

WESTMEAD SOUTH

Urban design report

MASTER PLAN

Cover image: 3D visualisation. View from Hawkesbury Road towards the Metro block and Gateway sub-precinct

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Aerial photo facing north
Milton Kent - 1935-45
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Executive Summary

This draft master plan for Westmead South supports positive renewal outcomes that can reinvigorate the precinct, providing new and diverse housing, enhanced retail and social infrastructure, high amenity open spaces and attractive streetscapes

Project introduction

Westmead South encompasses approximately 125 hectares located in the southern portion of the broader 'Westmead Precinct', within walking distance of Westmead's world class health and education facilities, 1.7km or one stop by train/metro to Parramatta CBD and 25km or 30-minutes by train/metro to Sydney CBD. Westmead South forms part of a broader network of strategic growth and plays an important role as a gateway and residential community to the Westmead Health and Education Precinct (WHEP).

Capitalising on increased connectivity created by Sydney Metro West and Parramatta Light Rail, as well as the precinct's proximity to the WHEP, Parramatta CBD and Parramatta Park, Westmead South will provide diverse and increased housing, new and enhanced open spaces and improved services and amenities. Sustainable development will bring benefits including enhanced walkability, local facilities and greening to its community.

Purpose of this report

Following the release of the Westmead Place Strategy 2036 in 2020 by the NSW Government, Cumberland City Council (Council) exhibited the Westmead South Concept Land

Use Plan and supporting studies in 2022 to begin planning for the future of Westmead South. Council are now in the next phase of the process, which includes a series of design and technical studies, including urban design.

Architectus has been engaged by Council to develop a vision and master plan for Westmead South to help plan for future growth. This report has been prepared following iterative design and collaboration with Council and a project team of urban designers, planners and technical experts, as well as community engagement through the Community Voice Panel.

The proposed master plan for Westmead South is described through a compelling vision, structure plan and key strategies that address public domain, landscape, built form, social, economic and sustainability considerations.

The recommendations within this report addresses opportunities for renewal that may be delivered by both the public and private sectors:

- The potential for transformative public domain projects to be explored by Council, including new and upgraded parks, and enhanced streetscapes that can create great placemaking outcomes for the community. This is explored in Chapter 3 Key Places.
- Key areas identified for future development including proposed height, scale and character. This is described through nine character areas (Chapter 4), which highlights the unique built form and streetscape qualities of each sub-precinct. The built form approach can in the future inform potential amendments to the Local Environmental Plan (LEP) and Development Control Plan (DCP) controls.



Urban Design Vision

Westmead South will be one of the best connected places in Sydney. New open spaces, upgraded streets, improved cycle and pedestrian connectivity are fundamental to delivering a sustainable outcome for Westmead South.

Image above: 3D visualisation. View from Hawkesbury Road towards the Metro block and Gateway sub-precinct

Executive Summary

Potential project outcomes

Dwellings

- Potential to deliver approximately 6,600 new homes at a strategically appropriate density, within a 10-15 minute walk of the station and main street.
- A mix of housing types including single dwellings, dual occupancies (duplex), multi-dwelling housing, medium high to high density residential development and mixed use development with retail or commercial at the ground floor.
- A balanced and well-considered built form height and scale approach that can enable a large amount of new homes, while being responsive to the existing and future built form context.
- High quality building design.

Open space and landscape

- Generous, high amenity open spaces for residents and the wider community.
- Enhancement to the two key local open spaces MJ Bennett Reserve/Austral Avenue Reserve and Sydney Smith Park.
- New public plaza at the Oakes Centre, new Metro Station plaza, and a new park along Alexandra/Grand Avenue.
- Increased street tree planting and landscaped verges.
- Improved access and connections to the Mays Hill Precinct.

Streets and connections

- High amenity public domain on key streets to encourage walking and create attractive streetscapes and spaces.
- Pedestrian focus along Hawkesbury Road, including improved connections and public spaces around the Oakes Centre and new Metro and interchange.
- New cycle infrastructure to support local active and recreational links.
- Enhanced 'Green Link' and other mid block and through site links to increase walkability and provide amenity.

Retail, community facilities and services

- Revitalisation of the Oakes Centre will provide new services and amenities and attract people to the centre of the precinct.
- New retail opportunities on the Metro block to activate the new gateway into the precinct.
- Potential to provide new and enhanced community facilities to support the growing community.
- Commercial opportunities along the Great Western Highway.

Sustainability

- Work towards a net zero precinct through reducing operational and embodied emissions as the precinct renews over time.
- Implementation of green infrastructure to increase tree canopy and reduce urban heat, promote health and wellbeing, and create attractive streetscapes.
- Implementation of innovative and integrated systems for energy, waste and water, and explore the potential for smart city technologies to drive more sustainable outcomes.
- Prioritise walking, cycling and net zero public transport.
- Foster social sustainability; a precinct that is accessible, inclusive, diverse and well-connected.

Planning

This report will support a future planning proposal for the precinct that may seek to amend:

- the Cumberland Local Environmental Plan 2021 including land use zoning, floor space ratio, maximum height of building and heritage.
- the DCP with a new section within Part F4 - Special Precincts, to provide locally specific controls that build on the general controls in other sections.



Aerial photo from west



INTRODUCTION

1.1 Project background and purpose

Introduction to report

Architectus has been engaged by Cumberland City Council (Council) to develop a vision and master plan for Westmead South, to help guide the planning and growth of the precinct into the future.

This urban design report has been prepared following an iterative design process and collaboration between Council and a project team of urban designers, planners and technical experts, as well as community engagement through the Community Voice Panel.

This report is intended for early non-statutory consultation by Council in 2023 with the intent of further consultation on a planning proposal to change the controls in 2024. It follows the Westmead Place Strategy and Westmead South Concept Land Use Plan which are further explained in Section 1.4 of this document.

Report structure

This report is structured as follows:

- 1 Introduction sets the scene, outlining the strategic context and drivers for Westmead South, the local context, key findings from analysis, constraints and opportunities.
- 2 Master Plan describes the vision and key moves forming the structure plan for the precinct, as well as approach to the public domain, connections and sustainability.
- 3 Key Places details opportunities for key public domain projects including new and enhanced parks and improved streetscapes.
- 4 Character Areas describes the desired future character including streetscape and built form qualities, including parameters that may inform LEP and DCP controls.
- 5 Implementation provides a summary of project outcomes and identifies next steps including LEP and DCP recommendations.

Project background

Located 25km from the Sydney Central Business District (CBD) and 1.7km from the Parramatta CBD, the Westmead Precinct (including Westmead South) is situated in the heart of Greater Sydney. Westmead is poised to transform into Australia's premier health and innovation district, with significant investment of infrastructure and research into the precinct. Investments include the future Metro station, Parramatta Light Rail (near completion) and the T-way bus network.

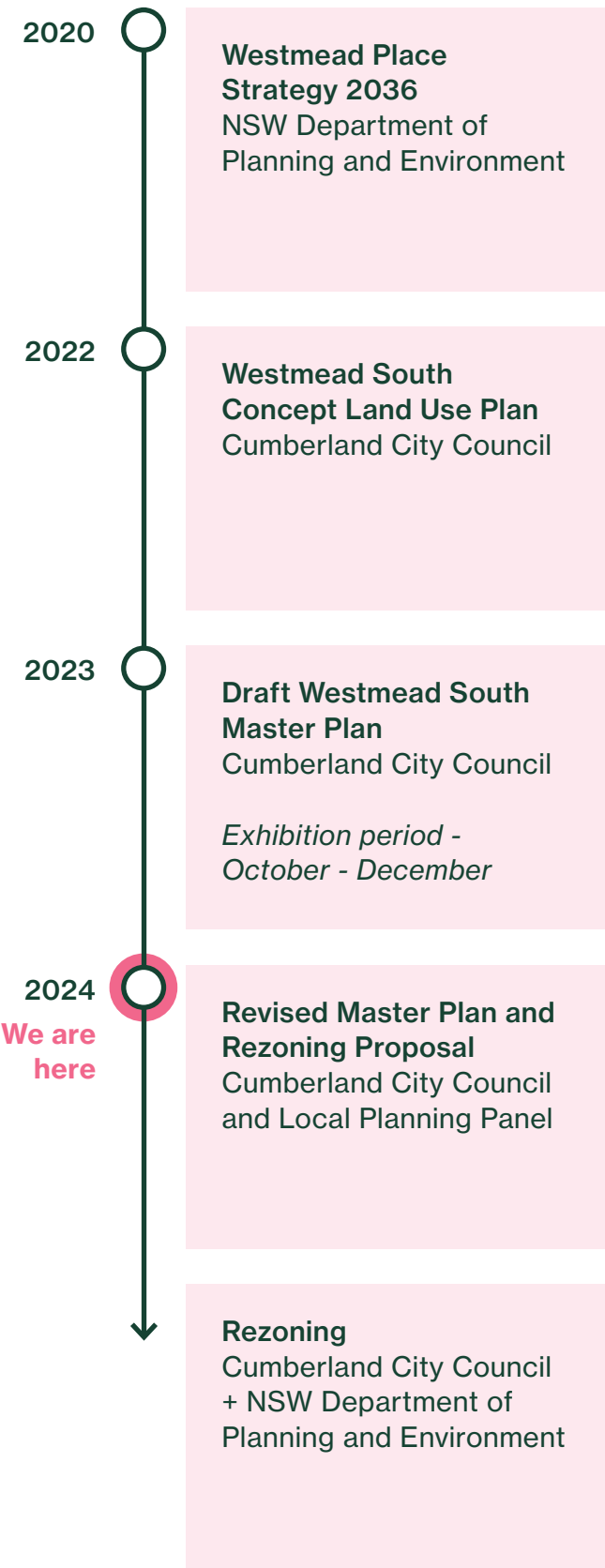
Westmead South is the southern portion of the 'Westmead Strategic Precinct' and plays an important role as a Gateway and residential community to the Westmead health and education facilities at the precinct's core. Westmead South will provide diverse and affordable housing with associated specialised retail, commercial and community facilities to support existing and future residents who likely work in Westmead and the Parramatta CBD.

