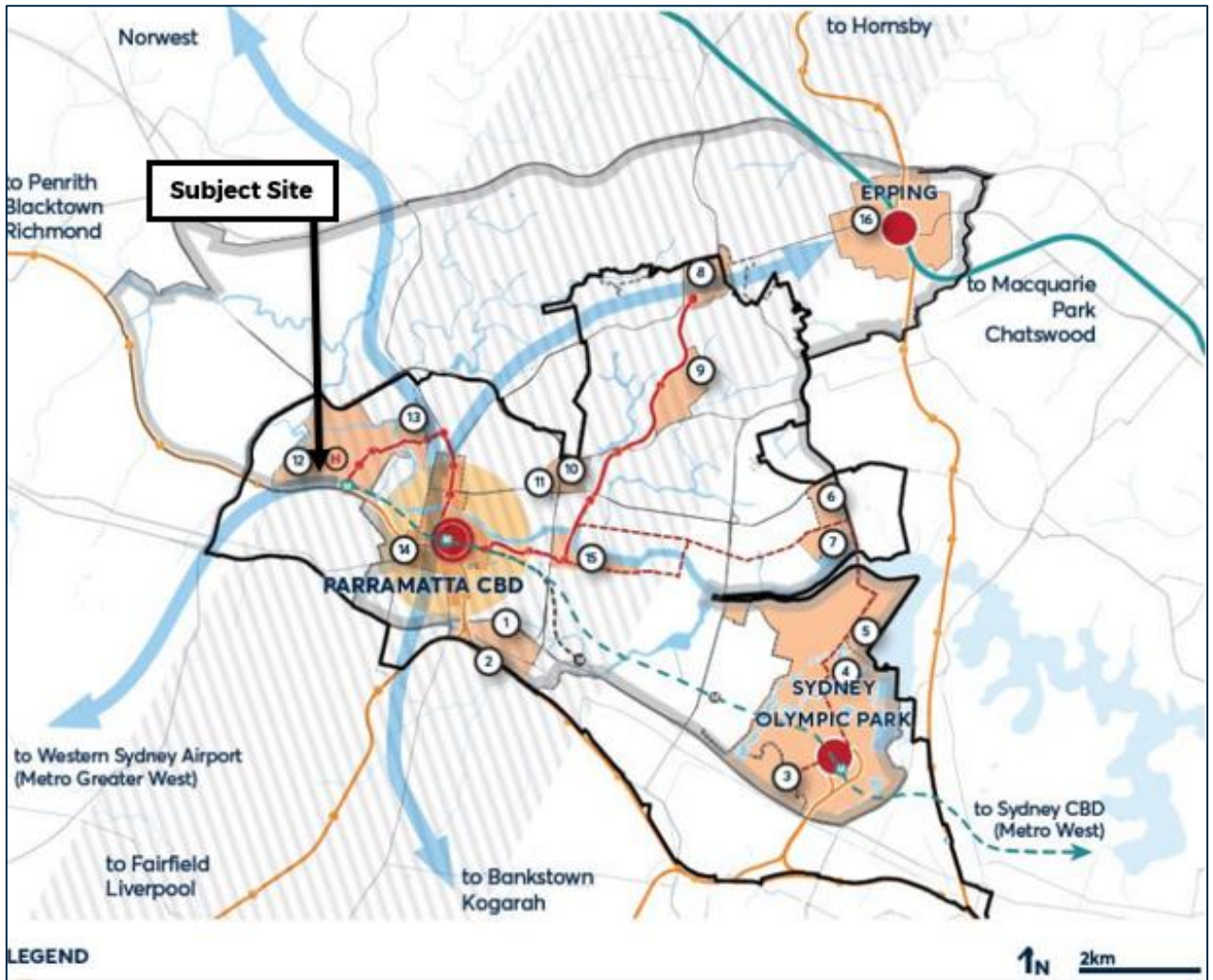


Figure 5 – LHS Growth Precincts (Source: Parramatta City Council, 2020)

Parramatta Affordable Rental Housing Policy (2019)

Housing affordability is noted as a “critical issue” within the City of Parramatta LGA and across Greater Sydney. Within Parramatta, 24% of households in the private rental market are currently in rental housing stress. Between 2011 and 2016, the proportion of households who rent in the private market rose from 28% to 34%.

The Centre for Affordable Housing rates Parramatta as experiencing “high affordable housing need”. Parramatta was once considered a relatively affordable part of Sydney. This has changed significantly. The City’s cost advantage for the period 2010 – 2014 (as compared to median Sydney housing prices) fell from 8% to only 2%. The continued rise in property prices and average rental rates in the context of relatively low wage growth in subsequent years means that affordability in the LGA, particularly for key workers, has declined further.

This Policy aims to increase the provision of affordable rental housing in accordance with the following definition of this housing type:

“Affordable rental housing is rental housing that is provided to households on very low to moderate incomes and charged at a rental rate that does not exceed 30% of weekly income

– so that the household does not experience housing stress and can meet other basic living costs such as food, clothing, transport, medical care and education.”

The primary policy action is that Council will continue to utilise VPAs to secure future affordable rental housing stock.

Parramatta Affordable Housing Action Plan (2023)

In this document Council affirms that adequate housing is “a right” and recognises that “one of the critical barriers relating to housing in the City is affordability”. The Affordable Rental Housing Policy adopted in 2019 is noted as setting the broad direction for increasing the supply of Affordable Rental Housing, but it is considered to be “largely operational in focus”.

The Affordable Housing Action Plan has been prepared to guide “more urgent and direct action” on Council’s part and establish policy positions relating to housing affordability. The Action Plan identifies direct actions and advocacy positions that Council will take towards improving housing affordability within the LGA during 2023-2025.

In this Action Plan, the definition of “Affordable Rental Housing” is “housing which is managed by Community Housing Providers, and made available with rent controls to households that meet certain income-related and other criteria”.

Housing affordability is again identified as a “critical issue” for Parramatta. The 2021 Census identified that 31% of households in the private rental market were paying greater than 30% of their gross household income on rent, and 24% of those with a mortgage were paying greater than 30% of their gross household income in mortgage payments. Furthermore, the rate of housing stress it likely to have increased between the Census capture date (July 2021) and the formulation of this Action Plan (early 2023). This is consistent with longer-term trends, as exemplified by the growth in rental stress in Parramatta over the past 20 years (from 18% in 2001 to 31% in 2021).

The Direct Actions proposed within the Action Plan include:

- Continuing to pursue Affordable Rental Housing as part of VPAs on sites with uplift (2023-2024); and
- Apply for an Affordable Housing Contributions Scheme in land covered by the Westmead Place Strategy (2024-2025).

The indicators and measures Council will use to track its impact in this area include:

- Increasing the number of CHP-operated properties in the LGA;
- Increasing the proportion of Planning Agreements negotiated that include Affordable Housing;
- A reduction in rental stress across the LGA (by 2027); and
- A reduction in mortgage stress across the LGA (by 2027).

In addition to the above, it is considered that the amendments proposed by this Planning Proposal are consistent with the directions, strategies and actions outlined in local strategic plans and the NSW Government's recent strategic planning policies and public pronouncements as further detailed in **Section B**.

Parramatta Affordable Rental Housing Policy (2024)

The City of Parramatta duly adopted its Affordable Rental Housing Policy in July 2024, subsequent to the lodgement of the Planning Proposal and the triggering of the Rezoning Review.

When considering the inclusion of Affordable Rental Housing as a component of a planning agreement, Council will ensure that a minimum percentage (between 0 and 5%) of all dwellings are dedicated to Council as Affordable Rental Housing. Council will not consider cash contributions in lieu of the dedication of dwellings.

The following considerations will apply to Council's inclusion of Affordable Rental Housing as a contribution in a planning agreement:

- Dedication of Affordable Rental Housing is only applicable in developments comprised of a minimum of 20 dwellings;
- Dedication of Affordable Rental Housing is only applicable in areas subject to uplift or rezoning;
- Affordable Rental Housing should be dedicated at no cost to Council and provided in perpetuity;
- The dedication of Affordable Rental Housing to Council will not necessarily replace a contribution to community infrastructure in a planning agreement. Council may pursue inclusion of both Affordable Rental Housing and community infrastructure in a planning agreement, based on the context of each location and the characteristics of each development.
- The decision by a developer to engage a scheme, such as the in-fill housing bonus set out in the State Environmental Planning Policy (Housing) 2021 (NSW) (SEPP), will not displace obligations to Council that form part of the planning agreement process, such as the dedication of Affordable Rental Housing.

Council will employ Schedule 1 Criteria for Determining Affordable Housing Contribution to specify the contribution towards Affordable Rental Housing that is applicable to the land that applies to the planning agreement. Council will give consideration given to the following factors when determining the minimum applicable percentage (between 0 and 5%) of all dwellings that should be dedicated to Council as Affordable Rental Housing:

- Critical need for infrastructure;
- Yield of the Site;
- Change in land use;
- Proximity to public transport;
- Size of the Site;

- Displacement of existing housing options; and
- Availability of open space.

Applying Schedule 1 criteria to the Proposal results in a notional local affordable housing requirement of 3.5% affordable units.

2.1.4. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The amendments to the PLEP 2023 and associated maps outlined in this Planning Proposal are the most appropriate and best means of achieving the objectives and intended outcomes stipulated at **Part 1** of this Report.

The Site is zoned for R4 High Density Residential development, however current PLEP 2023 building height and FSR controls unjustifiably restrict the quantum of development that may be provided on the Site.

The proposed amendments to the building height and FSR development standards would enable the creation of a high density residential development in close proximity to major public transport infrastructure, and on land within a designated urban renewal corridor. The envisaged precinct-oriented development would fully support the primary function and operation of the Westmead Health and Education Precinct and Innovation District, and assist in releasing the aspirations and objectives of the Westmead Place Strategy (see **Section 3.2.1**).

The co-location of diverse new housing options and complementary services would be fully consistent with the '30-minute city' ideology and principles of transit-oriented development. The delivery of a commensurate package of public realm enhancement works would integrate the development within the Precinct and ensure the creation of a walkable and liveable place, contributing to the connectivity and permeability of the area in accordance with local and regional aspirations.

By facilitating a higher density of residential accommodation, the proposed amendments to the PLEP 2023 would ensure the effective, efficient and sustainable use of land in a strategic location, consistent with the objectives of established local and strategic policy.

2.2. Section B – Relationship to strategic planning framework

2.2.1. Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

A Metropolis of Three Cities

In March 2018, the NSW Government released the *Greater Sydney Region Plan: A Metropolis of Three Cities* ("the GSRP") a 20 year plan which outlines a three-city vision for metropolitan Sydney for to the year 2036.

The GSRP seeks to foster productivity, liveability and sustainability, to be achieved through the '30 minute city' model by which more than 60% of people live within 30 minutes of jobs, education, health facilities and services. The creation of the 30 minute city is to be promoted through

infrastructure investment and coordinated transport and land use planning.

The GSRP is structured under four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are 10 directions that each contain Potential Indicators and, generally, a suite of objective/s supported by a Strategy or Strategies. Those objectives and or strategies relevant to this Planning Proposal are discussed below.

Infrastructure and Collaboration

An assessment of the Planning Proposal's consistency with the GSRP's relevant Infrastructure and Collaboration objectives is provided in **Table 3a**, below.

Table 3a – Consistency of Planning Proposal with relevant GSRP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Relevant Objective	Comment
A city supported by infrastructure	O1: Infrastructure supports the three cities	The GSRP highlights that the Central River City is undergoing a rebuilding program in a high-growth environment, which requires existing infrastructure to be optimised.
	O2: Infrastructure aligns with forecast growth – growth infrastructure compact	The Proposal meets this objective as it seeks to provide high density residential housing within the Westmead Health and Education Precinct and Innovation District, specifically targeted at the key workers, skilled workers, and professionals which underpin this community. This complements the changes that are already taking place within the Precinct and Innovation District to meet forecasted growth in the Central River City, and fully accords with the principles of the 30-minute city.
	O3: Infrastructure adapts to meet future need	
	O4: Infrastructure use is optimised	
		Furthermore, the Proposal optimises infrastructure use noting that the Site is well serviced by transport infrastructure and has optimum access to amenities and employment opportunities. The proposed development would support the transformation that is being pursued by various levels of government in conjunction with ongoing major transport investment including Sydney Metro West and the recently opened Parramatta Light Rail; effectively aligning housing and jobs growth with new infrastructure.

Liveability

An assessment of the Planning Proposal's consistency with the GSRP's relevant Liveability objectives is provided in Table 3b, below.

Table 3b – Consistency of Planning Proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
A city for people	O6: Services and infrastructure meet communities' changing needs	<p>Objectives and strategies of the GSRP focus on the role of Westmead as an internationally competitive health, education, research and innovation precinct.</p> <p>The provision of residential accommodation for a range of households, including moderate-income, key workers, and skilled workers, would significantly enhance the accessibility of the Precinct and Innovation District for its intended community.</p> <p>The provision of significant new housing supply within the Health and Education Precinct and Innovation District (and on land historically developed and zoned for residential purposes) would positively contribute to the overall productivity of the Precinct.</p> <p>Similarly, a commensurate density of residential development on the Site would contribute to the creation of the 30-minute city owing to the proximity of the Site to Precinct's jobs, services and transport infrastructure connecting the area to wider Region.</p>
	O7: Communities are healthy, resilient and socially connected	
	O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods	
	O9: Greater Sydney celebrates the arts and supports creative industries and innovation	
Housing the city	O10: Greater housing supply	The Planning Proposal would provide 404 much-needed new homes within Westmead and the LGA.s
	O11: Housing is more diverse and affordable	<p>The Planning Proposal comprises the following mix of residential accommodation:</p> <ul style="list-style-type: none"> ▪ 404 market residential dwellings comprising: <ul style="list-style-type: none"> ○ 190 one-bedroom ○ 190 two-bedroom ○ 24 three-bedroom <p>It is envisaged that a quantum would be affordable units to be administered by a CHP for 15 years.</p> <p>This would ensure the creation of sustainable and balanced</p>

		communities within Westmead as well as the Health and Education Precinct.
A city of great places	O12: Great places that bring people together	The Proposal would help reinforce Westmead as a significant Health and Education Precinct that attracts health and education professionals. The provision of significant housing supply within the Precinct would reinforce its primary function and operation. Future DCP controls relating to built form and massing, setbacks, and design will ensure that the future redevelopment of the Site is appropriately designed to respond to the local context and optimise the amenity of the Site for all users.
	O13: Environmental heritage is identified, conserved and enhanced	Not applicable.

Productivity

An assessment of the Planning Proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 3c, below.

Table 3c – Consistency of Planning Proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well connected city [see p.78 of the GSRP for a summary of the directions in this column]	O14: The plan integrates land use and transport creates walkable and 30 minute cities	The Planning Proposal would promote walkable and 30-minute cities by delivering 404 much-needed new homes within the Westmead Health and Education Precinct and Innovation District. The Site is well serviced by transport infrastructure and has excellent access to amenities and employment opportunities, both in close proximity and further afield.
	O15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	
Jobs and skills for the city	O19: Greater Parramatta is stronger and better connected	The Planning Proposal would help to realise aspirations for Westmead as a significant Health and Education Precinct that will contribute to the Greater Parramatta and the Olympic Peninsula corridor.
	O21: Internationally competitive health, education, research and innovation precincts	
	O22: Investment and business activity in centres	The provision of significant housing supply within the Precinct would reinforce its primary function and operation.
	O24: Economic sectors are targeted for success	

Sustainability

An assessment of the Planning Proposal's consistency with the GSRP's relevant Sustainability objectives is provided in Table 3d, below.

Table 3d – Consistency of Planning Proposal with relevant GSRP Actions – Sustainability

Sustainability Direction	Relevant Objective	Comment
A city in its landscape [see p.142 of the GSRP for a summary of the directions in this column]	O25: The coast and waterways are protected and healthier	Development controls are proposed to be put in place to ensure adequate planting and landscaping associated with the proposed development.
	O27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced	
	O28: Scenic and cultural landscapes are protected	
	O29: Environmental, social and economic values in rural areas are protected and enhanced	Subject to the outcomes of future PA negotiations, the Planning Proposal could enable the provision of public open space in the form of a 1,000m ² public park (inclusive of 100% deep soil and 45% canopy coverage).
	O30: Urban tree canopy cover is increased	
	O31: Public open space is accessible, protected and enhanced	
	O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths	
An efficient city	O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	No specific sustainability measures are proposed at this stage of the planning proposal process.
	O34: Energy and water flows are captured, used and re-used	
	O35: More waste is re-used and recycled to support the development of a circular economy	
A resilient city	O36: People and places adapt to climate change and future shocks and stresses	Council's flood information demonstrates that the Site is clear of the 1 in 100-year flood level quoting a level of RL 20.1m AHD. This level is well below the minimum site level of RL 23.0m AHD. The flood enquiry information also demonstrates that the Site is clear of the PMF flood event extent. Based on the position of the property and local topography, the Site is not expected to be affected by any local overland flow paths.
	O37: Exposure to natural and urban hazards is reduced	
	O38: Heatwaves and extreme heat are managed	

Implementation

An assessment of the Planning Proposal's consistency with the GSRP's relevant Implementation objectives is provided in Table 3d, below.