Scope objectives

The aim of this scope is to develop a Master Plan for Westmead South that sets out the future planning direction for the area through:

- Identifying and analysing the major issues, opportunities and constraints of the study area.
- Establishing a desired future character for that responds to the precinct's strategic value and provides liveable and functional places for the community to grow into.
- Considering the long-term growth of the precinct to protect the structural 'bones' of the area to allow for appropriate growth beyond the 20 year lifecycle of the Westmead South Master Plan ("Master Plan").

- Investigating, testing and recommending appropriate planning controls that will deliver urban design outcomes reflective of the precinct's strategic value and desired character. This should include proposed zoning, maximum building heights, FSR's and other development controls that will deliver built forms that will comply with State Environmental Planning Policy 65 – Design Quality of Residential Apartment Development (SEPP 65), and the Apartment Design Guide.
- Collaborating with the Traffic and Transport consultant to ensure that dwelling capacity aligns with the traffic capacity assessment or alternative planning controls are applied to support a change in mode share behaviour.
- Collaborating with the suite of consultants engaged by Council for the Master Plan
- Providing an appropriate Urban and Public Domain Plan for the study area that will support in delivery of the desired future character.
- Identifying and recommending amenity and accessibility provision throughout the study area.
- Applying Place Making concepts. These will likely be focused around the key Place and Entry nodes identified on the Cumberland Council Concept Land Use Plan, unless otherwise agreed with Council.
- Supporting delivery of the intended built form and character outcomes across the study area through planning controls and other mechanisms.



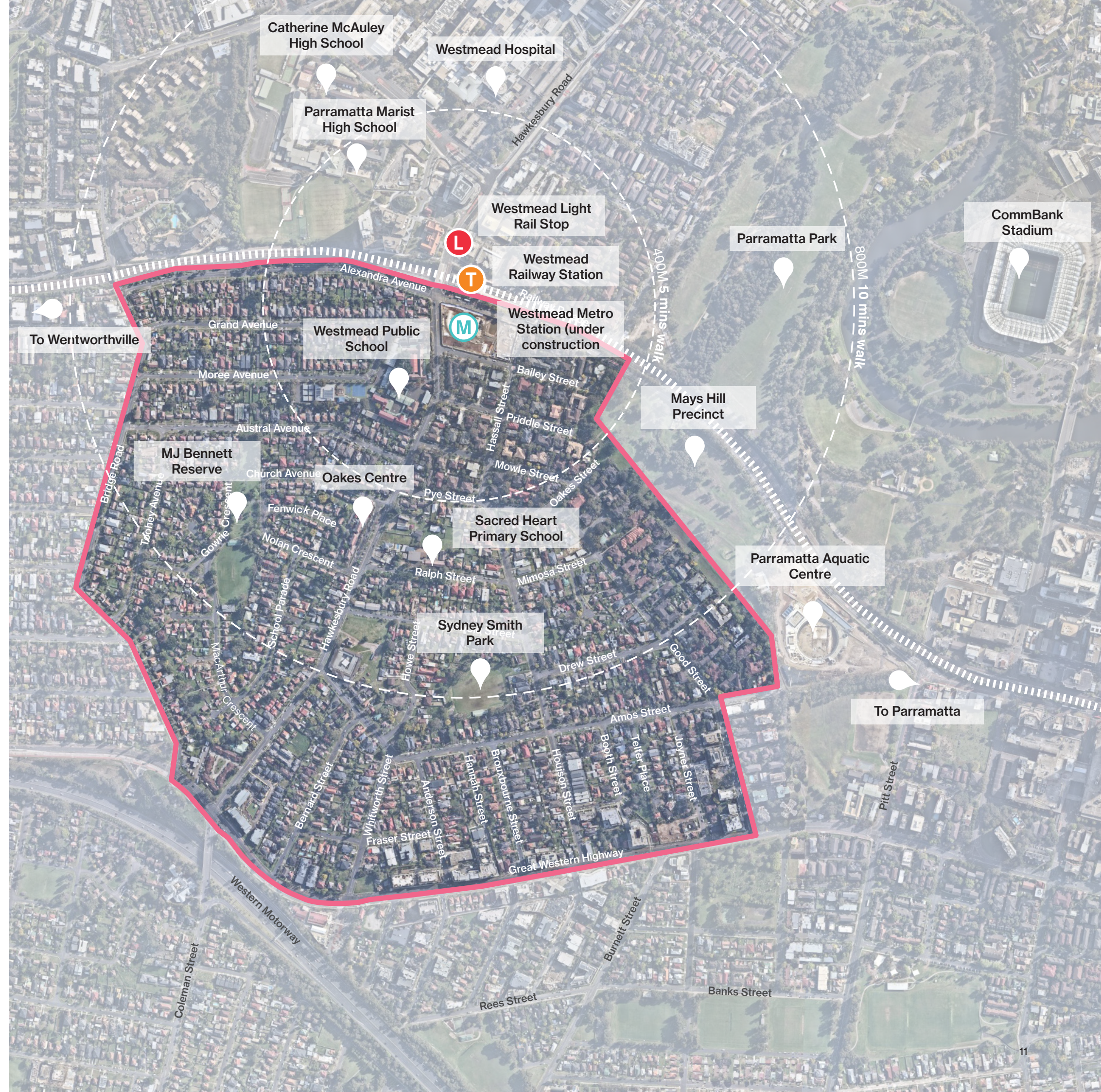
1.2 The Precinct

The study area

The Westmead South precinct encompasses approximately 125 hectares located south of the rail corridor. The study area is bounded by Bridge Road to the west, the Great Western Highway to the south and Good Street and the Mays Hill Precinct to the east.

Westmead South is currently characterised by predominantly low to medium rise housing with a pocket of apartment development to the northeast of the site and mixed use development along the Great Western Highway. Hawkesbury Road is currently the major north/south connection through the area, linking north to the Westmead Health and Education Precinct, and south onto the Great Western Highway and Western Motorway, which provides regional links across Greater Sydney. Oakes Centre, the neighbourhood shops, provides some local services and amenities, however regional scale retail is located in Parramatta.

The precinct has seen little change in recent years, despite the major health and educational development and construction of the Parramatta Light Rail north of the railway corridor. Sydney Metro West is currently under construction, including a new metro station and adjacent metro development. This significant investment into public transport and the transformation of Westmead into a major health, education and innovation precinct, provides impetus for renewal within Westmead South.



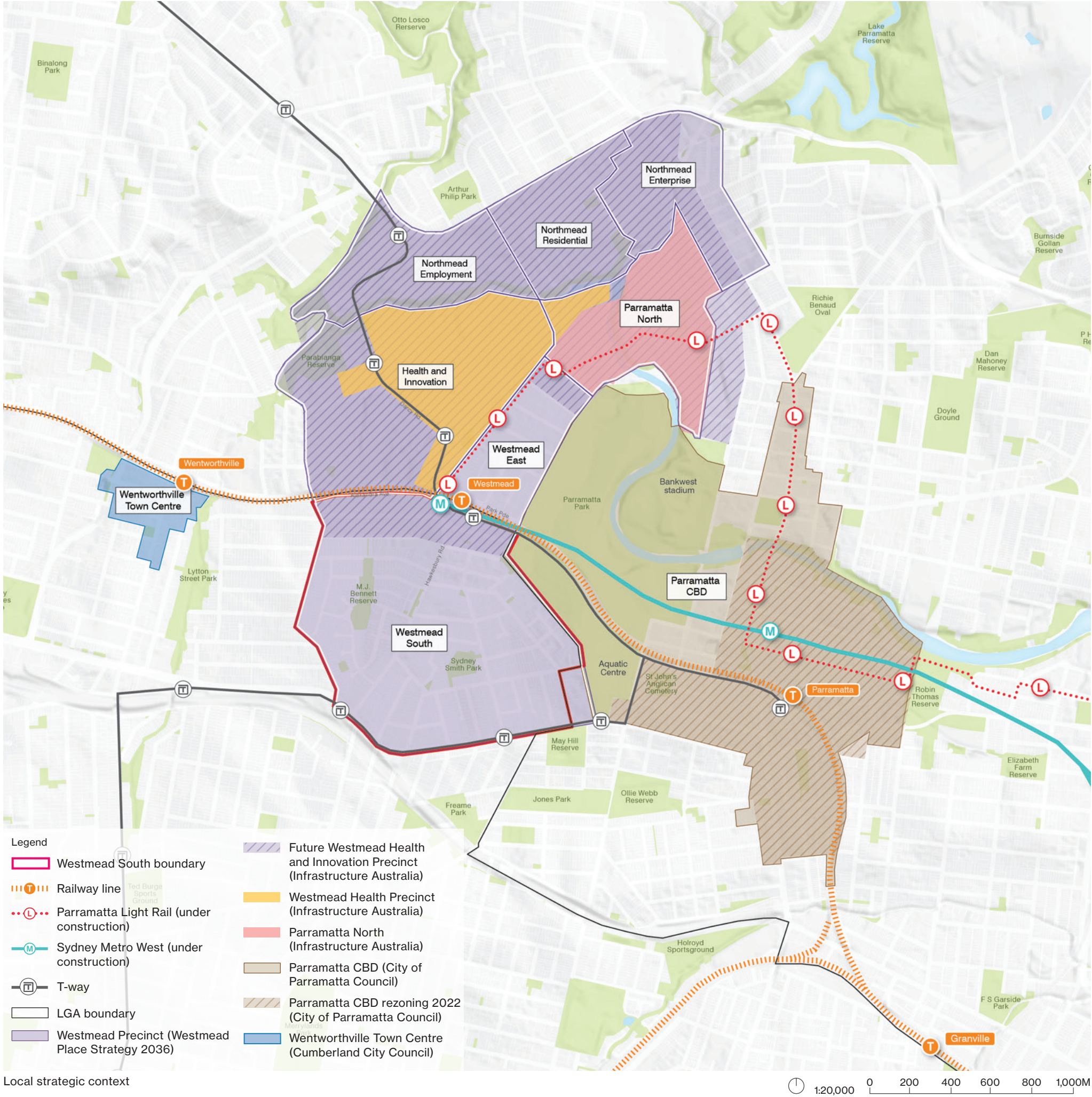
Precinct location and context plan

The Precinct

Westmead South is well-placed for future growth, highly accessible with great transport connections and in close proximity to the Westmead Health and Education Precinct and Parramatta CBD.

The precinct forms part of a broader plan for strategic change, strengthening Westmead as a world-class health and education precinct and a great place to live.

The adjacent map shows a summary of the key strategic projects and plans within the local context. Relevant strategies are further described on the following pages.



1.3 Strategic context

The Metropolis of Three Cities and Central City District Plan (Greater Cities Commission)

The 2018 Greater Sydney Region Plan, A Metropolis of Three Cities (the Region Plan) sets out the NSW Government's 40 year vision and establishes a 20 year plan to manage growth and change in Greater Sydney.

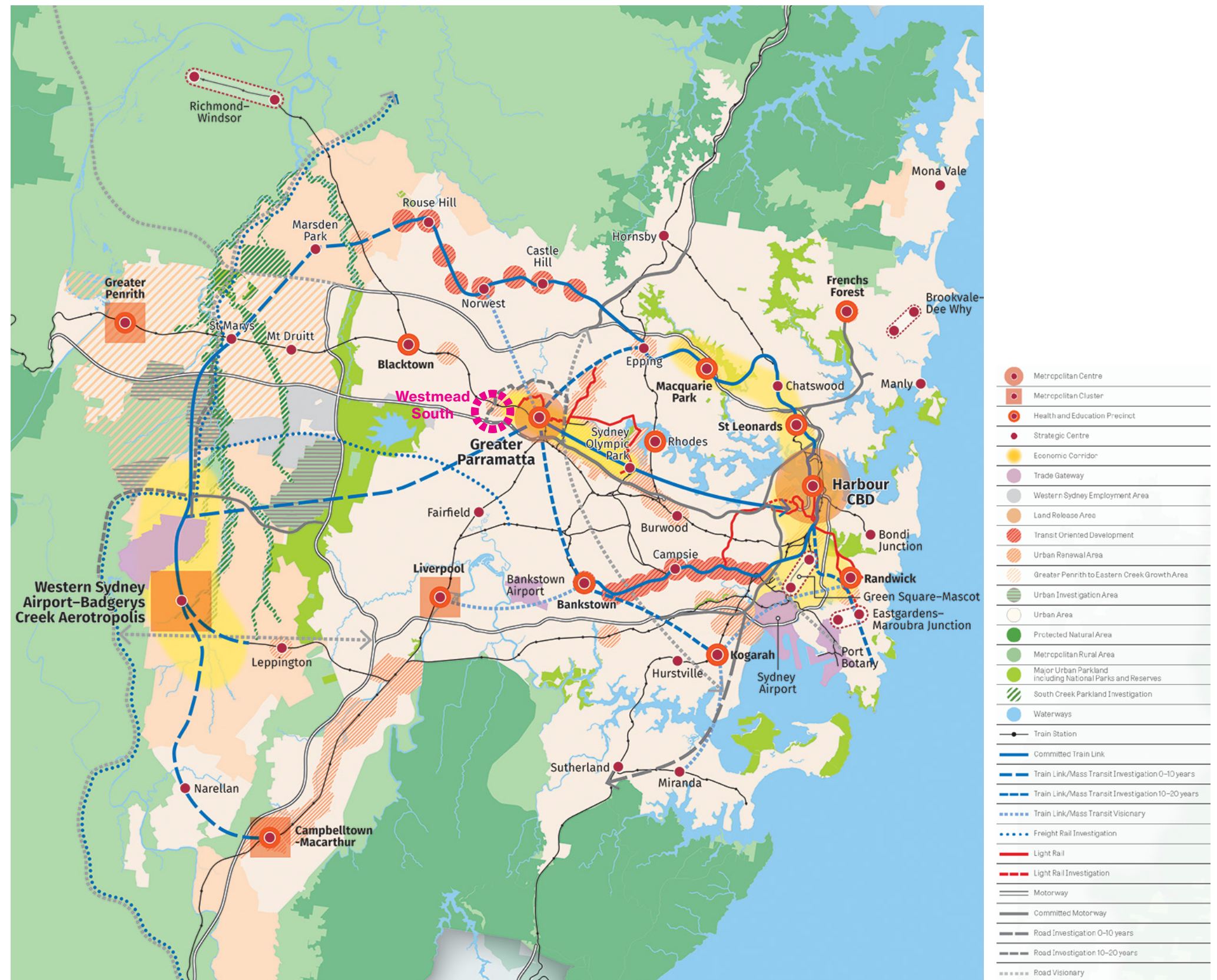
The Region Plan re-imagines Greater Sydney as three cities (the Western Parkland City, the Central River City, and the Eastern Harbour City), wherein social and economic opportunities will be more fairly distributed across the three cities and that most people will live within 30 minutes of jobs and services.

The suburb of Westmead is located within the Central River City. It forms part of the Greater Parramatta Growth Area, which is part of the broader Greater Parramatta and the Olympic Peninsula (GPOP) corridor. This growth area is identified for significant population increase, including the area around Westmead Station as a preferred location for future housing supply.

The Region Plan also identifies the creation of the Westmead Health and Education Precinct (WHEP), with the objective to create an internationally competitive health, education, research and innovation precinct. This builds on the existing health and education facilities within Westmead, including the Westmead Hospital and Children's Hospital.

To facilitate this growth, significant public transport investment has been targeted for the area, including the Parramatta Light Rail and the Sydney Metro West, currently in early construction, both with stops at Westmead.

Westmead South, being in close proximity to the WHEP and Parramatta CBD, is uniquely placed to contribute to the Central District housing aspirations as well as support the WHEP.



Strategic context map (The Metropolis of Three Cities, Greater Cities Commission)
Westmead South location highlighted in pink

Strategic context

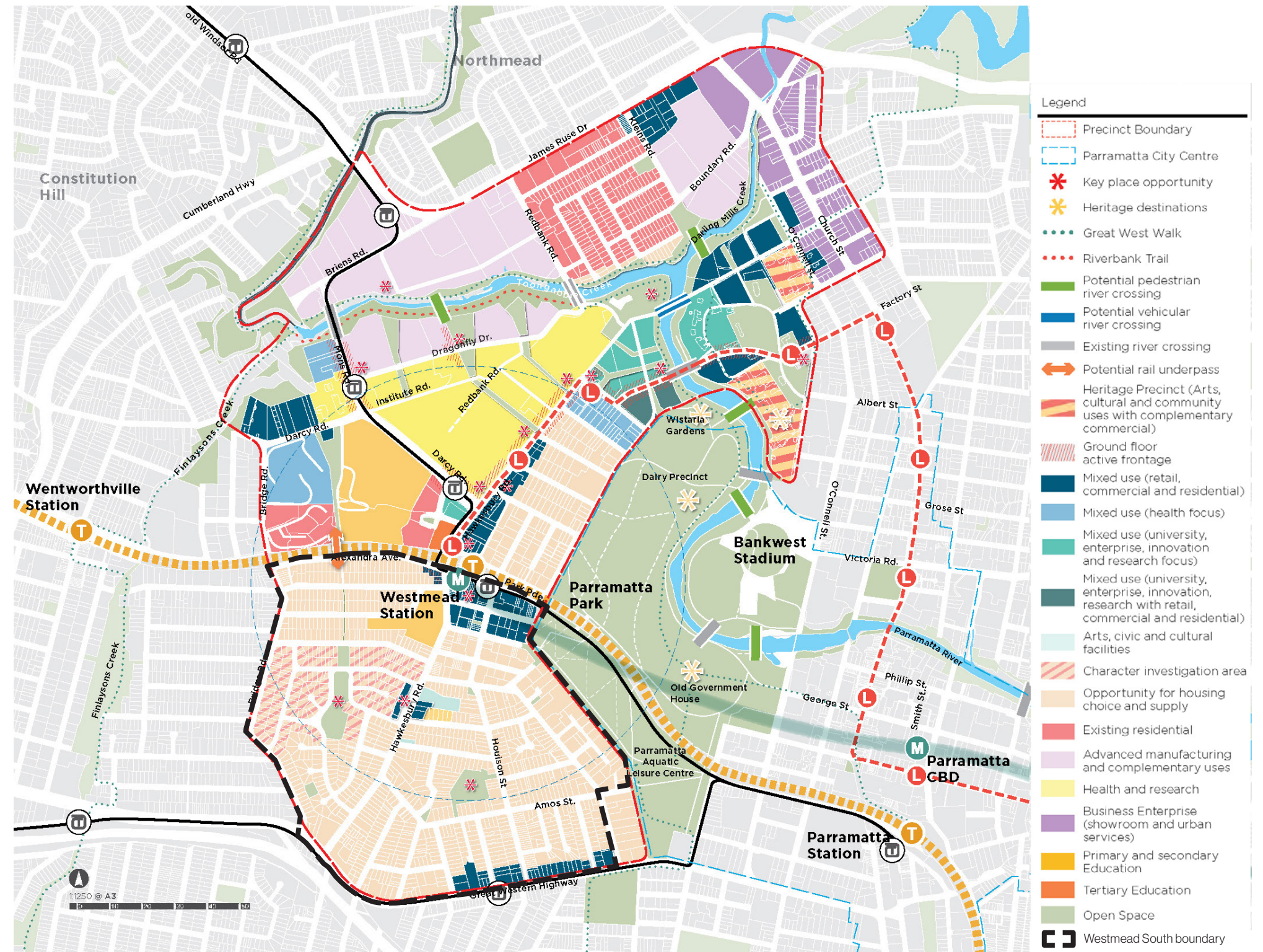
Westmead Place Strategy (NSW Department of Planning and Environment)

The Westmead Place Strategy has been prepared to give effect to the aims and objectives contained within the Regional and District Plans, to guide renewal of the precinct to 2036 to towards achieving the goal of creating Australia's premier health and innovation district.