Table 3d – Consistency of Planning Proposal with relevant GSRP Actions – Implementation

Implementation Direction	Relevant Objective	Comment
Implementation	O39: A collaborative approach to city planning	This Planning Proposal is an important outcome for the Westmead Health and Education Precinct. It will involve a collaborative approach with health providers, the local community, as well as local and state government agencies to deliver infrastructure for the community.

Central City District Plan

In March 2018, the NSW Government released *Central City District Plan* which outlines a 20 year plan for the Central City District which comprises The Hills, Blacktown, Cumberland and Parramatta local government areas.

Taking its lead from the GSRP, the *Central City District Plan* ("CCDP") is also structured under four themes relating to Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are Planning Priorities that are each supported by corresponding Actions. Those Planning Priorities and Actions relevant to this Planning Proposal are discussed below.

Infrastructure and Collaboration

An assessment of the Planning Proposal's consistency with the CCDP's relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 4a, below.

Table 4a – Consistency of Planning Proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
A city supported by infrastructure O1: Infrastructure supports the three cities O2: Infrastructure aligns with forecast growth – growth infrastructure compact O3: Infrastructure adapts to meet future need O4: Infrastructure use is optimised	PP C1: Planning for a city supported by infrastructure <ul style="list-style-type: none"> A1: Prioritise infrastructure investments to support the vision of <i>A Metropolis of Three Cities</i> A2: Sequence growth across the three cities to promote north-south and east-west connections A3: Align forecast growth with infrastructure A4: Sequence infrastructure provision using a place based approach A5: Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans 	<p>Additional infrastructure and services are required to support Sydney's growth, and in turn infrastructure investment will contribute to the shape and connectivity of Greater Sydney. Planning for infrastructure requires coordination across all levels of government, industry and the community.</p> <p>The GPOP Growth Infrastructure Compact seeks to align infrastructure with growth through a collaborative process. Westmead forms part of GPOP and is expressly nominated as an area for growth.</p>

	<ul style="list-style-type: none"> • A6: Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities. 	The envisaged precinct-oriented development would support the transformation that is being pursued by various levels of government in conjunction with the major transport investment in the recently opened Parramatta Light Rail and the planned Sydney Metro West. The development would effectively align housing and jobs growth with new infrastructure, in accordance with Action 3.
O5: Benefits of growth realized by collaboration of governments, community and business	<p>PP C2: Working through collaboration</p> <ul style="list-style-type: none"> • A7: Identify prioritise and delivery collaboration areas 	<p>The Planning Proposal has been subject to close collaboration with Transport for New South Wales to ensure the soundness of the underlying modelling. Transport impact is considered to be a relatively minor issue.</p> <p>The Proponent is also exploring opportunities for collaborative working with the key stakeholders identified within the Westmead Health and Education Precinct and Innovation District.</p>

Liveability

An assessment of the Planning Proposal's consistency with the CCDP's relevant Liveability Priorities and Actions is provided in Table 4b, below.

Table 4b – Consistency of Planning Proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
<p>A city for people</p> <p>O6: Services and infrastructure meet communities' changing needs</p>	<p>PP C3: Provide services and social infrastructure to meet people's changing needs</p> <ul style="list-style-type: none"> • A8: Deliver social infrastructure that reflects the need of the community now and in the future • A9: Optimise the use of available public land for social infrastructure 	Subject to the outcomes of future PA negotiations, the Planning Proposal could enable the provision of public open space in the form of a 1,000m ² public park (inclusive of 100% deep soil and 45% canopy coverage). The design response also incorporates 30% of the Site as separate, communal open space.
<p>O7: Communities are healthy, resilient and socially connected</p> <p>O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p>O9: Greater Sydney celebrates the arts and</p>	<p>PP C4: Working through collaboration</p> <ul style="list-style-type: none"> • A10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d). 	The Proposal would help reinforce Westmead as a significant Health and Education Precinct that attracts health and education professionals. The provision of significant housing supply within the Precinct would reinforce its primary function and operation.

supports creative industries and innovation	<ul style="list-style-type: none"> • A11: Incorporate cultural and linguistic diversity in strategic planning and engagement. • A12: Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations. • A13: Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Council's. • A14: Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden including (a-c). • A15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places 	<p>The accommodation mix and variety of tenures would also ensure the creation of sustainable and balanced communities within the Precinct.</p> <p>The proposed high density residential development would be within walking distance of the Precinct's many employment opportunities and services, as well as the excellent provision of transport infrastructure providing connections to the wider region.</p>
Housing the city O10: Greater housing supply O11: Housing is more diverse and affordable	PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport <ul style="list-style-type: none"> • A16: Prepare local or district housing strategies that address housing targets [abridged version] • A17: Prepare Affordable Rental housing Target Schemes 	<p>The Planning Proposal would promote walkable and 30-minute cities by delivering 404 much-needed new homes within the Westmead Health and Education Precinct and Innovation District.</p> <p>An intended outcome of the Proposal is to provide housing to support moderate-income households and particularly key workers and skilled workers within the Health and Education Precinct.</p> <p>The proposed mix of accommodation and variety of tenure, which includes an element of affordable rental housing, would ensure the creation of sustainable and balanced communities.</p> <p>The Site is well serviced by transport infrastructure and has excellent access to amenities and employment opportunities, both in close proximity and further afield.</p>
A city of great places O12: Great places that bring people together O13: Environmental heritage is identified, conserved and enhanced	PP C6: Creating and renewing great places and local centres, and respecting the District's heritage <ul style="list-style-type: none"> • A18: Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e) • A19: Identify, conserve and enhance environmental heritage by (a-c) 	<p>The Planning Proposal would help to reinforce Westmead as a significant Health and Education Precinct that is able to attract health and education professionals.</p> <p>The provision of significant housing supply within the Precinct would provide a housing solution for the Precinct's community, including key workers. The intended outcome would represent a highly sustainable</p>

	<ul style="list-style-type: none"> • A20: Use place-based planning to support the role of centres as a focus for connected neighbourhoods • A21: In Collaboration Areas, Planned Precincts and planning for centres (a-d) • A22: Use flexible and innovative approaches to revitalise high streets in decline. 	development with a density commensurate with the excellent accessibility to employment opportunities, local services, and transport connections to the wider region.
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Productivity

An assessment of the Planning Proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4c, below.

Table 4c – Consistency of Planning Proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
A well-connected city O19: Greater Parramatta is stronger and better connected	PP C7: Growing a stronger and more competitive Greater Parramatta <ul style="list-style-type: none"> • A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged] • A24: Revitalise Hawkesbury Road so that it becomes the civic, transport, commercial and community heart of Westmead • A26: Prioritise infrastructure investment [abridged] • A27: Manage car parking and identify smart traffic management strategies 	<p>The Planning Proposal would help to realise aspirations for Westmead as a significant Health and Education Precinct that will contribute to the Greater Parramatta and the Olympic Peninsula Corridor.</p> <p>The Planning Proposal is also supported by an Aviation Report (Appendix 10) and Traffic Impact Assessment (Appendix 6) which demonstrates that would be no adverse impacts on helicopter operations and the local road network.</p>
O14: The plan integrates land use and transport creates walkable and 30 minute cities O16: [relevant?]	PP C9: Delivering integrated land use and transport planning and a 30-minute city <ul style="list-style-type: none"> • A32: Integrate land use and transport plans to deliver a 30-minute city • A33: Investigate, plan and protect future transport and infrastructure corridors • A34: Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network • A35: Optimise the efficiency and effectiveness of the freight handling and logistics network by (a-d) • A36: Protect transport corridors as appropriate, including the Western Sydney Freight Line, North South train link from Schofields to WS Airport as well as Outer Sydney 	<p>The intended outcome of the Planning Proposal would represent a highly sustainable development with a density commensurate with the excellent accessibility to employment opportunities, local services, and transport connections to the wider region.</p> <p>The provision of significant housing supply within the Precinct would reinforce its primary function and operation, and would fully accord with the principles of the 30-minute city.</p>

	Orbital and Bells Line of Road-Castlereagh connections	
O23: Industrial and urban services land is planned, retained and managed	<p>PP C10: Growing investment, business opportunities and jobs in strategic centres</p> <ul style="list-style-type: none"> • A37: Provide access to jobs, goods and services in centres [abridged] • A38: Create new centres in accordance with the principles for Greater Sydney's centres • A39: Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floorspace 	<p>The provision of residential accommodation for a range of households, including moderate-income, key workers, and skilled workers, would significantly enhance the accessibility of the Precinct and Innovation District for its intended community.</p> <p>The provision of significant new housing supply within the Health and Education Precinct and Innovation District (and on land historically developed and zoned for residential purposes) would positively contribute to the overall productivity of the Precinct.</p> <p>Similarly, a commensurate density of residential development on the Site would contribute to the creation of the 30-minute city owing to the proximity of the Site to Precinct's jobs, services and transport infrastructure connecting the area to wider Region.</p>
O24: Economic sectors are targeted for success	<p>PP C12: Supporting growth of targeted industry sectors</p> <ul style="list-style-type: none"> • A53: Facilitate health and education precincts by (a-d) [abridged] • A54: Provide a regulatory environment that enables economic opportunities created by changing technologies • A55: Consider the barriers to the growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers • A56: Protect and support agricultural production and mineral resources by preventing inappropriate dispersed urban activities • A57: Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experience and ensure connections to transport at key tourist attractions • A58: Consider opportunities to enhance the tourist and visitor economy in the district, including a coordinated approach to tourism activities, events and accommodation 	<p>The Proposal would help reinforce Westmead as a significant Health and Education Precinct that attracts health and education professionals. The provision of significant housing supply within the Precinct would reinforce its primary function and operation.</p> <p>The Proposal would ensure the following outcomes:</p> <ul style="list-style-type: none"> • Create the conditions for the continued co-location of health and education facilities, and services to support the Precinct and its growth; • attract associated businesses, industries and commercialisation of research; and • Facilitate housing opportunities for key workers, skilled workers, and professionals within the Precinct.

	<ul style="list-style-type: none"> • A59: When preparing plans for tourism and visitation consider (a-g) [abridged] 	
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Sustainability

An assessment of the Planning Proposal's consistency with the CCDP's relevant Productivity Priorities and Actions is provided in Table 4d, below.

Table 4d – Consistency of Planning Proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
O30: Urban tree canopy cover is increased O32: The Green grid links Parks, open spaces, bushland and walking and cycling paths	PP C16: PP C16: Increasing urban tree canopy cover and delivering Green grid connections <ul style="list-style-type: none"> • A68: Expand urban tree canopy in the public realm • A69: progressively refine the detailed design and delivery of (a-c) [abridged] • A70: Create Greater Sydney green Grid connections to the Western Sydney Parklands 	Subject to the outcomes of future PA negotiations, the Planning Proposal could enable the provision of public open space in the form of a 1,000m ² public park (inclusive of 100% deep soil and 45% canopy coverage). The design response also incorporates 30% of the Site as separate, communal open space.
O31: Public open space is accessible, protected and enhanced	PP C17: Delivering high quality open space <ul style="list-style-type: none"> • A71: Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged] 	
An efficient city O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change O34: Energy and water flows are captured, used and re-used O35: More waste is re-used and recycled to support the development of a circular economy	PP C19: Reducing carbon emissions and managing energy, water and waste efficiently <ul style="list-style-type: none"> • A75: Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050 • A76: Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency • A77: Protect existing and identify new locations for waste recycling and management • A78: Support innovative solutions to reduce the volume of waste and reduce waste transport requirements • A79: Encourage the preparation of low carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimising car parking 	Not relevant to the proposed amendment. May be relevant to a future DA.

	provisions where an increase in total floor in 100,000 sqm	
<p>O36: People and places adapt to climate change and future shocks and stresses</p> <p>O37: Exposure to natural and urban hazards is reduced</p> <p>O38: Heatwaves and extreme heat are managed</p>	<p>PP C20: Adapting to the impacts of urban and natural hazards and climate change</p> <ul style="list-style-type: none"> • A81: Support initiatives that respond to the impacts of climate change • A82: Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing areas most exposed to hazards • A83: Mitigate the urban heat island effect and reduce the vulnerability to extreme heat • A84: Respond to the direction for managing flood risk in Hawkesbury-Nepean Valley • A85: Consider strategies and measures to manage flash flooding and safe evacuation when planning for growth in Parramatta CBD 	<p>Council's flood information demonstrates that the Site is clear of the 1 in 100-year flood level quoting a level of RL 20.1m AHD. This level is well below the minimum site level of RL 23.0m AHD.</p> <p>The flood enquiry information also demonstrates that the Site is clear of the PMF flood event extent.</p> <p>Based on the position of the property and local topography, the Site is not expected to be affected by any local overland flow paths.</p>

2.2.1. Will the Planning Proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

The following local and strategic planning documents are relevant to the Planning Proposal.

Westmead 2036 Place Strategy

The Westmead 2036 Place Strategy (the Place Strategy) was adopted by the Minister of Planning and Homes on 21 October 2022, and establishes the vision for Westmead as becoming *“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”*.

The 'Big Moves' underpinning this vision include:

- Delivering diverse housing and accommodation that will attract desired industries, occupants, workers, and professionals (including students, key workers, and health workers);
- Providing amenity-led development that maximises access to waterways, open spaces and places of activity, creates a unique sense of place and contributes to a high quality public domain;
- Capitalising on connectivity from the recently opened Parramatta Light Rail, and the planned Sydney Metro West as well as existing Sydney Trains services to reduce car dependency;
- Making walking and cycling the mode of choice for short trips; and
- Improving pedestrian amenity on Bridge Road between North and South Westmead, including further investigation into potential new rail crossings which can function as active transport routes to create one connected green grid.

Aligning with the vision of the Place Strategy, the envisaged precinct-oriented development would deliver diverse new housing to augment choice and supply, reinforcing the primary function and operation of the Precinct; activate the Site and public domain through a variety of active uses and public spaces; and integrate the Site within the Precinct through the provision of new streets to maximise permeability and opportunities for walking and cycling to nearby employment, services, social infrastructure, and the major public transport interchanges.

The Place Strategy includes a Structure Plan for Westmead. As shown in the extracts at **Figure 6**, the Site is identified as 'existing residential'. Of note, the adjoining site to the north is identified as 'mixed use (health focus)'. Whilst the Structure Plan reflects the existing situation of the Site, it does not provide express guidance on its future development.

Liveability Direction 8 does however promote housing renewal of old building stock with a focus on delivering place-based outcomes and high amenity that is inclusive of public spaces, and the revitalisation of existing residential areas by improving streetscapes and public domain as 'planning priorities'. These also include encouraging a mix of housing choice in urban renewal, including key worker, social and affordable housing.

Direction 8 advises that further studies are to focus on housing intensification and diversification within 800m of Westmead Station and in proximity to open space amenity to provide key worker, social and affordable housing. The scale of future housing development is to be informed by urban design studies, ensuring it respects solar access, views, and vistas.

Reflecting the 'residential' designation of the Structure Plan and aligning with Direction 8, the envisaged development would provide a diverse offering of residential accommodation, including affordable housing, targeted at those working elsewhere within the Health and Education Precinct. The proposed density of development is suitable for the Site in light of the criteria under Direction 8, given it is situated within 800m walking distance of Westmead Station, and would incorporate new open space and public domain to create a highly amenable environment for the new and existing communities.

The Structure Plan also includes the provision of a potential pedestrian rail underpass, which would connect the Site to Alexandra Avenue in South Westmead, significantly reducing the walking distance to the existing and future transport interchange at Westmead to approximately 550m. This responds to the stated objective of enhancing pedestrian amenity on Bridge Road between North and South Westmead, which includes exploring the function of rail crossings for active transport to create one connected green grid.

To facilitate the renewal initiatives and actions, Westmead has been divided into sub-precincts. Each is defined by its own purpose and distinct character to create an integrated, coherent, and sustainable community. The Site is located within Sub-precinct 2 'Health and Innovation' (**Figure 7** and **Figure 8**), which is described as Westmead's "engine room" and being "at the core" of the Westmead Health and Innovation District – Australia's largest cluster of health and educational services.

The 'key place outcomes' for Sub-precinct 2 include:

- Improving permeability and wayfinding, improving the pedestrian experience through new place-making interventions such as public art, signage, seating, or a plaza for gathering;
- Creating a vibrant and attractive built environment through complementary land uses and the provision of high-quality public places, plazas and parks which are publicly accessible and feature passive and active uses; and
- Enhancing pedestrian amenity on Bridge Road between North and South Westmead including consideration of an underpass connecting the Site to Alexandra Avenue.