Westmead South is one of the nominated sub-precincts within the Place Strategy. It is envisioned as 'a walkable residential neighbourhood, transformed by the Metro Station with increased connectivity, offering housing choice and diversity with an urban village at its heart'.

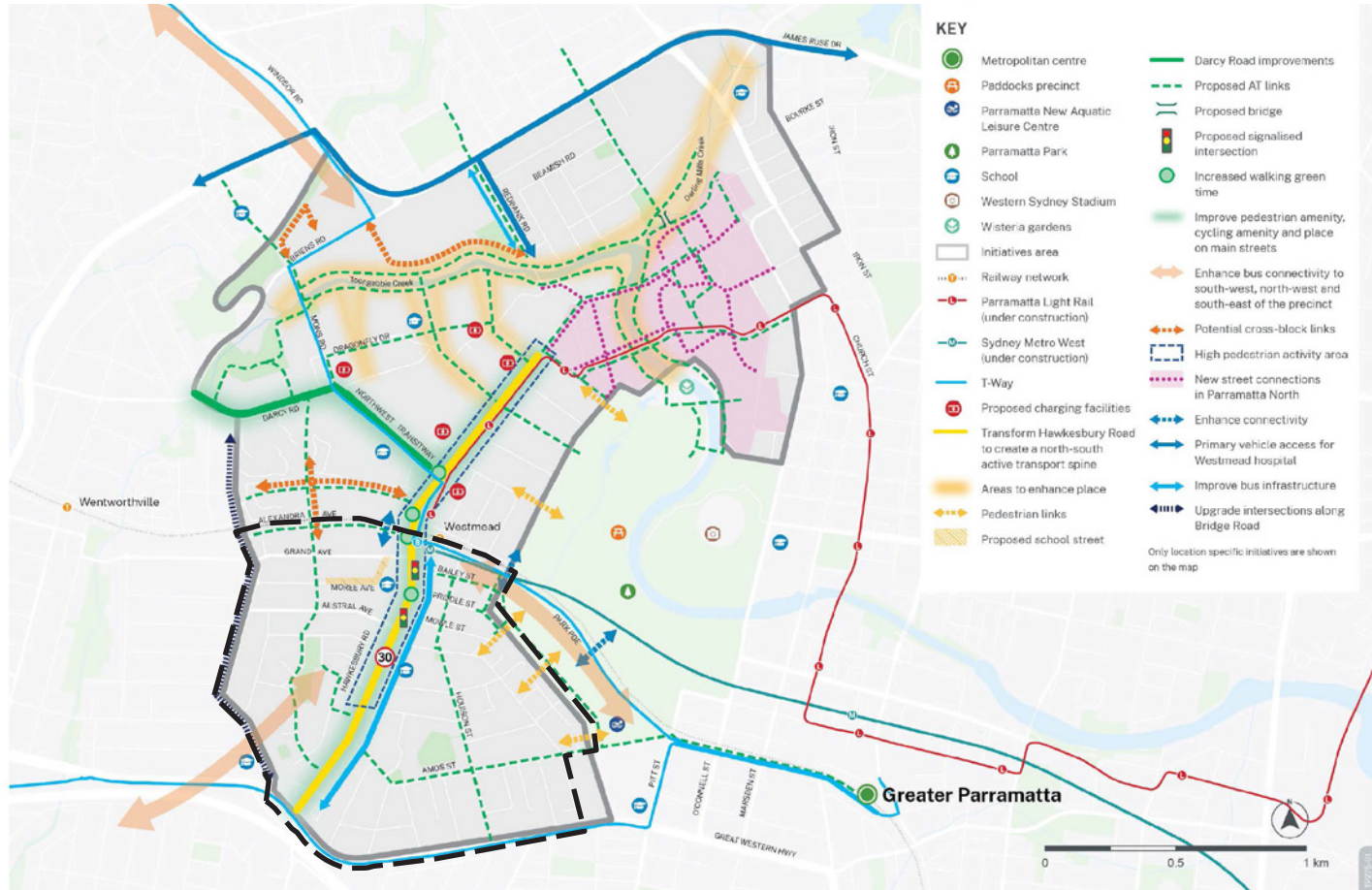
Key opportunities for Westmead South identified in the Place Strategy include:

- Increased residential density and choice within a 10-minute walk of Westmead Station and the new Metro. This includes options for student accommodation, key worker, social and affordable housing.
- A gateway around the new Metro including mixed use residential development.
- An activity node around the existing Oakes Centre neighbourhood shops on Hawkesbury Road.
- The role of Hawkesbury Road as the major activity and movement spine with improved public domain and placemaking outcomes.
- A southern activity node at the intersection of Hawkesbury Road and the Great Western Highway.
- Character investigation area at the western portion of the precinct that aligns with the former 1945 Westmead Housing Estate.
- Enhanced green connections to key parks such as Sydney Smith Park, MJ Bennett Reserve and Parramatta Park.
- Improved quality of existing open spaces.
- Improved connections over the railway line between North and South Westmead.



Westmead Structure Plan (Westmead 2036 Draft Place Strategy, NSW Government August 2022)

Strategic context



Westmead - Transport Initiatives (cropped)

Westmead Place-based Transport Strategy (Transport for NSW)

Transport for NSW has prepared this Place-based Transport Strategy to support the development of Westmead as a place that is well-connected, integrated, inclusive and has a sustainable transport system that enables customers to have safe and convenient journeys. It presents 43 transport initiatives for further investigation, grouped into five strategic directions based on a review of strategic land use and transport planning documents, assessing the existing and proposed Movement and Place context, analysis of the challenges and opportunities and a co-design process with the Stakeholders.

Key transport initiatives relevant to Westmead South are shown adjacent and include:

- An active transport spine on Hawkesbury Road, with improved pedestrian amenity, improved bus infrastructure and new signalised intersections.
- Enhanced connectivity across the railway.
- Enhanced bus connectivity.
- A 'school street' on Moree Avenue.
- New active transport links including Bailey Street through Parramatta Park, Housion Street, Amos Street, a north-south link through the western part of the precinct along the valley line.
- Upgraded intersections along Bridge Road.
- Pedestrian links into Parramatta Park.



'District Plan' - Westmead Public Domain Strategy (cropped to Westmead South)

Westmead Public Domain Strategy (Greater Cities Commission)

The Westmead Public Domain Strategy (PDS) was developed by the Greater Cities Commission. It is framed by the Westmead Place Strategy. The PDS exists as a guide to help Council, NSW Government agencies, land and place owners to deliver on the promise of a 'District in nature'. While the Greater Cities Commission (GCC) consulted a range of stakeholders, ongoing consultation will continue to inform the strategy.

It sets out 114 recommended projects that will physically unite these places through overarching public domain principles to connect green spaces, celebrate waterways and place Country at the heart of a globally-renown identity.

The PDS has been developed for the entirety of Westmead. It includes a series of detailed projects that would occur in Westmead South including:

- 'Valley Streets' with 'Mini-wetlands' on sloping streets.
- 'Water Boulevards' along most other streets.
- Detailed proposals for Hawkesbury Road, varying along its length.
- Detailed designs for the mid-block link between Austral Ave and Alexandra Ave.