The envisaged precinct-oriented development would integrate the Site within the Health and Innovation Sub-precinct and ensure the creation of a walkable and liveable place through the provision of new streets, public open spaces, and public domain enhancement including the activation of key frontages; ensuring a significant positive contribution to the connectivity and permeability of the area.

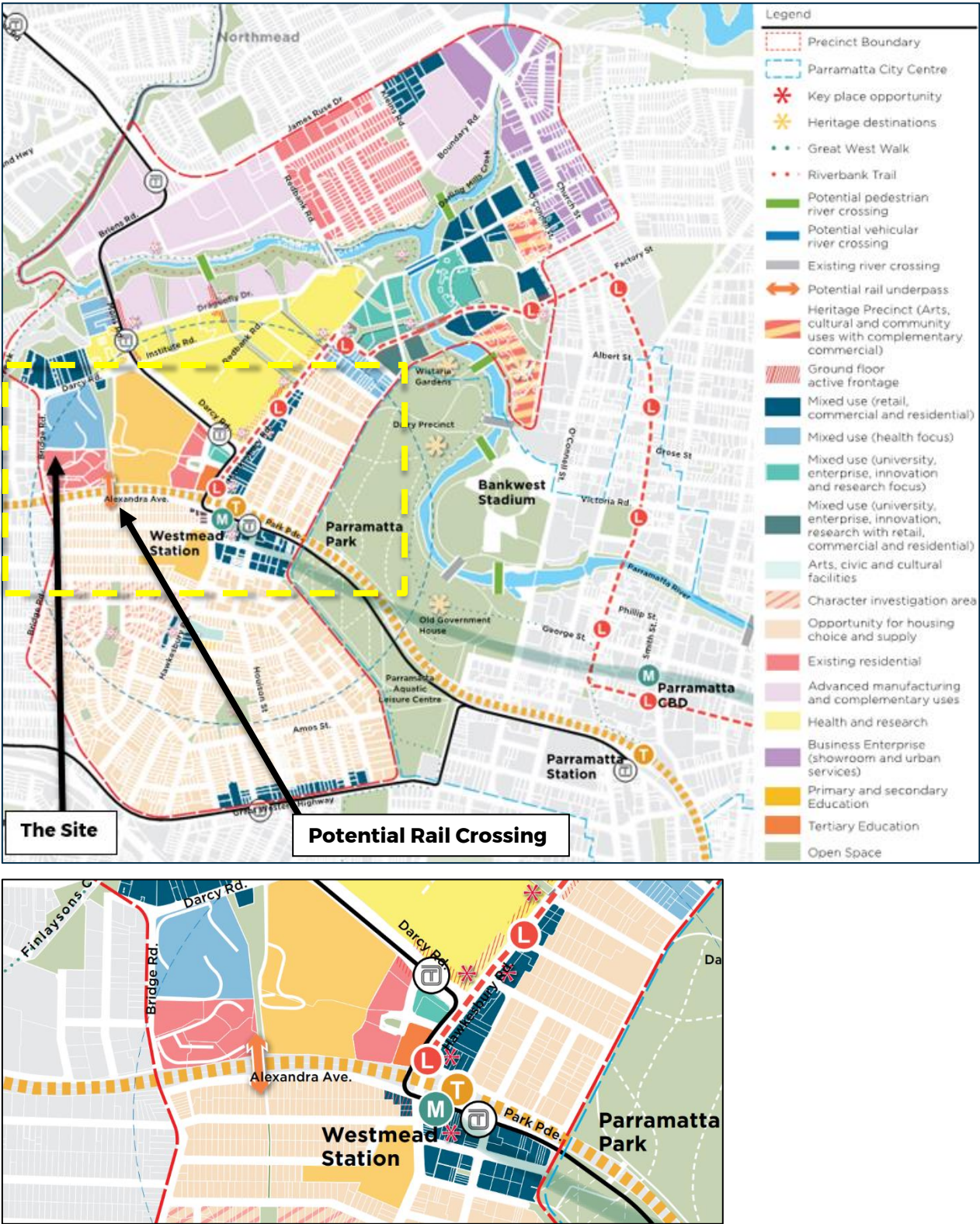


Figure 6 – Westmead Structure Plan (Source: NSW Government, 2022)

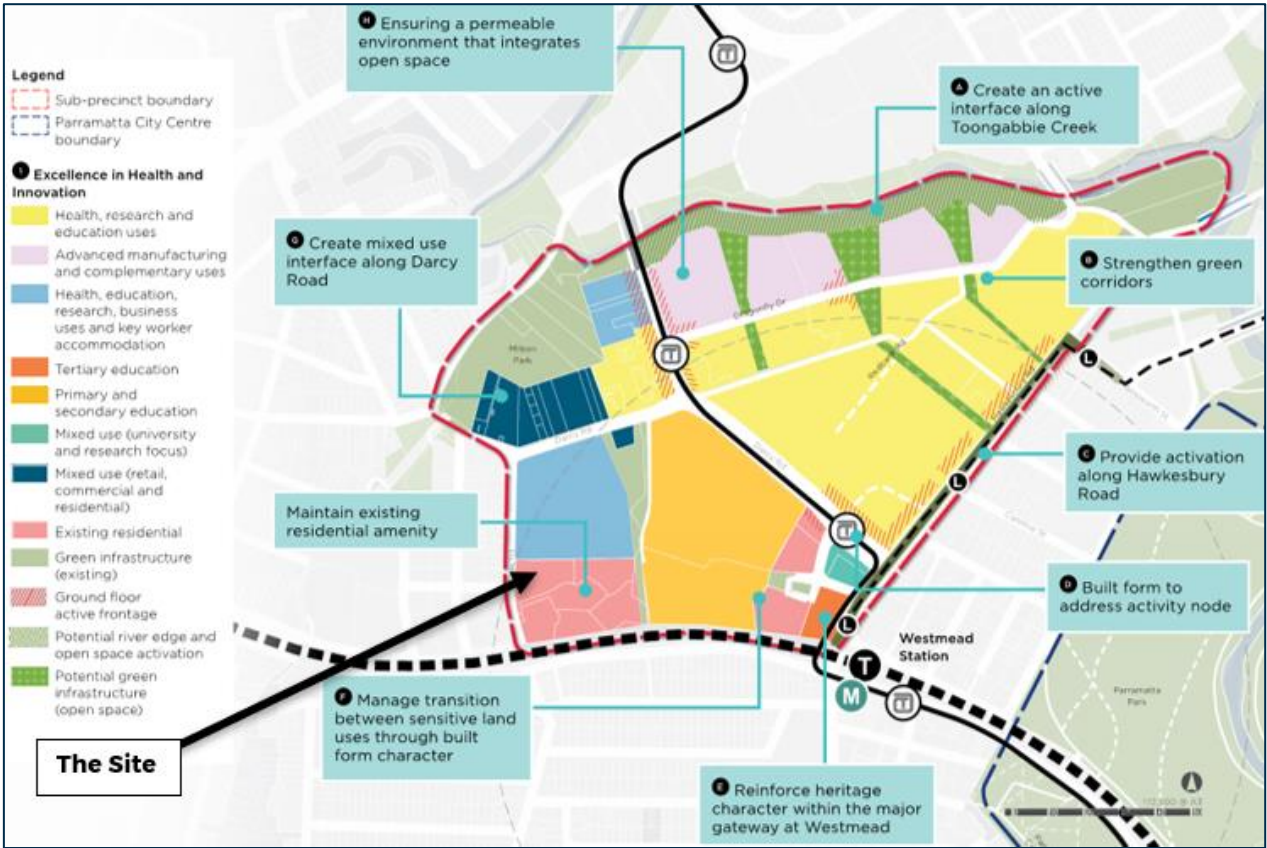


Figure 7 – Westmead Sub-Precinct 2 Plan (Source: NSW Government, 2022)



Figure 8 – Westmead Sub-Precinct 2 Plan (Source: NSW Government, 2022)

The Site's contribution to the Westmead 'engine room' would be optimised with increased housing supply and diversity through a mix of one to three bedroom dwellings and a significant portion of affordable rental accommodation in response to local need. Subject to the outcomes of future PA negotiations, the Planning Proposal could also enable the provision of public open space in the form of a 1,000m² public park (inclusive of 100% deep soil and 45% canopy coverage). The design response also incorporates 30% of the Site as separate, communal open space.

The Proposal would support the vision, directions and purpose of the Place Strategy, as it would provide diverse residential accommodation within a high-density development within 800m walking distance of Westmead train station and inclusive of new open spaces, an activated public domain and a permeable street network. Accordingly, the envisaged precinct-oriented development would fully realise the applicable priorities and outcomes of the Place Strategy.

Westmead Place-Based Transport Strategy

TfNSW has prepared the Place-based Transport Strategy, to accompany the State Government's Place Strategy, to inform the development of Westmead as a place that is well-connected, integrated, inclusive with a sustainable transport system that enables safe and convenient journeys.

The Transport Strategy notes that a mix of housing typologies are expected in the future with the Place Strategy prioritising "a mix of housing choice in urban renewal [schemes], including student accommodation, key worker, social and affordable housing". This intensification of land is recognised as offering an opportunity to support the planned public transport network with more local and regional connections, justified by the increased population and 50,000 jobs creation target by 2036. The higher activity and denser future also lend itself to better active transport connectivity, with more trips within walking and cycling distance. This presents the opportunity for active transport to become a mode of choice.

In the future, Westmead will be significantly more accessible for a larger portion of Sydney by public and active transport within 30 minutes, as shown in **Figure 9** below:

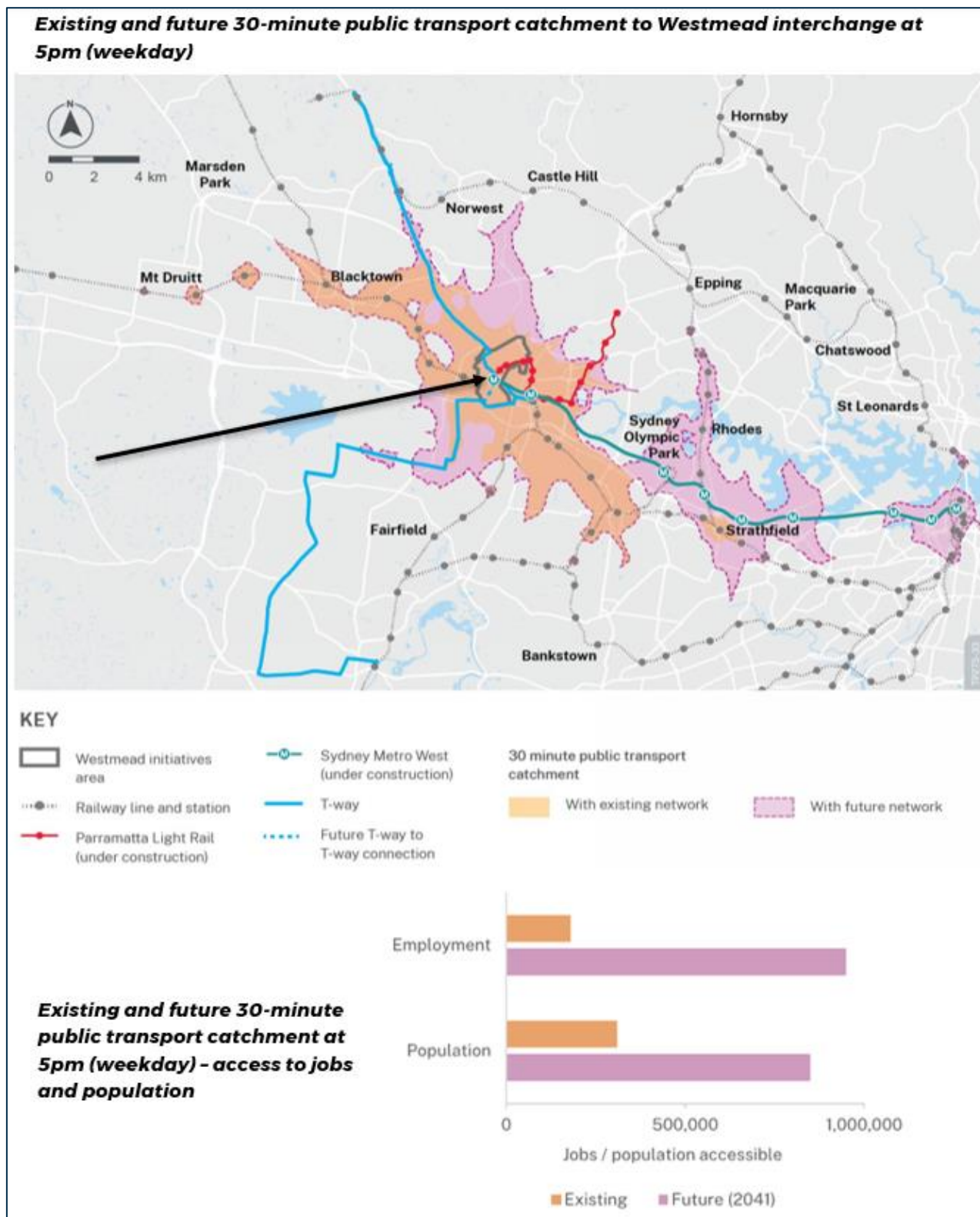


Figure 9 – Anticipated Increase in Westmead Connectivity (Source: TfNSW, 2022)

The strategic directions outlined within the Place-Based Transport Strategy and devised to realise this vision can be summarised as:

1. Support Westmead's transformation into a truly integrated innovation district
2. Create vibrant and safe places, leveraging the major movement corridors, parklands and creeks,

3. *Develop sustainable travel networks that are permeable and attractive.*
4. *Deliver better public and active transport options for customers of all ages and ability.*
5. *Enhance the transport network to optimise and balance movement*

These strategic directions have informed a number of initiatives recommended for further investigation, which are not yet fully funded nor committed but are included within the Strategy for further investigation prior to investment decisions being made.

Those of relevance to enhancing the integration and connectivity of the Site can be summarised as follows:

- ***Strategic Direction 1 – Support Westmead’s transformation into a truly integrated innovation district***
 - Improve permeability across the Site and its immediate surroundings with active transport links for future growth.
 - Enhancement of nearby Darcy Road and Hawkesbury Road as areas for improved safety perception.
 - Introduction of T-Way connection (bus-only lanes and bus roadways) via Darcy Road, which would be approximately 500m from the site, based on the indicative improved connectivity.
 - Support electric mobility uptake, particularly through increased electric vehicle charging points provision.
- ***Strategic Direction 2 – Create vibrant and safe places, leveraging the major movement corridors, parklands and creeks***
 - Bridge Road and Darcy Road to become ‘corridors to enhance place’, comprising landscaped cycling and walking routes.
 - Improved pedestrian environment at Darcy Road, adjacent to the Parramatta Marist High School and the Mother Teresa Primary School, including widening footpaths.
- ***Strategic Direction 3 – Develop sustainable travel networks that are permeable and attractive***
 - Provision of a new active transport network with links forming the subject site’s northern and eastern boundaries.
- ***Strategic Direction 5 – Enhance the transport network to optimise and balance movement***
 - Programme of upgrade works to Bridge Road for increased north-south traffic movements and new safe intersection controls, including the existing bridge over the rail corridor (future proofed to accommodate up to four lanes) together with the upgrade of the Darcy Road intersection to the north of the Site.

Parramatta Local Strategic Planning Statement: City Plan 2036

The *Local Strategic Planning Statement: City Plan 2036 (March 2020)* (LSPS) provides strategic direction on planning in Parramatta for the next 20 years, identifying priorities for jobs, homes and infrastructure. The LSPS seeks to achieve a future which is sustainable, liveable, and productive.

The LSPS establishes the following vision:

“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 part of.”

The LPSP Structure Plan identifies Westmead as a Strategic Centre and one of 16 Growth Precincts (see **Figure 10**).

The majority of housing growth is to occur in the designated Growth Precincts, close to public transport and other services, and primarily (73%) within the Greater Parramatta and Olympic Peninsula (GPOP) Corridor. Of the 87,900 estimated new homes by 2036, 4,470 new homes would be distributed in Westmead, resulting in 8,000 total new homes in Westmead by 2036. The LSPS states that most housing growth will be in the form of high density apartments.

The LSPS states that TfNSW is projecting the City of Parramatta workforce to increase from 164,000 in 2016 to 250,000 in 2036 (+86,000 over the Plan period), with 60% of new jobs to be in centres including the Westmead Health and Education Precinct. In total, 28,700 additional jobs (resulting in 48,500 total jobs) are targeted for Westmead by 2036 owing to the introduction of Sydney Metro West and the recently opened Parramatta Light Rail.

In accordance with the LSPS Priorities, Directions and Actions, the Proposal would focus new housing and jobs in the designated Westmead Growth Area and Strategic Centre, which in turn forms part of the GPOP Corridor. A diversity of housing types and sizes would be incorporated to meet community needs into the future. Through the co-provision of precinct-supportive uses, open spaces and walking and cycling links, the Proposal would contribute to the community infrastructure and recreation opportunities promoted by the LSPS.

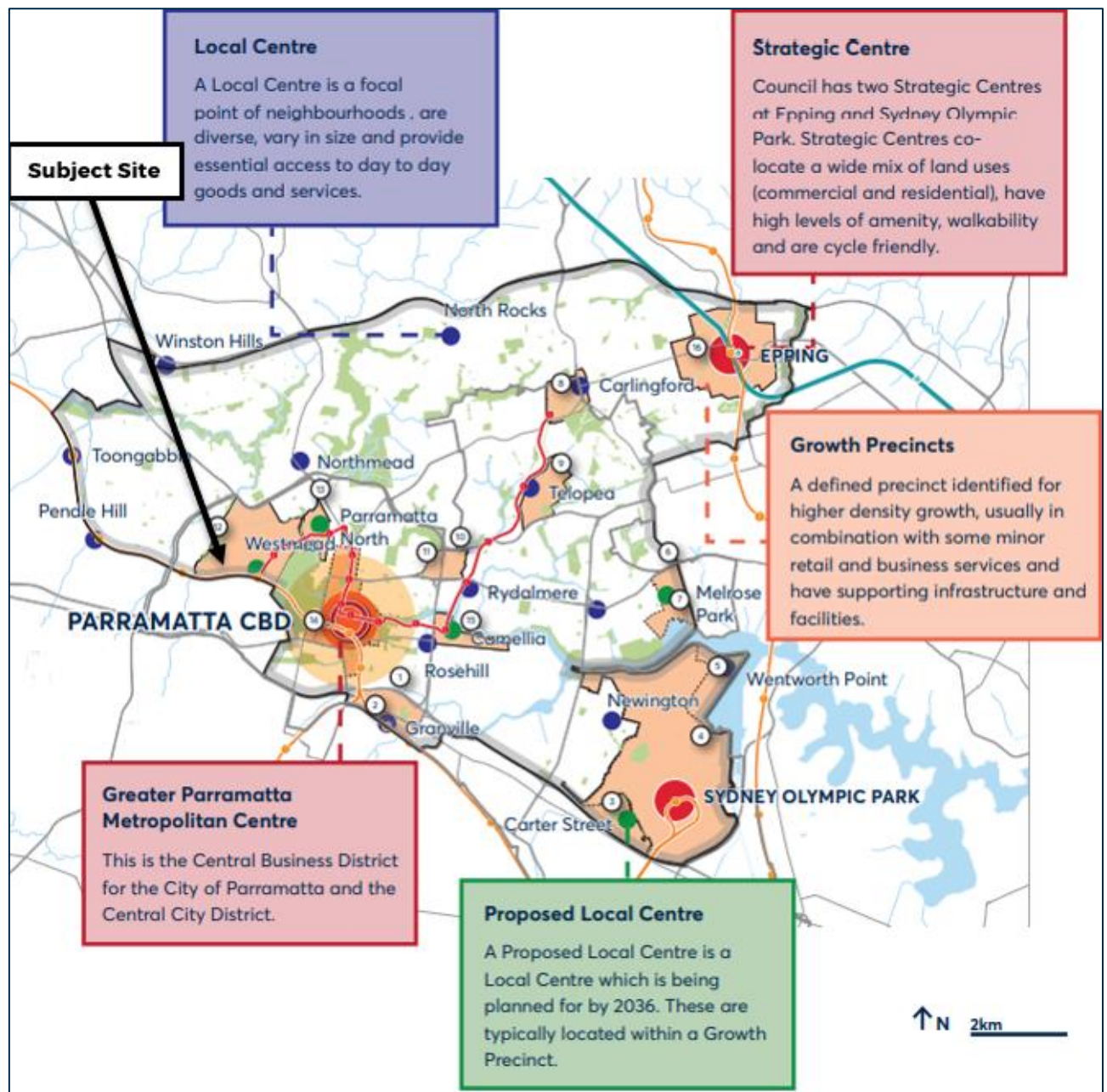


Figure 10 – LSPS Structure Plan (Source: Parramatta City Council, 2020)

Parramatta 2038 Community Strategic Plan

The Parramatta Community Strategic Plan 2018-2038 seeks to manage the elements of growth that Council can influence to ensure an improved quality of life for its residents and visitors.

The Westmead Innovation Precinct, the recently opened Parramatta Light Rail, and the planned Sydney Metro West are identified as ‘transformational projects’. Westmead is to be expanded and upgraded to deliver an integrated and innovative health, commercial, education and research precinct. The Parramatta Light Rail connects homes, jobs, services and activity centres across Greater Parramatta. Along the light rail route at Westmead, a new civic heart is to be developed with an enhanced public domain and a greater number of dwellings.

The provision of a significant supply of new housing on the Site through high density development reflects the transformational intent for Westmead. The Proposal would provide the housing that is

required as part of an integrated innovation precinct to allow key workers, skilled workers, and professionals to live within the Precinct thereby reinforcing its primary function and operation in accordance with local and regional strategies.

Community Infrastructure Strategy

The Community Infrastructure Strategy sets out Council's long-term direction for social infrastructure provision. The Strategy identifies and assesses existing social infrastructure provision, identifies contemporary challenges for realising quality social infrastructure, and nominates key opportunities and directions for Parramatta's high growth areas.

The Westmead Innovation District forms one of these high growth areas with the population forecast to increase by 13,400 (137%) over the period 2019-2041, and the number of dwellings similarly expected to increase by 5,200 (149%) over the same period.

The Strategy expects the future community of the Westmead Innovation District area to include:

- Many households living in high density;
- A high proportion of working aged residents, and an increasing number of families with younger children;
- A highly educated population with a high proportion of professionals, including those employed in health related fields and innovation; and
- A 24-hour community, with workers, visitors, patients and their families, students and residents coming to Westmead.

The key recommendations for supporting infrastructure provision include:

- Advocate and plan for the provision of affordable rental housing for key workers;
- Deliver a new park at Westmead as part of the Westmead masterplan process including one new full-size sportsground and increased access to recreation elements for informal active and passive recreation;
- Advocate and plan for the provision of open space and recreation facilities within private development to support the needs of residents, including those of families with children;
- Deliver upgrades to district, local and pocket parks and recreation facilities for informal passive and active recreation; and
- Deliver one additional new district play space and new/ upgraded play spaces to target the 'teenage' age group and focus on sensory, imaginative and natural play types.

The envisaged development would deliver an extensive range of social infrastructure, including a provision of affordable rental housing to be managed by a CHP for 15 years; and significant public domain enhancement encompassing 40% of the Site including a new local street, a new shared street (comprising cycle lanes and footpaths), together with publicly accessible open space. Subject to the outcomes of future PA negotiations, the Planning Proposal could enable the provision of public open space in the form of a 1,000m² public park (inclusive of 100% deep soil and 45% canopy coverage). The design response also incorporates 30% of the Site as separate, communal open space.

2.2.2. Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?

Directions for a Greater Sydney: 2017 – 2056

Directions for a Greater Sydney outlines a set of common guiding principles that will help navigate the future of Greater Sydney and ensure it is a great place to live for current and future generations.

The ten (10) key directions include:

- A city supported by infrastructure
- A city for people
- Housing the city
- A city of great places
- Jobs and skills for the city
- A well connected city
- A city in its landscape
- An efficient city
- A resilient city
- A collaborative city

In accordance with these directions, the future high-density residential development would provide new housing in an established area that is serviced by established and future infrastructure, including the recently opened Parramatta Light Rail, the planned Sydney Metro West, and the Westmead Health and Education Precinct and Innovation District.

Growth would therefore be aligned with existing and planned infrastructure, ensuring the new community would be supported by all infrastructure and services required to facilitate liveability, productivity, and sustainability. In this regard, high density development on the Site would contribute to the realisation of the '30-minute city'.

Through the delivery of 404 dwellings, the Proposal would also contribute to meeting supply targets, placing downward pressure on prices to improve affordability, and diversifying housing choice. A range of unit sizes and tenures would assist in accommodating a variety of price-points and meeting the needs of Sydney's diverse and growing population, specifically those working within the Westmead Health and Education Precinct and Innovation District.

Through providing diverse new housing, jobs and services in a vibrant environment that is supported by public transport and other key infrastructure, the Proposal would assist in creating a community for people. The Site would become a great place to live, work, visit and socialise, being defined by design excellence, high quality public spaces, opportunities for planned and spontaneous social interaction, walkability, cyclability and innovation.

The Greater Parramatta and Olympic Peninsula (GPOP)

The 6,000-hectare Greater Parramatta to Olympic Peninsula (GPOP) corridor is fast emerging as the heart of the Central City. In November 2019, the GSC released the draft pilot Place-based

Infrastructure Compact (PIC) for GPOP, which aims to ensure infrastructure delivery is matched with growth across 26 precincts within the GPOP corridor.

In 2020 the State Government announced that a Strategic Plan for GPOP will be prepared to establish a land use vision for each of the 26 precincts, further investigate potential growth options and infrastructure needs, and implement a staging and sequencing plan. The Department is also preparing place strategies to provide a more detailed vision for GPOP precincts that are changing as a result of new infrastructure such as transport links, or where there are significant issues to resolve. The aforementioned Place Strategy for Westmead was published in October 2022.

Westmead is a suggested priority area for Phase 1 in light of committed infrastructure providing the opportunity to align growth and support job creation and development. Further, Westmead has been assessed as being a strategic place to grow and support jobs, health services, tertiary education, housing diversity and cultural experiences. Westmead is well positioned to leverage the investment in major infrastructure.

The provision of diverse new housing supply on the Site responds to the vision for GPOP and specifically for Westmead. New housing would be located in close proximity to existing and planned public transport, major employment generators and local services. In accordance with the intent of the PIC, the Proposal would provide additional housing in an area for which new infrastructure is being collaboratively planned (including the recently opened Parramatta Light Rail and the planned Sydney Metro West).

Please refer to **Figure 11** below.

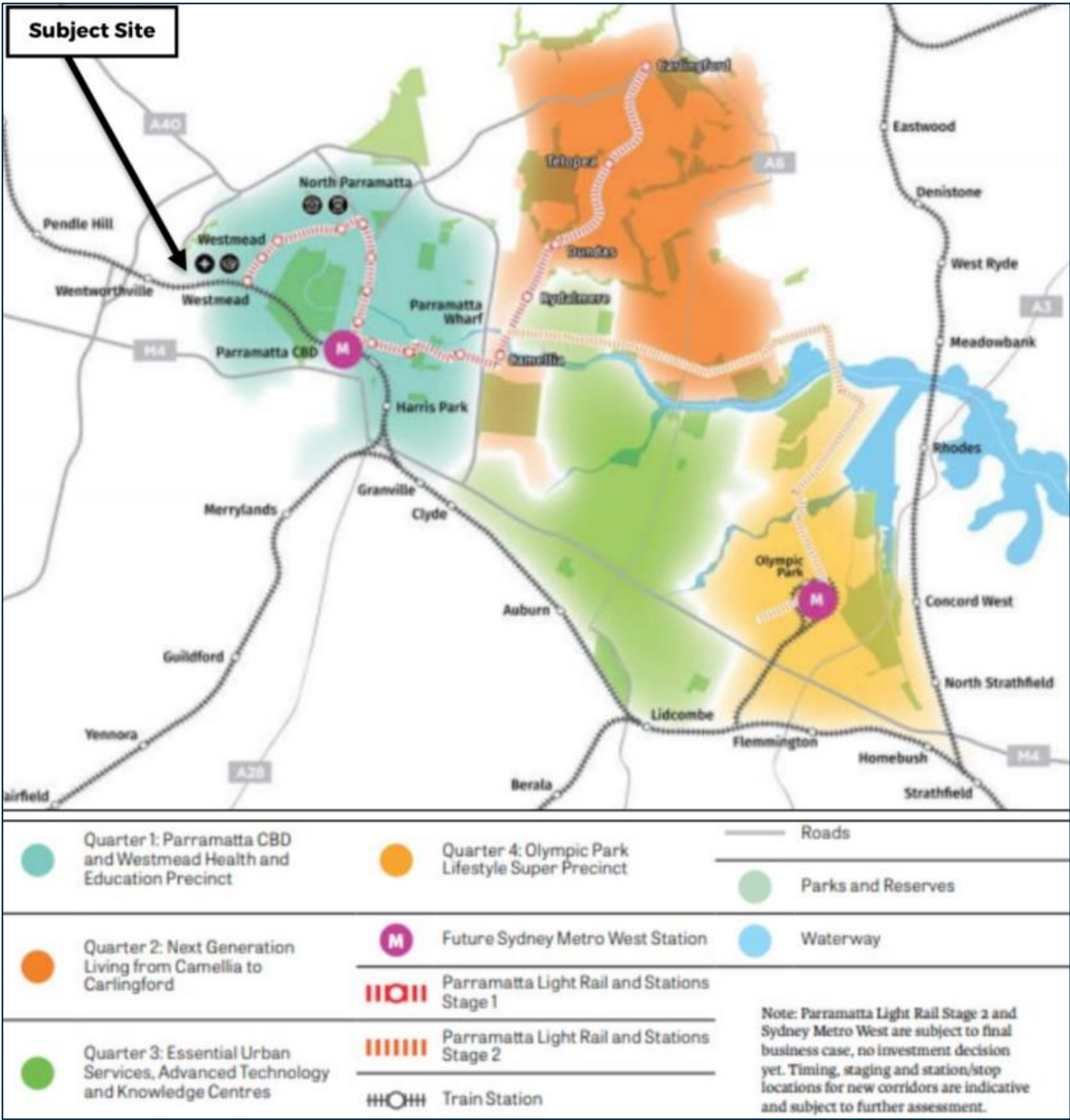


Figure 11. GPOP Map (Source: NSW Legislation, 2022)

Parramatta Light Rail

The recently opened Parramatta Light Rail (Stage 1) is anticipated to serve 28,000 people daily by 2026, with an estimated 130,000 people living within walking distance of the 16 light rail stops.

The Stage 1 route extends from Westmead to Carlingford and will connect Parramatta CBD to the Westmead Precinct, Parramatta North Growth Centre, the new Western Sydney Stadium, the Camellia Town Centre, the New Powerhouse Museum and Riverside Theatres, the private and social housing redevelopment at Telopea, Rosehill Gardens Racecourse and three (3) Western Sydney University campuses. In total, the route extends 12km and includes 16 stops.

Stage 2 of the Parramatta Light Rail will link communities north and south of the Parramatta River directly to the Parramatta CBD, the Camellia Town Centre, as well as the booming sport, entertainment, education and employment hub at Sydney Olympic Park, and to the Carter Street Precinct. The route will consist of 15 stops over a 10km two-way track, facilitating travel times of 30 minutes between Sydney Olympic Park and Parramatta CBD.

The Stage 1 and Stage 2 routes are illustrated at **Figure 12**. As shown in **Figure 13**, the Site is located in close proximity (approximately 800m walking distance) of the proposed Westmead Light Rail stop.

High density residential development on the Site would therefore benefit from the improved connectivity and regional accessibility to be delivered through the significant infrastructure investment in Parramatta Light Rail. Development on the site would also contribute to the revitalisation of the light rail corridor.