1.4 Westmead South Concept Land Use Plan

Westmead South Concept Land Use Plan

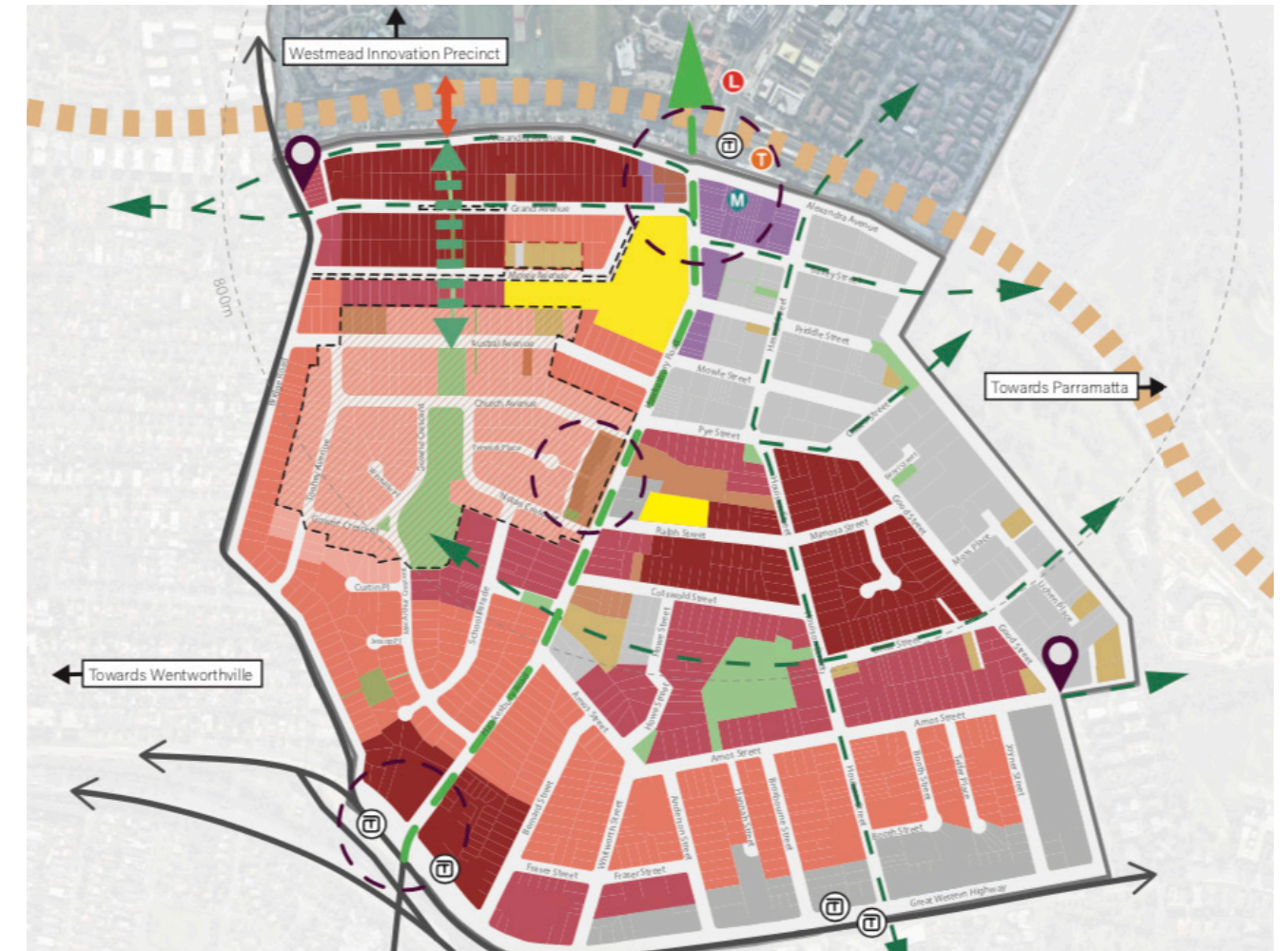
The Westmead South Concept Land Use Plan (Cumberland City Council, October 2022) builds on the Westmead South sub-precinct plan from the Place Strategy to identify specific areas for increased density. Key elements of the intensification approach includes:

- Mixed use development that includes the Metro site as well as some lots extending south along Hawkesbury Road.
- High density development in strategic locations including along Alexandria Avenue within walking distance to the station, at the southern place node at the Great Western Highway, and a pocket to the east of Hawkesbury Road.
- Medium high density and medium density development adjoining these areas.
- Low density development generally aligning with the proposed heritage conservation area.
- Areas of no change in areas currently zoned R4 High Density Residential, and the portion of the Great Western Highway between Whitworth and Good Street.

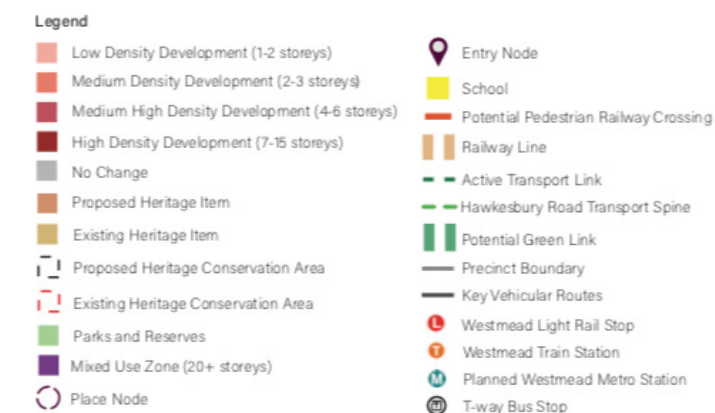
The guiding principle in the approach to density is that it should be amenity-led including the creation of great places for the community that are well-connected, green and activated.

Similar to the Place Strategy, the plan identifies Hawkesbury Road as the main transport spine through the precinct with three 'place nodes' focused at the northern end of the precinct around the new metro development, at the centre of the precinct around the existing Oakes Centre neighbourhood shops, and at the southern entry point at the Great Western Highway.

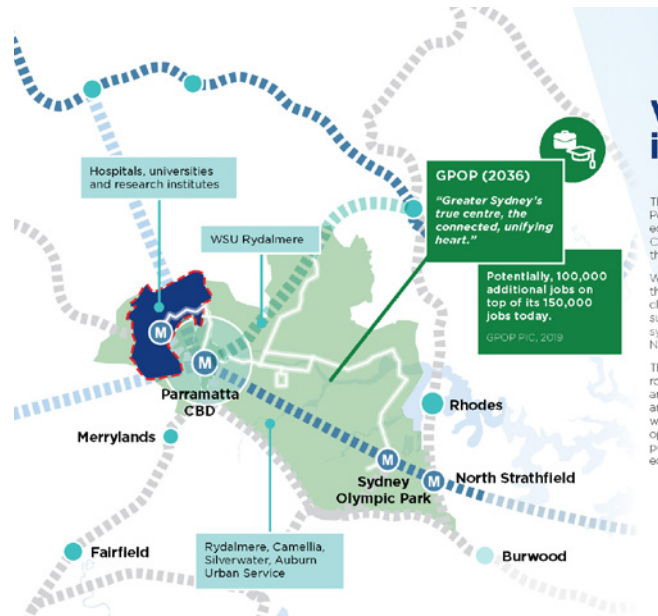
Proposed pedestrian connectivity and public domain improvements are focussed on Hawkesbury Road, the pedestrian link between MJ Bennett Reserve and Alexandria Avenue with a potential link across the railway, and an east-west link for investigation that connects MJ Bennett Reserve, Narang Reserve, Sydney Smith Park and Parramatta Park.



Westmead Concept Land Use Plan (Cumberland City Council, October 2022)



1.5 The case for change



Part of a network of strategic change

Westmead South sits within the broader Westmead Precinct which itself sits within broader Greater Parramatta to Olympic Peninsula precinct. It needs to complement and work together with surrounding areas including the Westmead Health and Innovation sub-precinct, Parramatta CBD and growth in Wentworthville Town Centre to the west.



One of Sydney's most accessible neighbourhoods

Westmead South enjoys excellent accessibility. The construction of Parramatta Light Rail Stage 1 and Sydney Metro West will build on and enhance the accessibility provided by the heavy rail T1 Western Line and two T-Way bus routes. Westmead South also enjoys walkable connections to the employment uses including those in Westmead's Health and Innovation precinct and Parramatta CBD.



Opportunity for renewal in alignment with best practice

Strategic review of Westmead South brings the opportunity to review its outcomes with respect to best practice places including issues such as open space quality and quantity, canopy cover, streetscape and place design. Change brings opportunity for improvements to how Westmead serves its existing and future residents.



Opportunity to deliver community infrastructure, services and housing choice

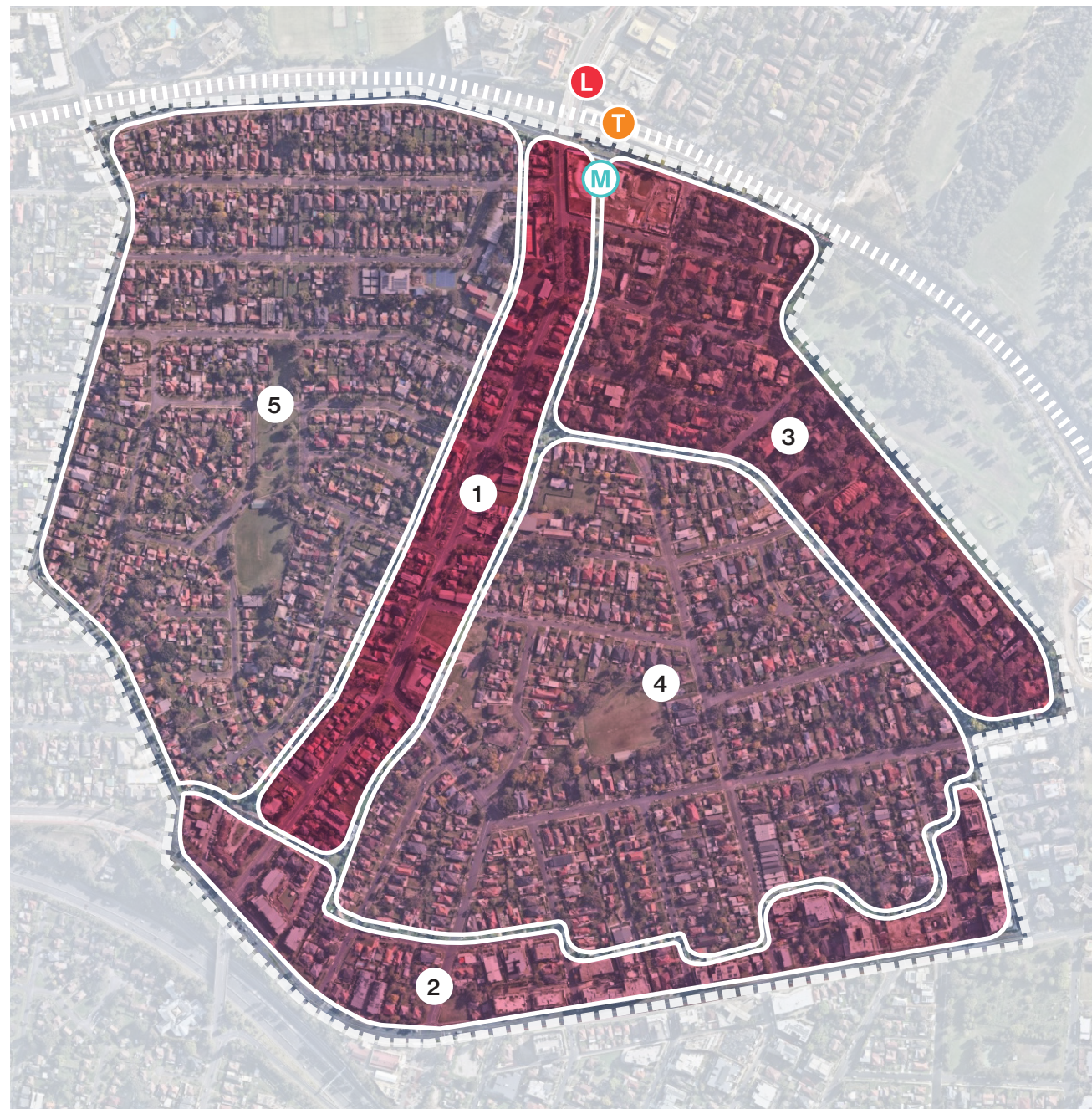
Provide the necessary services and amenities that supports the needs of the existing and future community of Westmead South, and that complements, not competes, with Westmead North and the Parramatta CBD.

Provide much needed housing diversity and affordability, in particular for the existing and future key workers within the WHEP.

1.6 Westmead South today

The following pages provide a summary of urban design analysis of Westmead South today.

Character areas



Existing character areas key plan



View from Hawkesbury Road/Priddle Street looking north



View from the Great Western Highway to residential development



View south towards the Oakes Centre and existing car parking



View from the Great Western Highway to mixed use development

① Hawkesbury Road

- Focus of key uses for the community including the Oakes Centre shops, future Sydney Metro site, Westmead Public School, aged care facilities and some churches.
- Diverse character with different building types, uses and interfaces with the street, including houses with front gardens, walk up apartments, isolated shops with no street setback, school campuses, churches and community facilities with related grounds, and the Oakes Centre that is well set back from the road.
- A major vehicle connection that provides access to Westmead North including health and education facilities, and the Greater Western Highway and M4 to the south.
- Distinct existing and potential activity nodes at the north near the station, at the centre of the precinct around the Oakes Centre, and in the south at the intersection with the Great Western Highway.

② Great Western Highway

- The Great Western Highway has its own unique character, comprised of recent high density mixed use development of around 5-8 storeys. Recent development is mostly concentrated between Whitworth and Good Streets, while the western portion has experienced less development activity.
- A mix of uses at ground level, primarily consisting of professional services as well as gyms and small grocers. There are some residences at the ground floor fronting the Great Western Highway including apartments or existing single dwellings and multi-dwellings.
- The Great Western Highway is a busy 6-lane road with generally poor amenity. Street trees and verges are inconsistent.

Westmead South today



View of existing apartment buildings along Good Street



View towards playground and entrance to Sydney Smith Park



View of existing heritage listed houses with great character



View along existing pedestrian link towards Mays Hill Precinct



View towards existing duplex homes



View towards existing duplex homes

Ideas and opportunities:

- Create nodes of activity and places for the community at the northern gateway into the site (the Metro block) and around the Oakes Centre.
- Ensure new development, particularly high density development, provides sensitive and well-designed interfaces and transitions with surrounding lower scale areas and existing and proposed heritage and heritage conservation areas.
- Ensure new low and medium density housing within a heritage conservation area of special character area (if implemented) integrates and complements the existing character of the area.
- Enhance the streetscape quality and character including street trees and landscape, and footpaths throughout.
- Focus high density residential in strategic areas, including around the station.

③ Eastern edge

- The eastern edge of the site is characterised by a distinct pocket of 3-4 storey apartment buildings (primarily built in the last 30 years). Only a few detached houses are scattered throughout.
- This is the leafiest area in Westmead South, benefiting from a mature street tree canopy throughout.
- While the area benefits from direct access to Mays Hill precinct (former Parramatta Golf Course), the existing development largely impedes accessibility and views to the park from wider Westmead South. Entries and connections to the park are typically located at a street terminus or are narrow mid block links.

④ Eastern neighbourhood

- The eastern neighbourhood is primarily characterised by low scale 1-2 storey detached housing and some duplexes and multi-dwelling housing.
- Generally mixed character with older red brick dwellings and newer builds, more varied lot patterns.
- While footpaths and green verges offer pedestrian amenity throughout, the street tree canopy is inconsistent, and generally minimal.
- Sydney Smith Park is the key open space at the heart of the neighbourhood, however the park is largely land locked with narrow entrances on two sides.

⑤ Western neighbourhood

- The western neighbourhood primarily consists of detached houses, with some more recent duplexes.
- The local character predominantly consists of 1-2 storey homes with a front setback for a garden, exposed or rendered brick, or weatherboard cladding and pitched roofs. Grass verges and street trees are inconsistent throughout.
- Part of the neighbourhood includes a former housing estate, with a few remnant buildings remaining, typified by post-war brick buildings. The area is currently being investigated for nomination as a conservation area due to its historic qualities.
- Austral Avenue Reserve and MJ Bennett Reserve act as focal open spaces at the heart of this neighbourhood. There is also a narrow mid block linking between Austral Avenue and Alexandria Avenue.

Westmead South today

Key places and spaces



Key places and spaces key plan



Visualisation of Westmead Metro entrance (NSW Government)



View towards the Westmead Public School on Hawkesbury Road



View towards existing shop top housing within the Oakes Centre



View towards existing car parking in front of the Oakes Centre

① Metro and rail station

- The block bounded by Alexandra Avenue, Hawkesbury Road, Hassall Street and Bailey Street has been nominated as the location for a future Metro Station and adjacent station development that can support high density mixed use development.
- A revitalised transport node in and around the existing Westmead Station can improve access and interchange between Metro, rail, light rail and T-Way, and will be a key entry point into Westmead.

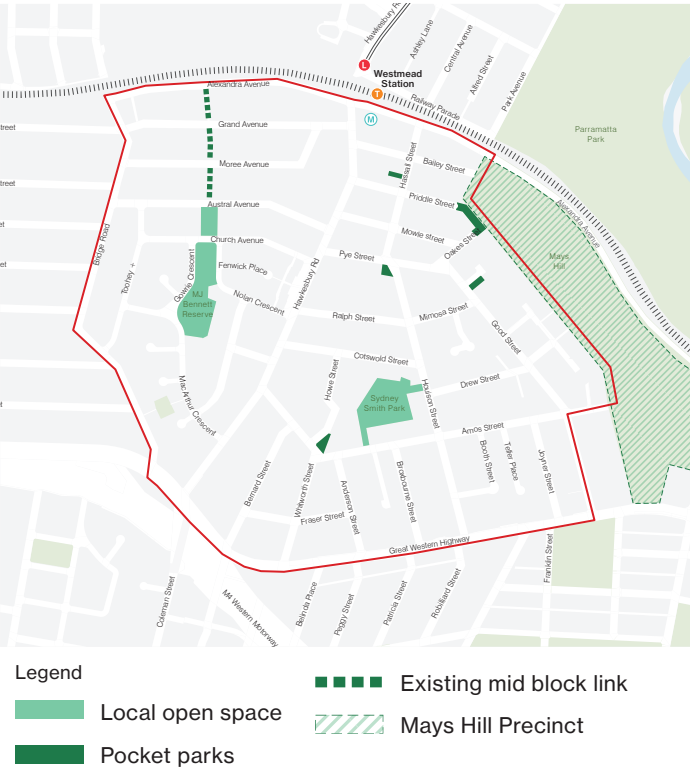
② Westmead Public School

- Westmead Public School is central to the community located on Hawkesbury Road, with a primary access off Moree Avenue.
- The low scale campus is heritage listed and contributes important historical and landscape qualities to the precinct.

③ Oakes Centre

- Located in the centre of Westmead South set back from Hawkesbury Road, the Oakes Centre is comprised of 1-3 storey shop tops, with retail and commercial tenancies at the ground floor and residential above. Surface car parking is provided in front of the shops.
- The Oakes Centre currently provides some services and amenities for the community, but are generally not the types of uses that attract people to stay and linger.
- The current Oakes Centre building is of mixed quality and would benefit from some revitalisation. Heritage listing of the Oakes Centre is currently being investigated.
- While its frontage features generous and mature street tree planting, the pedestrian experience is otherwise poor, impacted and interrupted by a large bank of car parking and level change ramping and stairs which also form a visual barrier to the shops from Hawkesbury Road.