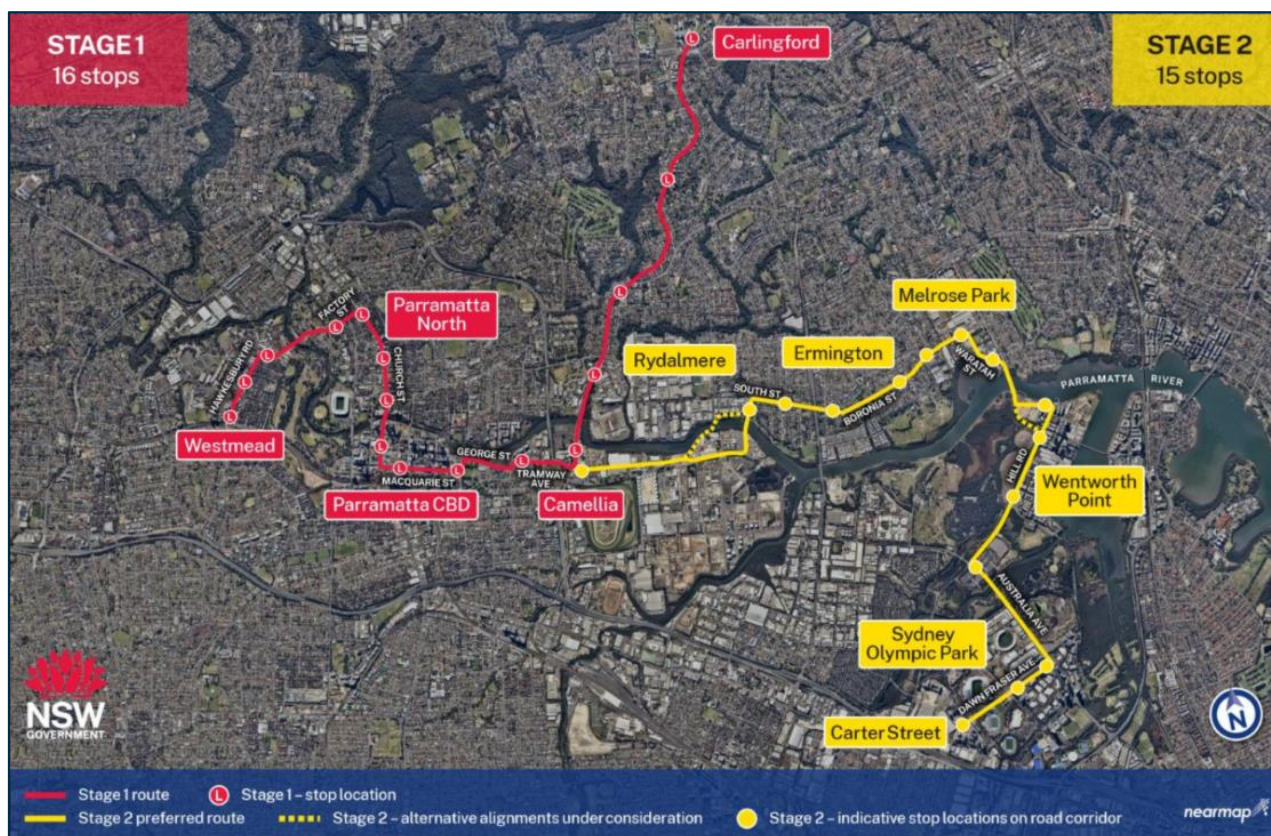


Figure 12. Stage 1 and Stage 2 of the Parramatta Light Rail (Source: NSW Government, 2022)

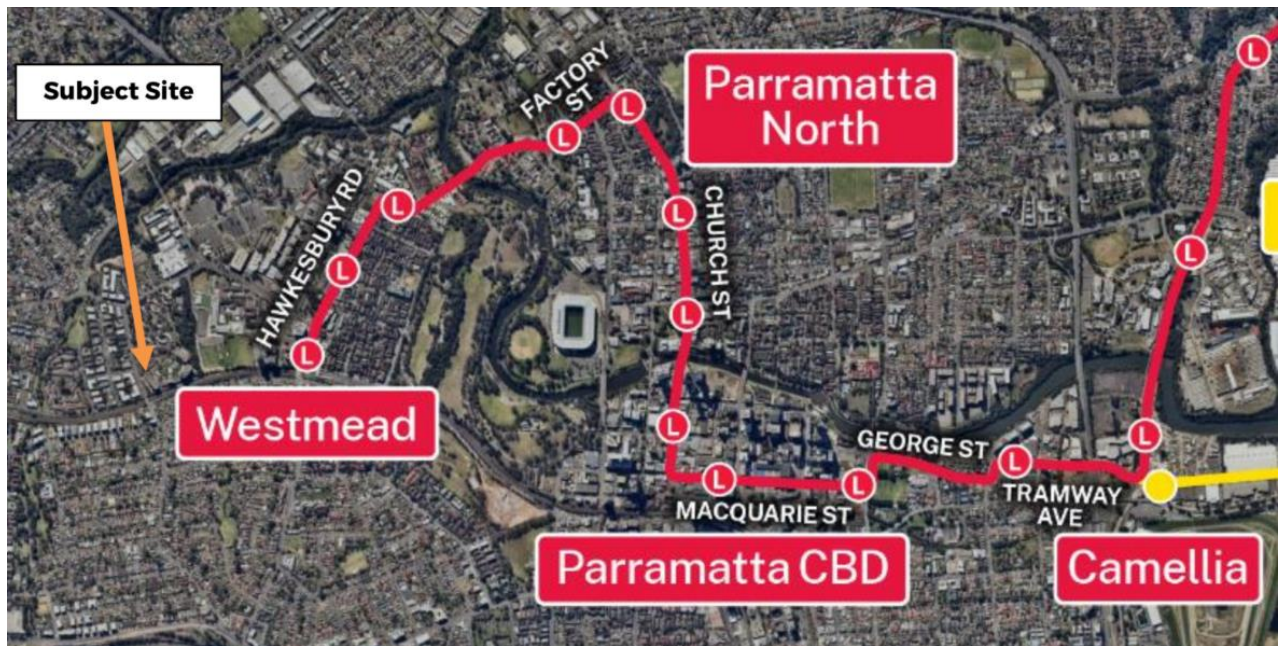


Figure 13. Parramatta Light Rail – Westmead Sector (Source: NSW Government, 2022)

The opportunities afforded by the Parramatta Light Rail to unlocking the effective and efficient use of land for greater housing supply are encapsulated by the NSW Government’s partial rezoning of North Parramatta to provide housing for hundreds more families and singles.

On 26 October 2023, State Premier Chris Minns announced the following in relation to the Parramatta Light Rail:

- *“The housing crisis is one of the biggest challenges facing NSW and our nation.*
- *“The construction of homes in Sydney has not kept up with population growth, and that is squeezing buyers, renters and owners.*
- *“More and more you will see the Government link the construction of transport infrastructure with the construction of more homes.*
- *“We need to take full advantage of the investments our state’s taxpayers make into new public transport infrastructure.*
- *“Suburbs like Parramatta already have the infrastructure and amenities to support more homes.”*

Sydney Metro West

The NSW Government is moving to link the construction of major new transport infrastructure in Sydney to major housing uplift, and this focus will underpin Metro West.

Sydney Metro West will connect the key precincts of Greater Parramatta, Sydney Olympic Park, The Bays Precinct and Sydney CBD.

Sydney Metro West includes a new underground Metro station at Westmead, intended to support the growing residential areas and Health and Education Precinct. New metro platforms will be located next to the existing Westmead Station providing an easy above-ground interchange with the T1 Western Line and T5 Cumberland Line. The new station will also provide customers with

easy access to Parramatta Light Rail, T-way buses and other bus services. As well as connecting customers to the Westmead health, education and employment hub, the new metro station will service residential areas experiencing growth and renewal in north and south Westmead.

As well as doubling the rail capacity between Parramatta and Sydney CBD, Sydney Metro West will link new communities to rail services, revitalise existing areas, and unlock housing supply and employment growth. The project targets a rail travel time of 20 minutes between Parramatta and the Sydney CBD.

An extract from the Sydney Metro West map is provided at **Figure 14**



Figure 14 – Sydney Metro West Map (Source: NSW Government, 2022)

The NSW Government has directed Sydney Metro to work on increasing the delivery of new housing supply along the Metro West alignment, to support the government’s plan to build more well-located homes near new and existing transport infrastructure.

The government has also announced further work will also be considered to broaden the catchment of all Metro West stations with enhanced land transport links, like rapid buses to ensure that more communities will be able to benefit from this once-in-a-generation investment.

The project is expected to be completed by 2032.

2.2.3. Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 5 below).

Table 5 – Consistency of Planning Proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistency: Yes = ✓ No = x N/A = Not applicable	Comment
SEPP (Resilience and Hazards) 2021	✓	The Site is already currently developed as residential accommodation, but is seeking increases in the maximum building height and floor space ratio development standards. Any contamination issues will be addressed at the DA stage.
SEPP (Housing) 2021	✓	<p>With the changing needs of housing across NSW, the <i>State Environmental Planning Policy (Housing) 2021</i> (Housing SEPP) intends to provide for more affordable homes, more choice of homes, and new types of homes to meet these changing needs.</p> <p>The Housing SEPP includes provisions relating to infill affordable housing whereby development that includes a qualifying quantum within an accessible area (the Site meets the relevant criteria) may be eligible for FSR and building height bonuses. The current Proposal does not intend to access these provisions.</p>
SEPP (Sustainable Buildings) 2022	✓	<p>This SEPP requires residential development to achieve minimum performance standards for thermal comfort and water efficiency with the intention of reducing demand for energy and potable water. Demonstrable compliance with the requirements of the SEPP would be provided as part of a future DA.</p> <p>The Proposal does not change the manner in which this SEPP would apply to any future DA for new residential development at the Site.</p>
SEPP (Industry and Employment) 2021	N/A	Not relevant to the proposed amendment. May be relevant to a future DA i.e. incorporating signage.
SEPP (Transport and Infrastructure) 2021	N/A	Not relevant to the proposed amendment. May be relevant to a future DA i.e. traffic generating development.

SEPP (Biodiversity and Conservation) 2021	N/A	Not relevant to the proposed amendment. The Site has no affectations relating to biodiversity and conservation.
SEPP (Planning Systems) 2021	N/A	Not relevant to the proposed amendment. May be relevant to a future DA i.e for State Significant Development.
SEPP (Precincts – Central River City) 2021	N/A	Not relevant to the proposed amendment.

2.2.4. Is the Planning Proposal consistent with applicable Ministerial Directions (s.9.1 Directions)

In accordance with Clause 9.1 of the *EP&A Act 1979* the Minister issues directions for the relevant planning authorities to follow when preparing Planning Proposals for new LEPs. The directions are listed under nine focus areas:

1. Planning Systems and Planning Systems – Place Based
2. Design and Place (This Focus Area was blank when the Directions were made)
3. Biodiversity and Conservation
4. Resilience and Hazards
5. Transport and Infrastructure
6. Housing
7. Industry and Employment
8. Resources and Energy
9. Primary production

The following directions are considered relevant to the subject Planning Proposal.

Table 6 – Consistency of Planning Proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance
1. Planning Systems and Planning Systems – Place Based		
Direction 1.1 – Implementation of Regional Plans The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	The proposed rezoning is consistent with the Greater Sydney Region Plan and Central City District Plan. In accordance with the Region Plan, District Plan and draft Westmead Place Strategy's vision for the Greater Parramatta to Olympic Peninsula (GPOP), the Westmead Health and Education Precinct and the 30 minute city, the development of the Site would see intensified housing development concentrated in an existing urban area supported by major employment opportunities, public transport, services and the major infrastructure investment committed for the region.	Yes

<p>Direction 1.3 – Approval and Referral Requirements</p> <p>The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p>	<p>The Site is within the R4 High Density Residential zone and is bound to the north and east by SP2 zoned land for Health and Education infrastructure, respectively, neither of which is constrained by maximum building height or FSR development standards. The Proposal seeks to enable the effective and efficient use of the Site for a development that is commensurate with its zoning and local context.</p>	<p>Yes</p>
<p>Direction 1.4 – Site Specific Provisions</p> <p>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.</p>	<p>The current applicable maximum building height and floor space ratio development standards are not commensurate with the Site's R4 zoning, or its context, and are preventing the most effective and efficient use of this valuable supply of residential zoned land.</p> <p>All envisaged land uses are permissible with consent within the R4 High Density Residential zone.</p> <p>The proposed uplift in building height and density will also allow for the incorporation of an element of affordable housing, which could be positioned to target those key workers based within the significant social infrastructure underpinning the Health and Education Precinct and Innovation District, of which the Site is a constituent part.</p> <p>The Proposal introduces new local provisions which require the preparation of a site-specific DCP and the dedication of affordable housing to a Community Housing Provider for 15 years.</p> <p>A site-specific DCP is required to formally link the Design Guidelines endorsed by the Sydney Central City Planning Panel to the future development of the Site. The envisaged future development of the Site would be required to have regard to the site-specific DCP, thereby ensuring that the endorsed Design Guidelines are part of the applicable planning framework. The Design Guidelines endorsed by the Sydney Central City Planning Panel allow the Proposal to achieve site specific merit.</p> <p>The viability tested provision of affordable housing would be secured by way of an appropriately worded LEP clause under Division 6 of the PLEP 2023 ('Site Specific Provisions'). This is required to formally link the provision of affordable housing to the development outcome envisaged by the Proposal. This will ensure that the requirement for affordable housing enjoys equal weight to the development standards controlling the maximum height and density of the built form – as clauses of the applicable Environmental Planning Instrument. The proposed site-specific LEP clause provides an appropriate mechanism to secure affordable housing.</p> <p>The enshrinement of a LEP clause is also expected to represent the most efficient way forward. The use of a VPA is also considered voluntary.</p> <p>The Proposal does not impose any further development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</p>	<p>Inconsistent, but justified</p>

	The inconsistency with this Direction is justified and will result in beneficial development outcomes, especially for the realisation of public benefit.	
<p>Direction 1.7 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</p> <p>The objective of this direction is to ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan dated July 2017 (the Interim Plan)</p>	Please refer to the relevant sub-section of this Planning Proposal Report.	Yes
<p>Direction 1.19 – Implementation of the Westmead Place Strategy.</p> <p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> (a) facilitate development within the Westmead and Parramatta North precincts that is consistent with the Westmead Place Strategy, and (b) actively support the consistent delivery of objectives in the Central City District Plan and Greater Sydney Region Plan. 	Please refer to the relevant sub-section of this Planning Proposal Report.	Yes
2. Design and Place		
This Focus Area was blank at the time the Directions were made.		
3. Biodiversity and Conservation		
<p>Direction 3.1 – Conservation Zones</p> <p>The objective of this direction is to protect and conserve environmentally sensitive areas.</p>	The Planning Proposal does not affect any items of heritage significance and the Site is not within a Heritage Conservation Area.	Not applicable
<p>Direction 3.2 – Heritage Conservation</p> <p>The objective of this direction is to protect and conserve environmentally sensitive areas.</p>		

4. Resilience and Hazards		
<p>Direction 4.1 – Flooding</p> <p>The objectives of this direction are to:</p> <p>(a) Ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</p> <p>(b) Ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.</p>	<p>Council's flood information demonstrates that the Site is clear of the 1 in 100-year flood level quoting a level of RL 20.1m AHD. This level is well below the minimum Site level of RL 23.0m AHD.</p> <p>The flood enquiry information also demonstrates that the Site is clear of the PMF flood event extent.</p> <p>Based on the position of the property and local topography, the Site is not expected to be affected by any local overland flow paths.</p>	Yes
<p>Direction 4.3 Planning for Bushfire Protection</p> <p>The objectives of this direction are to:</p> <p>(a) Protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and</p> <p>(b) Encourage sound management of bush fire prone areas.</p>	<p>The Site has no bushfire related affectation.</p>	Not applicable
<p>Direction 4.4 – Remediation of Contaminated Land</p> <p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by Planning Proposal authorities.</p>	<p>The Site is already currently developed as residential accommodation, but is seeking increases in the maximum building height and floor space ratio development standards. Any contamination issues will be addressed at the DA stage.</p>	Yes
<p>Direction 4.5 - Acid Sulfate Soils</p> <p>The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p>	<p>The Site is not identified as within any of the classes on the Acid Sulfate Soils Map in the PLEP 2023.</p>	Yes
5. Transport and Infrastructure		

<p>Direction 5.1 – Integrating Land Use and Transport</p> <p>The objective of this direction is to ensure that development reduces dependence on cars, increases the choice of available transport and improves access to housing, jobs and services by walking, cycling and public transport.</p>	<p>The Planning Proposal would promote walkable and 30-minute cities by delivering 404 much-needed new homes within the Westmead Health and Education Precinct and Innovation District.</p> <p>The Site is well serviced by transport infrastructure and has excellent access to amenities and employment opportunities, both within the Precinct and further afield.</p>	<p>Yes</p>
<p>6. Housing</p>		
<p>Direction 6.1 – Residential Zones</p> <p>The objectives of this direction are to encourage a variety and choice of housing types, make efficient use of existing infrastructure and services and minimise the impact of residential development.</p>	<p>The Proposal would enable a housing solution for the key workers, skilled workers, and professionals comprising the community of the Westmead Health and Education Precinct and Innovation District.</p> <p>The accommodation mix and variety of tenures would ensure the creation of sustainable and balanced communities within the Precinct.</p> <p>An intended outcome of the Planning Proposal includes providing a highly sustainable development with a density commensurate with the excellent accessibility to employment opportunities, local services, and transport connections to the wider region. The Proposal would also ensure the effective and efficient use of this valuable supply of High Density Residential zoned land.</p>	<p>Yes</p>
<p>7. Industry and Employment</p>		
<p>Direction 7.1 – Business and Industrial Zones</p> <p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> (a) Encourage employment growth in suitable locations, (b) Protect employment land in business and industrial zones; and (c) Support the viability of identified centres. 	<p>The Planning Proposal does not seek amendments to the current R4 High Density Residential zoning. The Proposal would encourage employment growth by providing a significant supply of diverse housing within Westmead, and would reinforce the primary function and operation of the Westmead Health and Education Precinct and Innovation District.</p>	<p>Yes</p>
<p>Focus Areas 8 and 9 are not applicable</p>		

2.3. Section C – Environmental, social and economic impact

This section considers the potential environmental, social and economic impacts which may result from the Planning Proposal.