Westmead South today



Open space (general)

- Westmead South includes two large parks, MJ Bennett Reserve and Sydney Smith Park, and a number of small pocket parks.
- Most of the precinct is within 400m or 5-minute walk of open spaces, apart from the northwestern edge along Alexandra Avenue and Bridge Road, and the southern blocks along the Great Western Highway.
- There is a good provision of sporting and recreational facilities including sports fields, picnic tables, BBQ facilities and playgrounds, however these are varying in condition and could be improved.
- While the key parks provide greenery and landscape character, the tree canopy generally does not currently meet targets outlined in guiding documents.
- Mays Hill is planned to be a new open space offering a variety of sports and recreational facilities, located in the adjacent LGA. There is an opportunity to improve access and connections to the new park.



View of existing recreational facilities in the MJ Bennett Reserve



View towards Austral Avenue Reserve



View of the existing soccer field in Sydney Smith Park



View of existing playground along Amos Street

④ MJ Bennett and Austral Ave Reserves

- Together, the two reserves comprise the most significant open space in Westmead South.
- MJ Bennett Reserve provides passive and active recreation opportunities including a cricket oval, pitch and stand, children's play, a half basketball court, fitness equipment and benches for seating throughout.
- Located in the centre of the reserve, the existing amenities block creates a physical and visual barrier between the oval and other recreational uses in the north.
- A patch of grass with little to no amenity outside of some shade provided by a few scattered trees, and netball hoops, Austral Reserve is largely underutilised.
- The existing tree canopy is 35% of the area within Austral Avenue Reserve, and 28% of the area within MJ Bennett Reserve excluding the cricket oval.

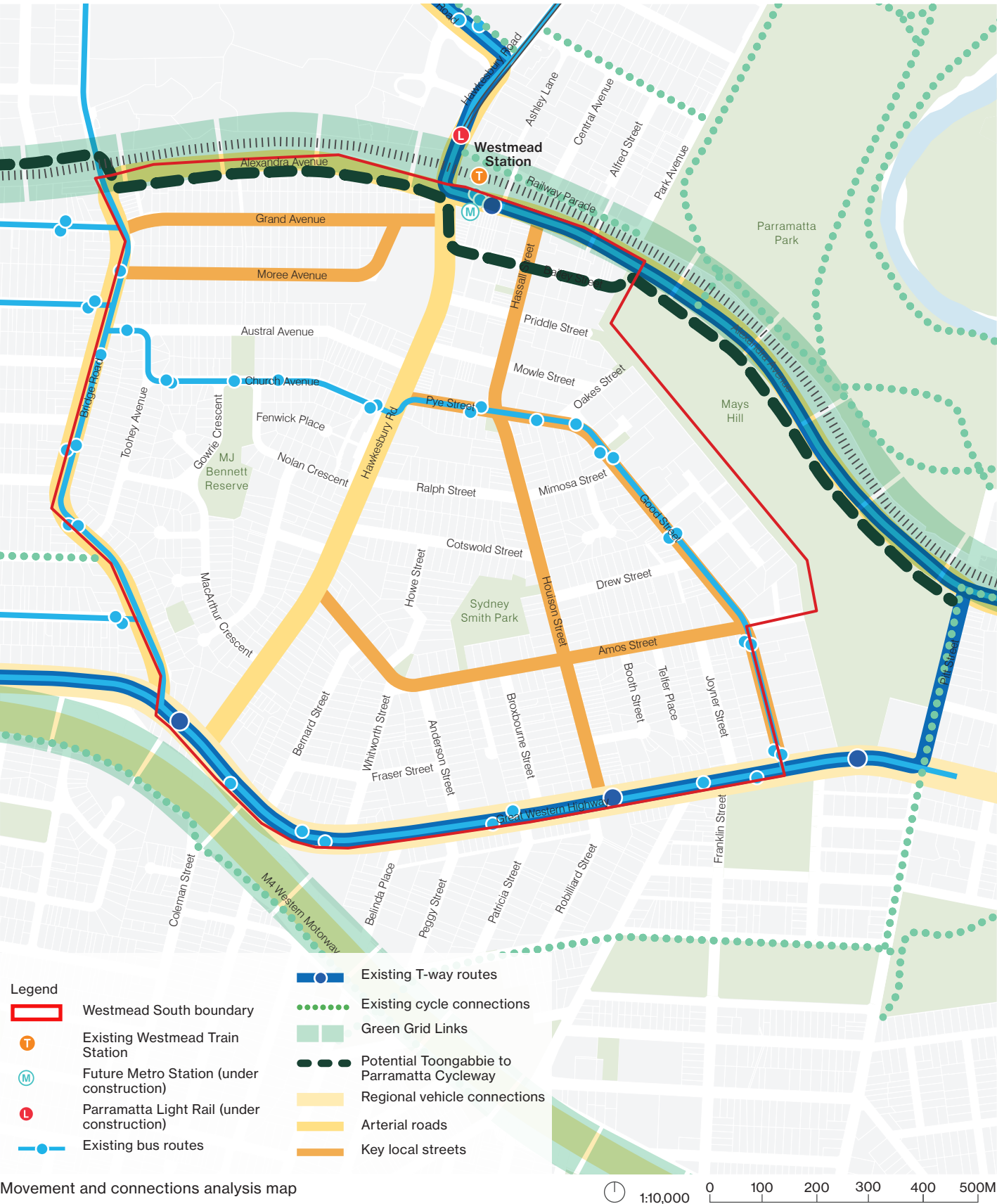
⑤ Sydney Smith Park

- Sydney Smith Park is the focal open space for the eastern neighbourhood within Westmead South, providing a soccer field including amenities block and benches, and a small playground.
- The park is largely land-locked and hidden from view by residences on all sides, with a single lot width frontage on Amos Street and Houison Street, where there is parking access and a playground, respectively.
- The park is situated on a low point in the landform and is prone to flooding.
- The existing tree canopy is 25% of the area of Sydney Smith Park, excluding the soccer field.

Ideas and opportunities:

- Create new places for the community to meet and gather including around the Oakes Centre and on the Metro block.
- Revitalise the Oakes Centre building, including new and enhanced retail activation opportunities. Investigate opportunities to create a new public plaza that offer various community activities.
- Enhance existing sporting and recreational facilities at MJ Bennett Reserve, Austral Avenue Reserve and Sydney Smith Park to provide a range of activities that appeal to people of all ages, and improve accessibility and safety.
- Investigate opportunities for new, or enhanced connections to open spaces that provide improved streetscapes and tree canopy as well as wayfinding and surveillance.
- Investigate WSUD and water management strategies to help mitigate flooding impacts in MJ Bennett Reserve, Austral Avenue Reserve and Sydney Smith Park.

Movement and connections



Movement and connections analysis map

Public transport

- The construction of a new Metro will elevate Westmead into a key public transport node and interchange.
- Given the high pedestrian activity in and around the existing and future transport interchange, the amenity of surrounding streets should be improved.
- Supporting public local transport and last mile transport such as buses (local buses and T-ways) and the Parramatta light rail will provide necessary local connections.

Active transport

- Westmead South currently does not have any formal cycle paths though there are strategic plans for the Toongabbie to Parramatta Cycleway, as well as Green Grid links, however these are generally on the northern and southern edges of the precinct.
- The quiet local streets within the precinct are well suited for cycling particularly for connecting between key parks, including Parramatta Park to the northeast of the precinct, where there is an extensive network of bicycle trails.

Vehicle movement

- Hawkesbury Road is currently a key vehicle connection through the precinct, however there is an opportunity to focus more vehicles on Bridge Road, which can in turn create a more walking and cycling friendly connection along Hawkesbury Road.
- The Great Western Highway which borders the site is one of the main regional connectors across Greater Sydney, and also provides access to the M4 Western Motorway. The role of the Great Western Highway is unlikely to change however there is an opportunity to improve streetscape character and quality, as well as ensure any new development, particularly those including residential uses, are well-considered and designed to mitigate noise and other amenity impacts from the busy road.

Ideas and opportunities:

- Enhance amenity of streets including high quality footpaths, greening, and increased tree canopy to encourage walking and cycling.
- Enhance pedestrian connections to the station and interchange, particularly along Hawkesbury Road.
- Transform Hawkesbury Road into a more pedestrian focused street. Investigate potential to reduce parking lanes, widened footpaths and new cycle infrastructure.
- Investigate active transport connection along Alexandra Avenue to help deliver broader Toongabbie to Parramatta Cycleway.
- While the role of the Great Western Highway is unlikely to change in future, there is an opportunity to improve streetscape character and pedestrian amenity, including widened footpaths and increased street trees and planting.
- Investigate additional bus routes, particularly through the precinct to improve local connections.

Westmead South today

Development constraints and considerations



Constraints analysis map

Heritage

- There are a few local heritage listed items scattered throughout the precinct, mostly consisting of Victorian, inter-war or post-war style homes, and the Westmead Public School.
- A large area in the western part of the precinct includes a former housing estate, of which there are a few remaining buildings, predominantly brick homes or multi-dwellings. The general character of the area also provides contributory historical qualities. As such, part of the area is being investigated for designation as a Heritage Conservation Area.
- If a Heritage Conservation Area or Special Character Area is nominated in the western part of the site, new development within or surrounding the area will need to maintain and complement the existing character, as well as ensure interfaces are well-considered and designed.
- A row of palm streets along Moree Avenue and Grande Avenue is being investigated for designation as a Heritage Conservation Area/Special Character Area given their distinct landscape qualities.

Strata/development

- Areas of large strata lots present a constraint for new development, particularly along the northeastern boundary edge fronting Mays Hill. This area is considered unlikely to change in the short to medium term, although there may be some opportunity for infill development.

Flooding

- Areas along the former creek line and within the lower lying areas of the precinct may be subject to flooding.
- Development in flood affected areas will need to address Council's flood planning policy where relevant.