2.3.1. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The Site is not identified in proximity of any area of biodiversity and accordingly the proposal would not exhibit any adverse impact on the natural environment or other resources. Rather the proposal relates to a site that has been historically developed, is highly disturbed, comprises limited existing vegetation, and forms part of an established urban area.

The Site's redevelopment would create opportunities for development designed in accordance with the principles of Environmentally Sustainable Development (ESD), new public streets, pedestrian links and open spaces, community facilities and other uses that support the Westmead Health, Education and Innovation District, the co-location of housing, jobs and services, and the promotion of active transport use.

Landscaping across the Site would significantly enhance the amenity of the Site, contribute to the fine grain and human scale of the streetscape, boost the urban tree canopy, positively contribute to microclimate, biodiversity and habitat, connect to existing green corridors to support the expansion of green links through Westmead and Parramatta, and optimise opportunities for social interaction amongst residents, workers, visitors and the wider community.

2.3.2. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The primary environmental impacts in relation to the Proposal for the Site are:

- Urban design; and
- Traffic and transport.

There are also minor environmental impacts that have been considered including:

- Noise; and
- Aviation.

Urban Design

The Proposal's concept design reflects over five years of collaboration and an all-encompassing iterative design process with Council and the NSW Sydney Central City Planning Panel.

The Site is the largest, amalgamated land holding identified for residential use in the Westmead Health and Education Precinct and Innovation District. Site specific features of the current concept masterplan include:

- Strategic positioning of the residential towers along Bridge Road in a north-south orientation to maximise solar access and natural ventilation, as well as minimise overshadowing to public and communal open spaces.
- Provision of the non-residential use (retail/ commercial element) at ground floor, positioned at the corner facing Bridge Road and the Monarco Estate to create an activated ground floor at the primary aspect.
- The residential tower floorplates have a maximum area of 750m² GFA, 1,000m² GBA, and 50m length.

- A human-scale podium of three (3) storeys in height addressing the scale of development across Bridge Road to the west, and with a maximum floorplate length of 65m, both in response to Council feedback;
- New streets and public spaces, with 40% of the Site dedicated to public domain enhancement;
- Delivery of a new main street, a shared street, and dedicated connection to the green network;
- The design response incorporates a publicly accessible open space (public park) of 1,000m², which seamlessly blends with the existing green grid and encourages people to congregate and socialise. This includes 100% deep soil and 45% canopy coverage.
- 30% of the Site (2,598m² - with 650m² at ground level) comprises communal open space, situated between the towers and rooftop gardens.
- The design response provides car parking in the basement and addresses the maximum car parking rate for residential flat buildings, with suitable modes of sustainable travel encouraged.
- Provides the alternative access for vehicles (via the proposed perimeter road at the northern aspect owing to the access restrictions of the existing route from Bridge Road).
- Reduces the northern setback to 2-4m (total of 12m from the boundary pursuant to the ADG requirements).

These features integrate the masterplan with its immediate context, whilst also anticipating the graceful evolution of Westmead a denser place given the significant ongoing investment in job creation and public transport infrastructure.

The concept design has been informed by detailed site analysis and consideration of the surrounding context in order to provide an optimal development outcome that capitalises on the strategic potential of the land, uplifts the surrounding public domain and provides a high level of amenity.

The Site and surrounding area are zoned for a combination of high rise residential development, education establishments with no height limit and health facilities with no height limit. Currently, the area incorporates a range of building heights generally ranging from three (3) to 16 storeys and land uses that would be described as relatively intense. Land to the immediate north is considered to exhibit significant redevelopment potential, and given it is unconstrained by any maximum height or FSR controls would likely be developed for higher densities and high rise built form.

The building height, density and range of uses proposed for the Site therefore present the opportunity to create a transition between existing multi-storey residential flat buildings to the south and west, the anticipated future high rise development on land to the north, and the Health, Education and Innovation Precinct.

The design of the concept development would align the tower elements parallel with the north to south orientation of Bridge Road to the west to maximise solar access and natural ventilation while minimising overshadowing to the generous, multi-level public and communal open spaces. Lower building elements and publicly accessible open space would occupy the central and eastern

portions of the Site, with enhanced public realm addressing Bridge Road and the southern boundary where existing residential development comprises the four apartment buildings forming the Monarco Estate.

The design response would complete the circular configuration with the Monarco Estate sub-precinct and would provide an effective transition in height and scale while protecting the amenity of the existing residential neighbours to the south, the amenity of the future occupiers of the Site, and while increasing and enhancing the provision of open space and public domain.

In summary, the Proposal would introduce a transitional development that complements the range of surrounding land uses, integrates with the variety of built form densities in the general area, responds to the strategic location of the site and leverages new infrastructure investment (namely Parramatta Light Rail and Sydney Metro West).

The proposed height, FSR and range of land uses also reflect strategic directions for urban renewal and transit corridors, education and health precincts, innovation districts, and development in the vicinity of new transit nodes.

The Urban Design Report prepared by Hatch – Roberts Day, enclosed at **Appendix 3**, provides the urban design justification to support the Planning Proposal.

The Urban Design Report also includes analyses relating to solar amenity, visual impact, and compliance with the Apartment Design Guidelines.



Figure 15. The Proposed Design Concept Site Plan (Source: Hatch – Roberts Day, 2024)



Figure 16. Communal and Public Open Space (Source: Hatch – Roberts Day, 2024)

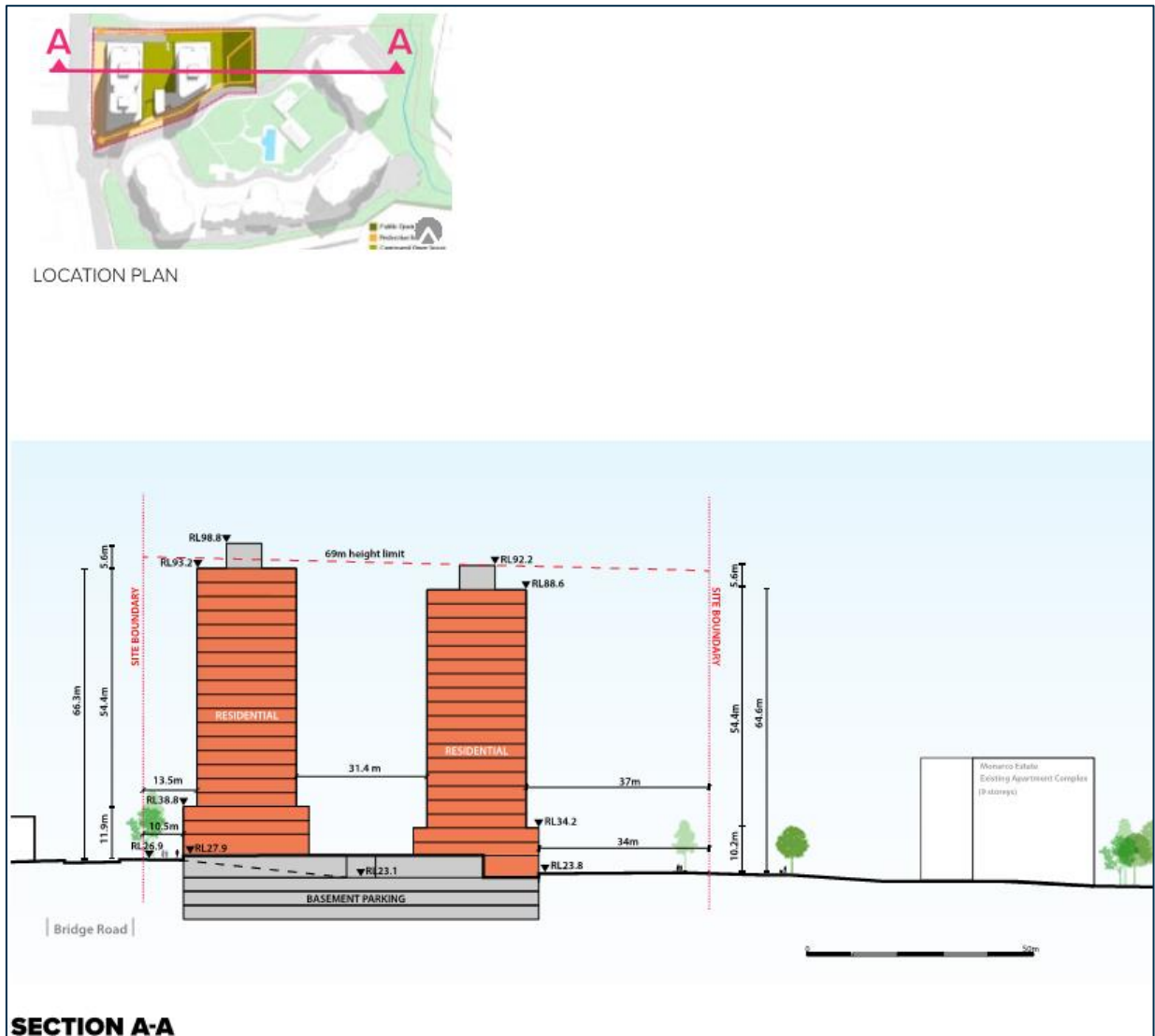


Figure 17. The Proposed Design Concept Section (Source: Hatch – Roberts Day, 2024)

Traffic and Transport

Ason Group has been retained by the Proponent to prepare a Transport Assessment (**Appendix 6**) in relation to the Proposal.

Further to the preliminary assessment of all relevant traffic and transport issues, Ason Group provides the following conclusions:

- The Site is within close proximity to a number of amenities including Westmead Station (800m walking distance), Wentworthville Station (770m walking distance), supermarkets, Mother Theresa Primary School, and Westmead Public Hospital.
- The Site is well serviced by pedestrian connection providing access to the many available public transport options (reflected by the Site achieving the highest PTAL score available), with connections to the wider Sydney area (Liverpool, Campbelltown, Fairfield, Bankstown, and Sydney CBD).
- The Site is strategically well located within the Westmead Health and Education Precinct. the Proposal seeks to align with the key objectives of not only the Westmead Precinct, but

also wider Government strategic objectives of focusing additional housing within close proximity to amenities.

- Parking for the market housing component is to be provided in accordance with the minimum parking rates within the Parramatta Development Control Plan 2023 (PDCP 2023), which consider the Site's proximity to excellent public transport connections currently available, together with the future active transport connections stipulated in the Westmead Place based Transport Strategy.
- Parking for the affordable housing component is to be provided in accordance with the minimum parking rates set out within the State Environmental Planning Policy 2021 (Housing SEPP) which consider the Site to be in an “accessible area”, and therefore trigger the lower car parking rates.
- The following vehicle trip rates per unit, based on the TfNSW Guide Update, have been adopted:
 - AM Peak: 0.19 vehicles per hour; and
 - PM Peak: 0.15 vehicles per hour.

Application of the above rates to the Proposal concept scheme yields a traffic generation of 78 and 61 vehicles in the AM and PM peaks, respectively. Noting that there is an existing residential development generating 16 vehicles in each peak period, this results in a net increase of 81 vehicles in the AM peak and 61 vehicles in the PM peak.

- SIDRA Intersection Modelling was completed to assess the traffic impacts of the Proposal's development traffic on the road network. The baseline conditions were found to be operating satisfactorily. However, it is noted that there has been deterioration to the road network when compared against the assessment completed for the Site in 2019 (0898r01v2 TA 93 Bridge Road, Westmead, Issue II).

The modelling indicates that the network is anticipated to operate beyond capacity in the future, even without considering the additional trips generated by the Proposal.

The future project case model results show that several intersections will experience a slight deterioration in operational performance, even though the additional trips are generated by the Proposal would be relatively modest when compared to the overall traffic volumes. Specifically, the priority-controlled intersections at Wentworth Avenue exhibit poor performance, primarily attributed to right-turning vehicles unable to find suitable gaps due to southbound queues along Bridge Road. The Alexandra Avenue roundabout operates beyond its design capacity.

In 2036, the Darcy Road signalised intersection fails during the morning peak due to northbound queues and high eastbound demands, operating at a LOS F.

While the roundabout providing access to the Site possesses sufficient capacity to accommodate anticipated future traffic volumes, the efficacy of its performance is compromised by the queuing issues along Bridge Road, stemming from capacity constrained by upstream intersections. Consequently, the roundabout also registers a LOS F due to the adverse impact of these upstream conditions.

Several interventions have been proposed to address and improve the reported intersection performance issues along Bridge Road, to enhance traffic flow, reduce congestion, and improve overall operational efficiency at the identified intersections.

These interventions include:

- Bridge Road/ Darcy Road intersection – enforce a parking restriction along the kerbside of the south approach lane, extending up to 90m prior to the intersection.
- Bridge Street/ Wentworth Avenue intersection – implementation of a short left-turn lane on the west approach to allow a dedicated right-turn lane, and widening of the road-over-rail bridge at Bridge Road to three lanes, providing two southbound lanes and one northbound lane.
- Bridge Road/ Alexandra Avenue intersection – provision of two southbound lanes due to the road-over-rail bridge widening.
- Bridge Road/ Vernon Street intersection – enforce a parking restriction along the kerbside of the south approach and exit lanes, extending up to 40-50m prior to the intersection, and enforce a parking restriction along the kerbside of the north approach lane.

In 2026, the performance of most intersections is satisfactory assuming the implementation of the proposed interventions, the LOS ranges from A to D.

In 2036, the performance of most intersections remains acceptable with the proposed interventions, operating at a LOS A to C. The proposed parking restrictions on the south approach at the Darcy Road / Bridge Road intersection would improve the overall performance to an acceptable LOS E during the AM peak.

However, the Bridge Road / Wentworth intersection is projected to operate at an unacceptable LOS F during both the AM and PM peaks. This failure is attributed to improved southbound traffic flow resulting from the railway bridge widening, causing challenges for right-turning southbound vehicles from Wentworth Avenue to find suitable gaps. Prohibiting the right-turn movement would alleviate this issue.

Based on the above, Ason concludes that the Proposal is supportable on traffic grounds as it will have minimal impact upon the performance of the key intersections identified within the Site's vicinity.

Noise

An Acoustic Impact Assessment has been prepared by Pulse White Noise Acoustics and is enclosed at **Appendix 11**.

Background noise logging was undertaken at two locations between 18 and 29 January 2024 at the two locations illustrated in **Figure 18**. The locations were chosen as they represent the two noise environments on the Site – the interface with receivers impacted by road traffic noise from Bridge Road, and receivers shielded from road traffic noise.

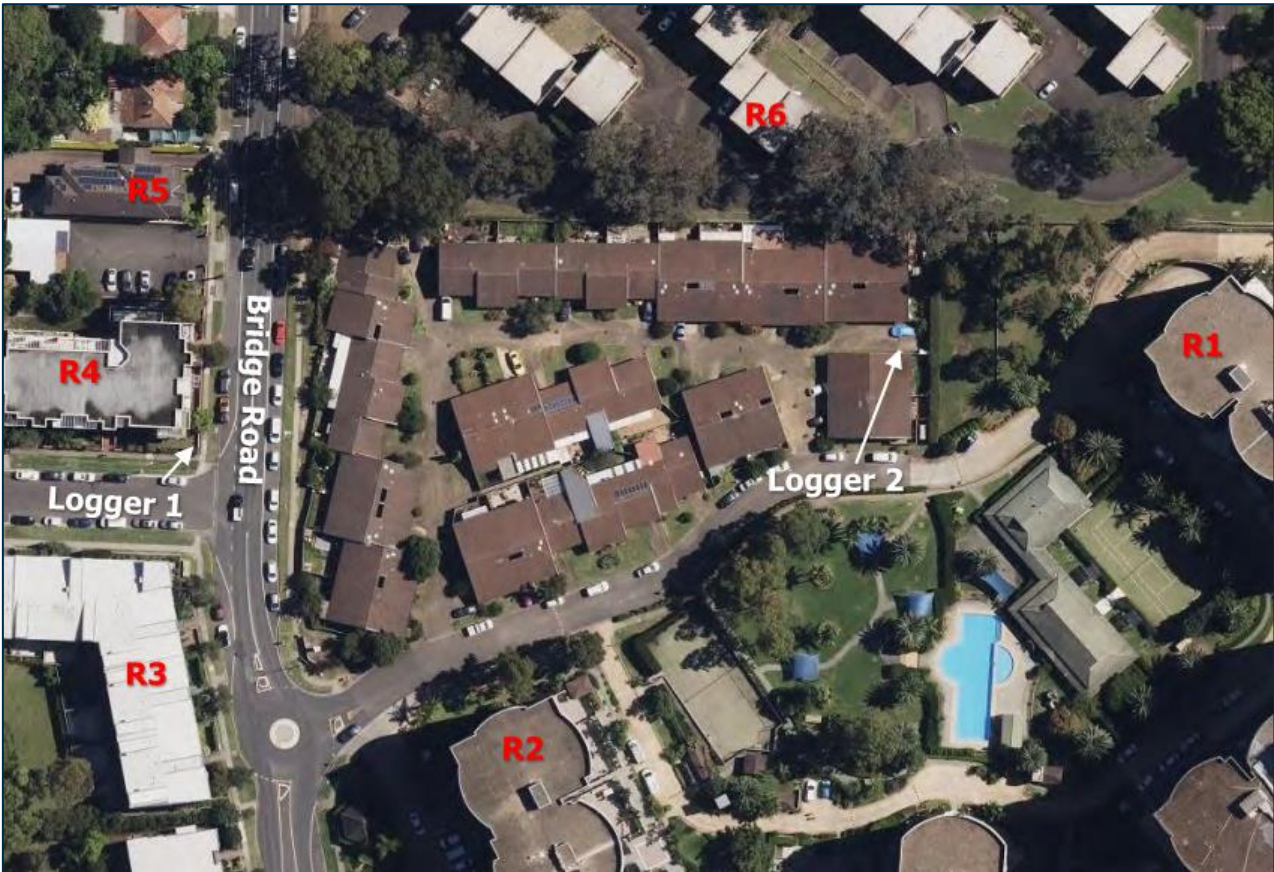


Figure 18. Noise Logger Locations (Source: Pulse White Noise Acoustics, 2024)

Table 7 below provides a summary of the ambient and RBL noise levels measures over the entire measurement period. These noise levels have been used throughout the assessment to determine the existing noise environment and to establish appropriate site-specific noise criteria.

Table 7 – Consistency of Planning Proposal with relevant Section 9.1 Directions

ID	Address	Rating background level			Ambient noise level (L _{Aeq} , period)		
		Daytime	Evening	Night	Daytime	Evening	Night
L1	156 Bridge Road Front	49	47	37	64	63	58
L2	93 Bridge Road Rear	46	46	45	54	50	48

Noise intrusions have been assessed in accordance with the requirements of the Infrastructure SEPP 2021. The assessment has used octave band noise measurements to determine appropriate glazing recommendations. The analysis has determined that standard building construction would be sufficient to provide a suitable internal noise environment, with a glazing recommendation included in the analysis.

Operational noise emission criteria have been derived from the background noise logging in accordance with the EPAs Noise Policy for Industry and background noise logging undertaken for this project. A review of the criteria and typical mechanical services has identified that it is both possible and practical to achieve compliance by using typical building services attenuation. Noise impacts from all proposed plant should be reviewed during the detailed design phase of the project

and appropriate noise controls be included in the design to comply with the PNTLs identified in this report.

Operational road noise criteria have been derived from the EPAs Road Noise Policy. Road traffic noise levels would increase by as much as 0.2 dB, which is considered to be an indiscernible change in noise. Pulse White Noise Acoustic conclude that further considerations of road traffic noise impacts are not required.

Aviation

A Preliminary Aviation Impact Assessment has been prepared by Aviation Projects and is enclosed at **Appendix 10**.

Following a high-level evaluation of aviation aspects of the Proposal, Aviation Projects has concluded that the project development:

- Would not impact Westmead Hospital Helicopter Landing Site (HLS) operations;
- Would not affect the Minimum Sector Altitude (MSA) of any airport;
- Would not infringe the Obstacle Limitation Surface (OLS) of any airport;
- Would not infringe on the circling areas of any airport;
- Would not infringe the obstacle clearance heights applicable to any of the instrument procedures;
- Would not impact Grid Lowest Safe Altitude (LSALT) and air routes LSALT;
- Would not impact any aviation navigation facilities;
- Would not impact Air Traffic Control radar coverage;
- The Site is located outside controlled airspace, wholly within Class G, and is not located in any prohibited or restricted airspace; and
- The Site is located within Danger Area 'D539B' – the vertical limit within both D539B is between the surface and 2,500ft AMSL. The Site will infringe on the Danger airspace and consultation with the Airservices Australia would be required.

Aviation Projects recommend that detailed studies are completed in support of any DA for the eventual built form and that subject to a final Aviation Impact Assessment, consultation would be required with Airservices Australia, the Civil Aviation Safety Authority, and the Department of Defence. Noting the other tall buildings within the Site's vicinity, Aviation Projects consider there to be no significant issue with the principle of the Proposal.

2.3.3. Has the Planning Proposal adequately addressed any social and economic effects?

The proposed inclusion of **404** much-needed new homes in the Proposal responds to the underlying development trends and changes occurring in the wider region across Sydney more generally. The additional housing supply represents a small fraction of the dwelling targets identified for the Central City region and for Greater Parramatta as well as Westmead itself. This is additional supply that would easily be absorbed by ongoing demand, especially as employment opportunities within Westmead increase in the near future.

Based on DPHI population projections, Parramatta's population will grow by approximately 127,000 residents by 2041. This rate of growth (2% per annum) is markedly faster than that expected across Greater Sydney (1.2% per annum). To support this level of population growth, there is an anticipated need for an additional 54,000 dwellings by 2041, which is equivalent to over 2,800 new dwellings per annum.

DPHI's most recent housing supply forecasts indicate that for each year over the coming 5-years, the Parramatta LGA is unlikely to meet this implied dwelling target of 2,800 dwellings per annum. This will result in a cumulative undersupply of between -4,400 dwellings and -6,200 dwellings by 2028.

Supporting new housing opportunities is an important objective of the Westmead Place Strategy, and this identifies 'opportunity areas' where new housing supply could be targeted. Housing opportunity areas on the northern side of the railway line (i.e. within the Parramatta LGA) are focused in the 'Westmead East', 'Parramatta North', and 'Northmead Residential' sub-precincts.

Atlas Economics advise the likelihood of new housing supply in these various parts of Westmead are "mixed". The nature of existing land uses, lot patterns, and land ownership will collectively influence underlying land and property values in each of these areas and accordingly the viability (and deliverability) of future development. A high-level assessment of the prospects of future housing development in each of these areas is considered within Atlas's Urban Economic Assessment enclosed at **Appendix 7**.

Accordingly, there is clear economic and market merit to supporting additional housing supply on the Site given its location, proximity to infrastructure and services and strong prospects for development.

In addition, the Economic Impact Assessment demonstrates that the Planning Proposal generates a clear and significant net positive impact for the Parramatta LGA economy.

During construction, the development of the Planning Proposal is projected to generate \$341.7 million in direct output and support 728 additional FTE jobs (including 383 directly on Site). If considered at the broader NSW level, an even higher level of economic activity would be recorded.

Upon completion, the Planning Proposal will importantly result in more permanent economic activity for the Parramatta LGA economy, including:

- **\$34.9 million** in additional output (including \$19.4 million in direct activity)
- **\$18.3 million** in additional contribution to GRP (including \$9.8 million in direct activity)

- **\$9.9 million** in additional incomes and salaries paid to households (including \$6 million paid directly)
- **90** additional FTE jobs (including 53 additional FTE jobs that are directly related to activity on the Site)

Furthermore, the Planning Proposal is projected to generate additional household expenditure supported through new dwellings within the Parramatta LGA. This activity is estimated to support on an ongoing annual basis (once fully developed and occupied):

- **\$51.8 million** in additional total output.
- **\$30.2 million** in additional total contribution to GRP.
- **\$13.8 million** in additional total wages and salaries to local workers.
- **158** additional FTE jobs.

A separate Social Impact Assessment has been prepared by Hill PDA who concur that the Proposal aligns with the vision of the Westmead 2036 Place Strategy, including through greater place activation and the provision of greater housing choice. Through reference to the area's forecast age structure and the average dwelling size across the social locality, the projected population arising from the Proposal has been estimated at approximately 857 residents.

Hill PDA advise that the Proposal would result in a range of social benefits, including through the provision of diverse housing options (including both market and affordable housing) in an area identified for greater density, in proximity to both existing and proposed public transport options. The Proposal would also provide social benefits through the provision of new open spaces, including a 1,000m² public park and 2,470m² new pedestrian paved area, providing benefits for both new residents as well as existing residents of the broader community. Additionally, the Proposal incorporates 264m² of retail uses, providing positive social outcomes through new jobs and benefits to livelihoods.

Whilst there is the potential for some negative impacts on amenity from the Proposal, these would generally be limited to impacts associated with traffic and noise – both of which have been addressed in the Proposal with these specific assessments enclosed at **Appendix 6** and **Appendix 11**, respectively. In addition, both the existing and proposed public transport infrastructure in Westmead would help to mitigate any potential negative impacts associated with access, as the Site is highly accessible via public transport for future residents and workers.

Overall, Hill PDA conclude that the Planning Proposal is anticipated to have a positive social outcome and is supported.

The Social Impact Assessment is enclosed at **Appendix 8**.

2.4. Section D – State and Commonwealth Interests

2.4.1. Is there adequate public infrastructure for the Planning Proposal?

The Site is serviced by existing infrastructure that is capable of servicing higher density residential, development. In particular the Site is highly accessible by public transport, being within 800m walking distance of Westmead train station and Wentworthville train station. Bus stops directly adjacent to the site frontage provide services to Parramatta Station, Merrylands Station and Blacktown Station. A number of T-ways are located along surrounding streets, including Hawkesbury Road, Darcy Road, Mons Road, Briens Road and Old Windsor Road. The area is also serviced by major road infrastructure.

Resulting from the proximity of the site to public transport, active transport networks and services, the site has been awarded a walk score of 71 ('very walkable- most errands can be accomplished on foot') and a transit score of 64 ('good transit - many nearby public transportation options').

Importantly, in the future the accessibility and walkability of the Site has been further enhanced through the delivery of Parramatta Light Rail (Stage 1 recently opened) and Sydney Metro West (in 2032), both within approximately 800m walking distance of the Site. The implementation of City of Parramatta Council's Green Grid would increase permeability in the local area, decrease distances to public transport nodes, and promote an improved walking and cycling experience.

The Site is located within the Westmead Health and Education Precinct, which comprises various health and educational institutions. As a result, there is an abundance of social infrastructure facilities located in proximity to the Site. Notably, there is approximately 17.6 hectares of public open space within an 800m catchment of the Site. Subject to the outcomes of future PA negotiations, the Planning Proposal could enable the provision of public open space in the form of a 1,000m² public park (inclusive of 100% deep soil and 45% canopy coverage). The design response also incorporates 30% of the Site as separate, communal open space..

A review of social infrastructure has been undertaken by Hill PDA in their Social Impact Assessment, enclosed at **Appendix 8**, based on the benchmarks for the provision of social infrastructure as outlined in the Parramatta Community Infrastructure Strategy. The projected populations show that approximately 1,026 people could occupy the dwellings within the Proposal. It is estimated that the Proposal would generate additional demand for approximately 37 Long Day Care places, 27 Outside School Hours Care places, 72 primary school places, and 42 high school places. Hill PDA conclude that this additional demand is likely to be catered for by the existing provision of education and child care facilities in proximity to the Site. Hill PDA further note that a new education campus has been proposed by the NSW Government in Westmead, involving the construction of a new 1,000 student primary school with a pre-school and a 2,000 student selective high school. Hill PDA therefore conclude that the projected demand for social infrastructure is (in general) likely to be accommodated by the existing infrastructure near the Site.

2.4.2. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Consultation with the State and Commonwealth public authorities will be undertaken once the Gateway Determination has been issued.

PART 4 – MAPS

This section contains the mapping for this Planning Proposal in accordance with the DPHI guidelines on LEPs and Planning Proposals.

4.1 Existing controls

This section illustrates the current *PLEP 2023* controls which apply to the Site.

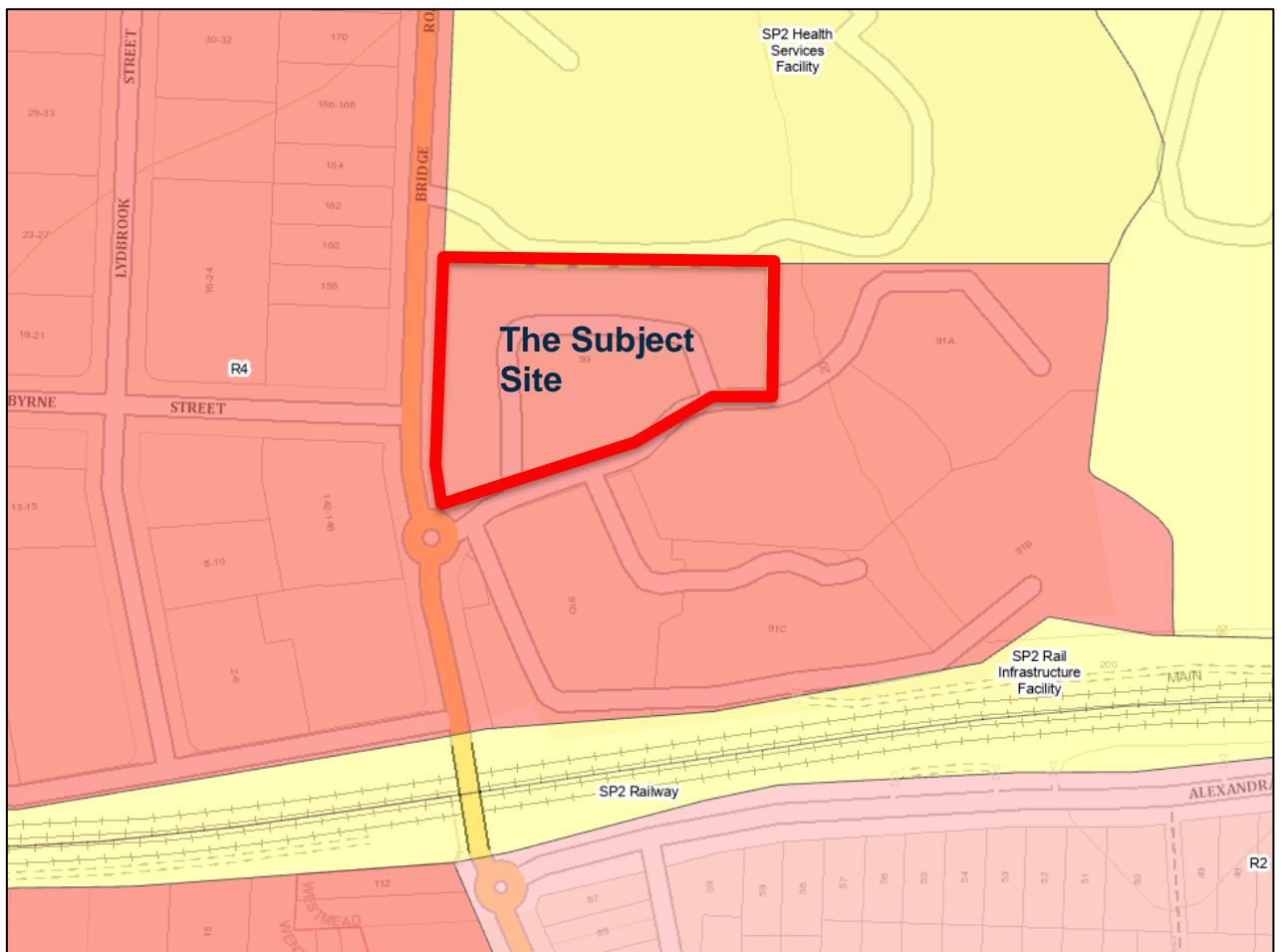


Figure 19 – Existing Land Use Zoning extracted from the PLEP 2023 Land Zoning Map (Source: NSW Legislation, 2023)

Figure 19 illustrates the existing land use zoning applicable to the Site.

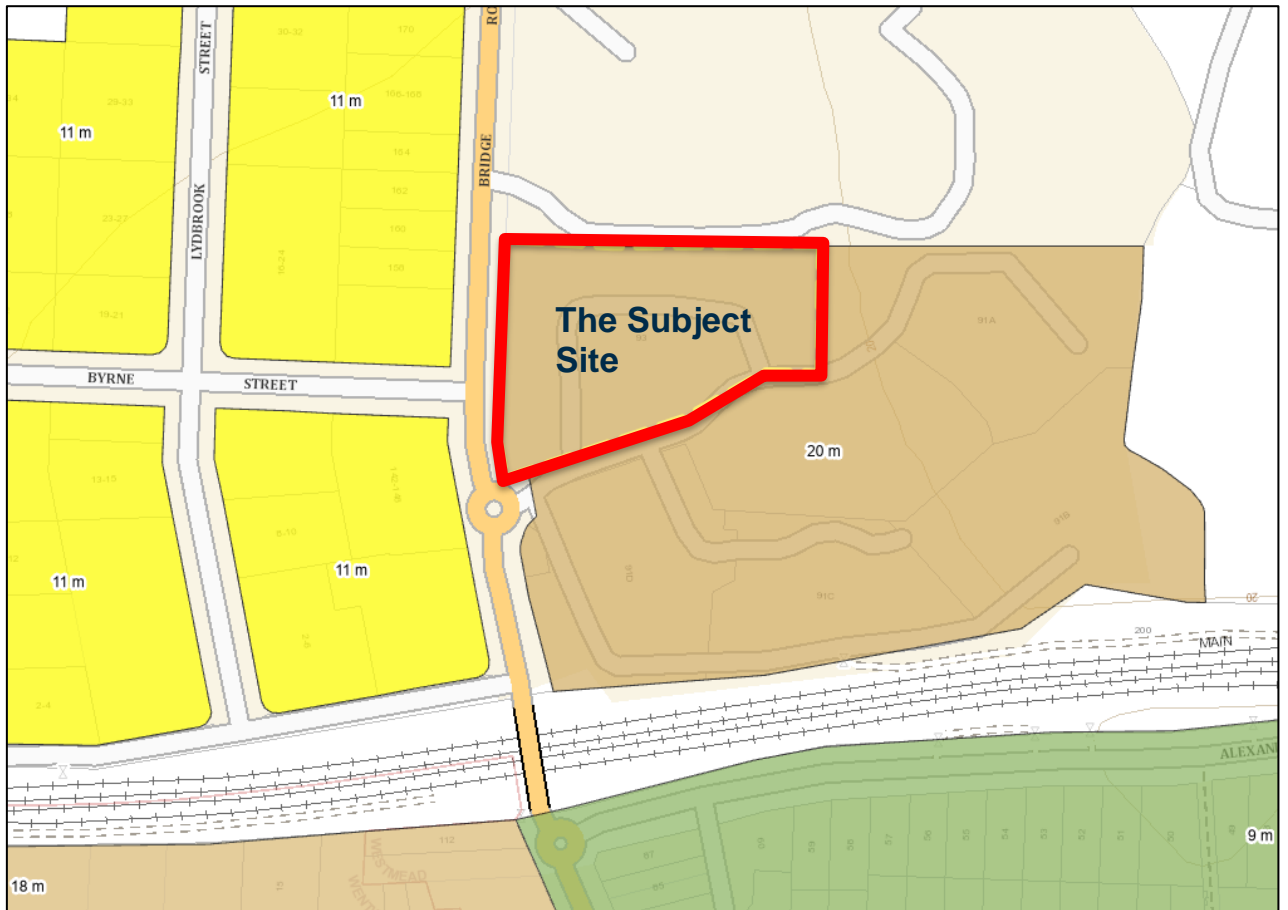


Figure 20 – Existing building heights extracted from the PLEP 2023 Height of Buildings Map (Source: NSW Legislation, 2023)

Figure 20 illustrates the existing maximum building height applicable to the Site.

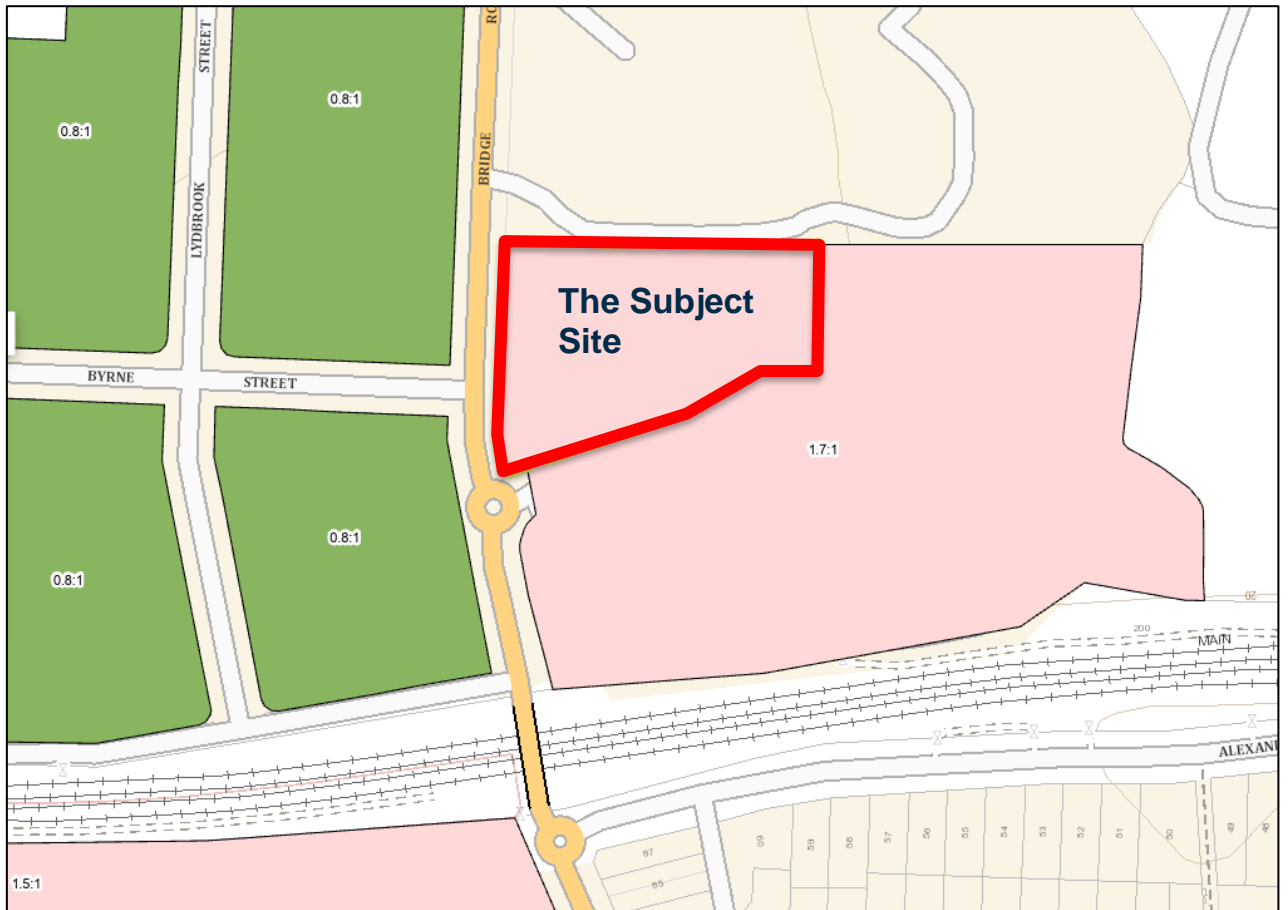


Figure 21 – Existing floor space ratio extracted from the PLEP 2023 Floor Space Ratio Map (Source: NSW Legislation, 2023)

Figure 21 illustrates the existing maximum FSR applicable to the Site.

4.2 Proposed controls

The figures in this section illustrate the proposed maximum height of building and maximum floor space ratio maps.

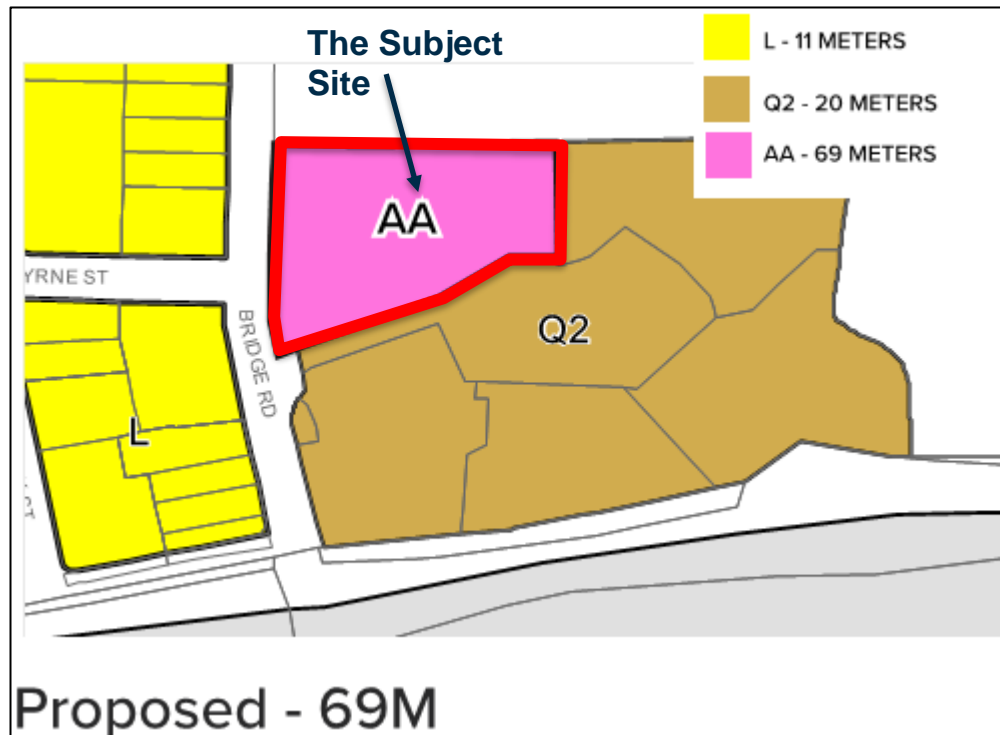


Figure 22 – Proposed amendment to the PLEP 2023 Height of Building Map

Figure 22 above illustrates the proposed 69m building height over the Site.

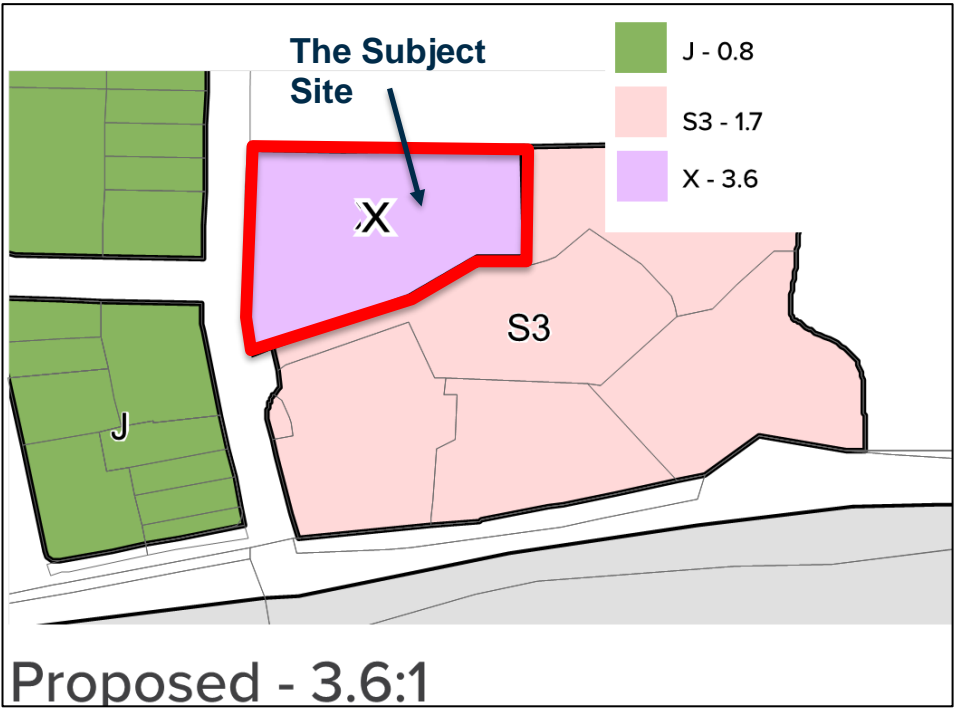


Figure 23 – Proposed amendment to the PLEP 2023 Floor Space Ratio Map

Figure 23 above illustrates the proposed 3.6:1 FSR over the Site.

4.3 Proposed additional local provision

The figure in this section illustrates the proposed 'Key Sites Map' as a visual representation of the proposed additional local provision requiring the provision of affordable housing and the preparation of a site-specific Development Control Plan.

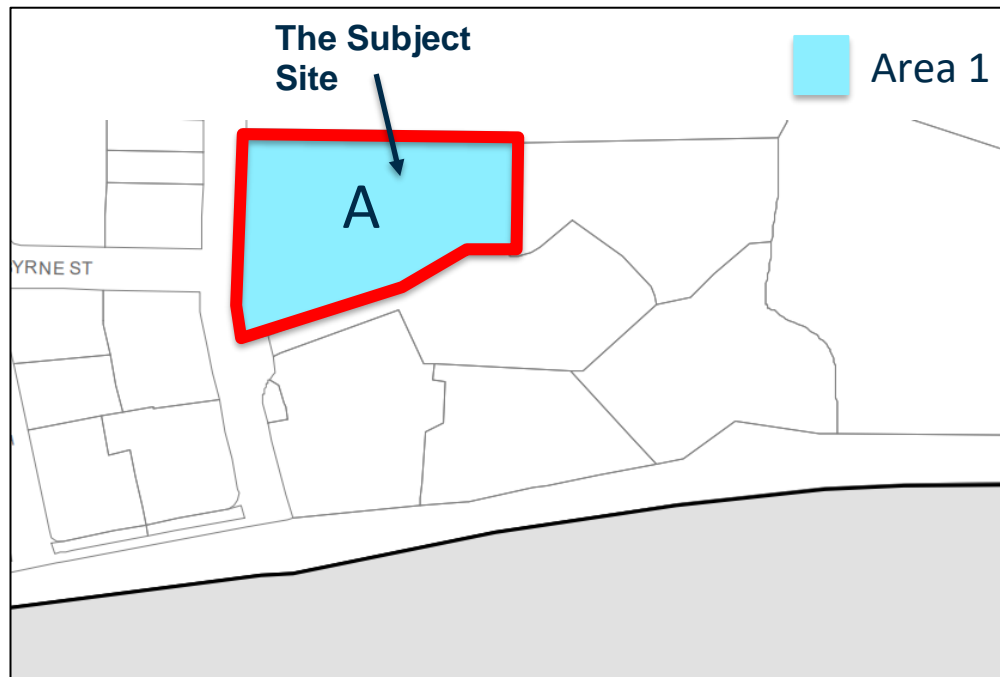


Figure 24 – Proposed amendment to the PLEP 2023 Key Sites Map

PART 5 – COMMUNITY CONSULTATION

The Planning Proposal (as revised to comply with the Gateway determination) is to be publicly available for community consultation.

Public exhibition is likely to include:

- A public notice in local newspaper(s);
- A notice on the City of Parramatta Council website; and
- Written correspondence to adjoining and surrounding landowners.

The Gateway determination will specify the level of public consultation that must be undertaken in relation to the Planning Proposal including those with government agencies.

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.

PART 6 – PROJECT TIMELINE

Once the Planning Proposal has been referred to the Minister for review of the Gateway Determination and received a Gateway determination, the anticipated project timeline will be further refined, including at each major milestone throughout the Planning Proposal's process.

Table 8 below outlines the anticipated timeframe for the completion of the Planning Proposal.

Table 8 – Anticipated timeframe to Planning Proposal process

MILESTONE	ANTICIPATED TIMEFRAME
Report to the Local Planning Panel on the assessment of the Planning Proposal	October 2024 Updated PP in March 2025
Report to Council on the assessment of the Planning Proposal	October 2024 Updated PP in March 2025
Submission to the Department of Planning and Environment for review of Gateway determination	March 2025
Gateway determination issued	May 2025
Commencement and completion dates for public exhibition period	Commences June 2025 for 30 working days
Consideration of submissions	July – August 2025
Consideration of Planning Proposal and associated report post-exhibition by the Planning Panel	September 2025
Consideration of Planning Proposal post-exhibition and associated report by Council	September 2025
Submission to the Department of Planning, Housing and Infrastructure to finalise the LEP amendment	October 2025
Notification of instrument	December 2025

Appendix 1 – Strategic Merit Test

Appendix 2 – Draft Site-Specific DCP

Appendix 3 – Urban Design Report

Appendix 4 – Survey Plan

Appendix 5 – Landscape Report

Appendix 6 – Transport Assessment

Appendix 7 – Economic Impact Assessment

Appendix 8 – Social Impact Assessment

Appendix 9 – Civil Engineering and Infrastructure Assessment Report

Appendix 10 – Preliminary Aviation Assessment

Appendix 11 – Acoustic Impact Assessment

Appendix 12 – Owner’s Consent Letter

Appendix 13 – Viability Appraisal (Affordable Housing)