Ideas and opportunities:

- Any future development to consider appropriate height transition, character and interface with proposed Heritage Conservation Area/Special Character Area and existing heritage items.
- Investigate opportunities for development in unconstrained areas including the northern portion of the site along the rail corridor and future metro station.
- Investigate WSUD and water management strategies along key streets and parks to help mitigate flooding impact.

1.7 Opportunities



Preliminary spatial opportunities map

Spatial opportunities

- 1 Capitalise on the new Metro and Light Rail, as well as the growth of Westmead North and Parramatta by focussing development close to these areas.
- ➔ 2 Taller development may be most comfortable near to existing taller buildings north of the precinct as well as adjacent existing apartment buildings in the north and east of the precinct.
- 3 Reinforce Hawkesbury Road, particularly to the north as the main High Street.
- 4 Focus major active and public transport connections on Hawkesbury Road and Alexandra Ave.
- ➔ 5 Retain view corridors from Hawkesbury Road where possible.
- 6 Enhance Sydney Smith Park, MJ Bennett Reserve, Austral Ave Reserve as key local parks. Consider expansion of parks, particularly Sydney Smith Park to improve access and provide greater street frontage. Improve access to Mays Hill Precinct.
- 7 Consider the potential for upgrades to the Oakes Centre and its streetscape context.
- ➔ 8 Deliver public domain upgrades to existing mid-block link, including potential for widening or expansion.
- 9 Build on the character of the proposed Heritage Conservation Area/Special Character Area and nearby heritage.

Precinct-wide opportunities

- Improve streets by providing additional tree canopy, improved water sensitive urban design outcomes and walkability.
- Consider culturally-specific outcomes from the diverse demographic.
- Provide strategically appropriate growth in line with the Precinct's role in Westmead, GOP and greater Sydney.

1.8 Principles for growth

Development principles

The following principles have been developed, based on the strategic aspirations, visions and best practice outcomes for the precinct. We encourage them to be refined and they can be used as the basis for assessing appropriate change. These build on the planning framework within the Westmead Place Strategy, focussed on a master plan for Westmead South; as well as the project objectives provided to Architectus as part of the project brief.



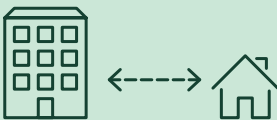
The right uses
The precinct's strategic location should be utilised to assist in viable delivery of appropriate growth in both residential and non-residential uses, supporting greater Sydney's growth. The precinct should deliver a diverse housing supply including affordable housing.



Accessible development
New development should take advantage of Metro, Light Rail, T-way, walking distances to Westmead North and Parramatta; and any new active transport link opportunities.



High amenity development
New residential development should take advantage of accessibility to local parks and shops as well as provide great amenity within development itself.



Built-form transition
Consideration should be given to transition between precincts, within precincts and as development occurs between existing and new development.



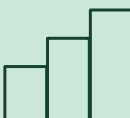
Celebrating character and heritage
Including formal heritage requirements and urban design considerations around establishing and continuing local character.



Enhanced and new social infrastructure
Supporting a growing precinct with appropriate parks, schools, community facilities, recreational facilities and other uses. Incorporate social and affordable housing needs through implementation of an affordable housing contribution scheme (where appropriate) and collaboration with the Land and Housing Corporation (LAHC).



Urban design quality
Best practice approaches to building design, streetscape and landscape design.



Structured for future change
Proposed controls should not form a fixed 'end point' but a 'point in time' allowing for review and further expansion where possible.

Open space and landscape principles

 <p>A green neighbourhood Seek to meet canopy cover targets including those in the 'Greener Neighbourhoods' guide. Encourage reduction in the 'urban heat island' impact. Encourage significant flora and fauna where possible.</p>	 <p>Great public places Consider quality, usability, accessibility and quantity of open space. Increase the range of recreational activities offered and seek to deliver identified future need.</p> <p>Make the most of the existing MJ Bennett Reserve and Sydney Smith Park, build on the role of Hawkesbury Road in connecting the Metro Interchange and Oakes Centre, and consider the opportunity for new spaces.</p>	 <p>Great streets Link places with streets that don't just provide connections but are attractive and usable places in their own right.</p>
 <p>Improved pedestrian connectivity<ul style="list-style-type: none">– Enhance pedestrian amenity along existing key connections and streets– Encourage the provision of through-site links by new development in key locations– Improve walkable connections to key open spaces</p>	 <p>Support active transport Consider appropriate places for new links to be delivered and informal active transport to be provided.</p> <p>Encourage active transport connections to adjacent precincts of Westmead North, Wentworthville and Parramatta CBD.</p>	 <p>Water sensitive urban design Improve permeability and responses to stormwater runoff and flooding impacts. Encourage the regeneration of Westmead's natural assets including the Parramatta River, Toongabbie and Darling Mills creeks.</p>

THE MASTER PLAN



Urban design vision

Westmead South will be one of the best connected places in Sydney. New open spaces, upgraded streets, improved cycle and pedestrian connectivity are fundamental to delivering a sustainable outcome for Westmead South.

The new Westmead South will deliver an estimated 6,600 new dwellings over 20 years, focused around land very close to the new Metro station, Westmead North and Parramatta CBD. Improved cycle and pedestrian connectivity is also at the heart of the master plan.



Connected + Collaborative

Taking advantage of the new Metro and Light Rail lines, existing T-Way and railway; walkability to Parramatta and Westmead North, the new Westmead South aims to be one of the most accessible neighbourhoods in Sydney.



Diverse + Innovative

New dwellings will provide diverse options within the neighbourhood rather than wholesale change across the precinct. Missing middle is also encouraged.



Green + Resilient

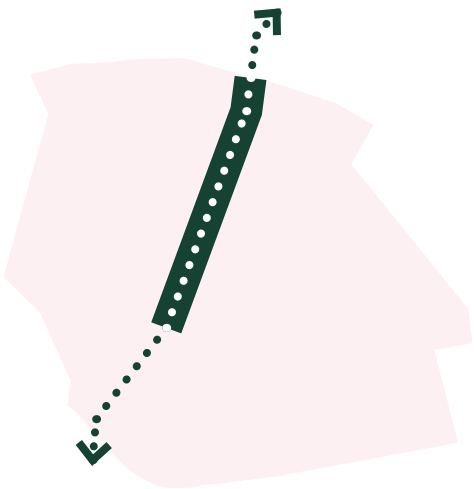
Two new open spaces are proposed – plus new links. Greening of streets and new development is proposed at a high standard and designs will incorporate sustainability measures.



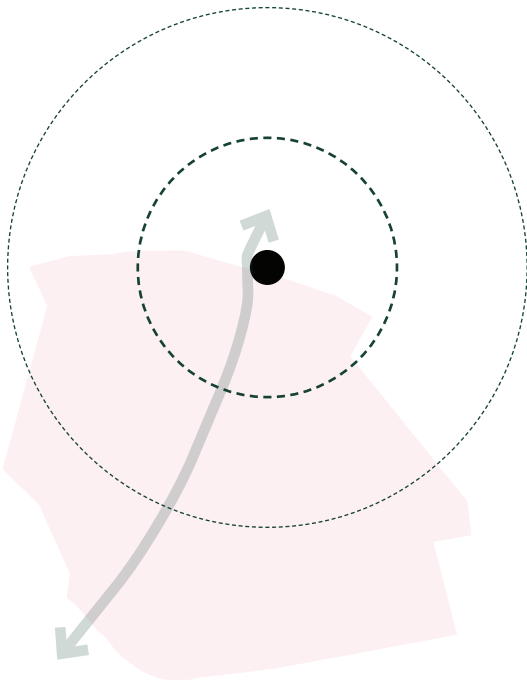
Local + Liveable

Change is proposed to build on the local community rather than promote wholesale change. Council will seek to work with the community on important projects such as revitalisation of open space around the Oakes Centre.

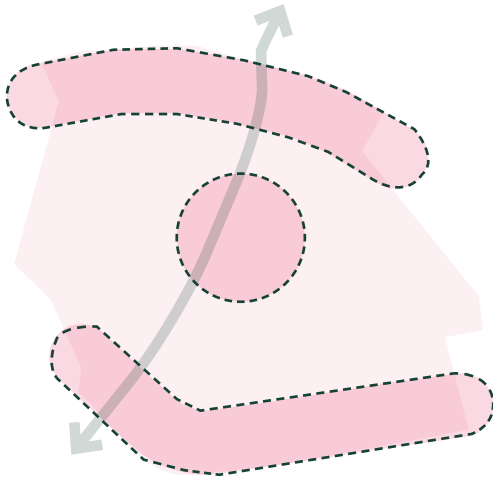
2.2 Key moves



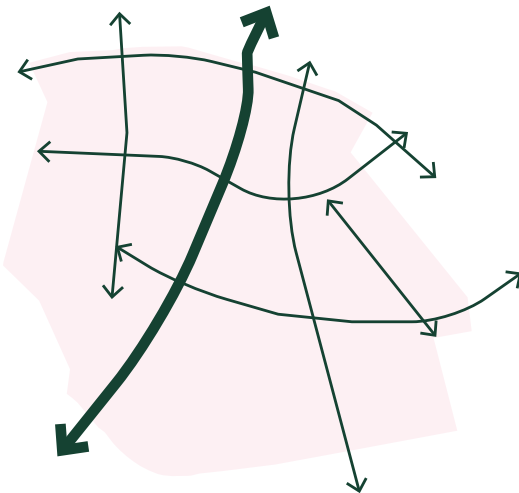
Focus on Hawkesbury Road High Street
Connecting station and the Oakes Centre



Development focused within walking distance of Station, Westmead North and Parramatta CBD



Approach to change informed by strategic, urban design and community aspirations

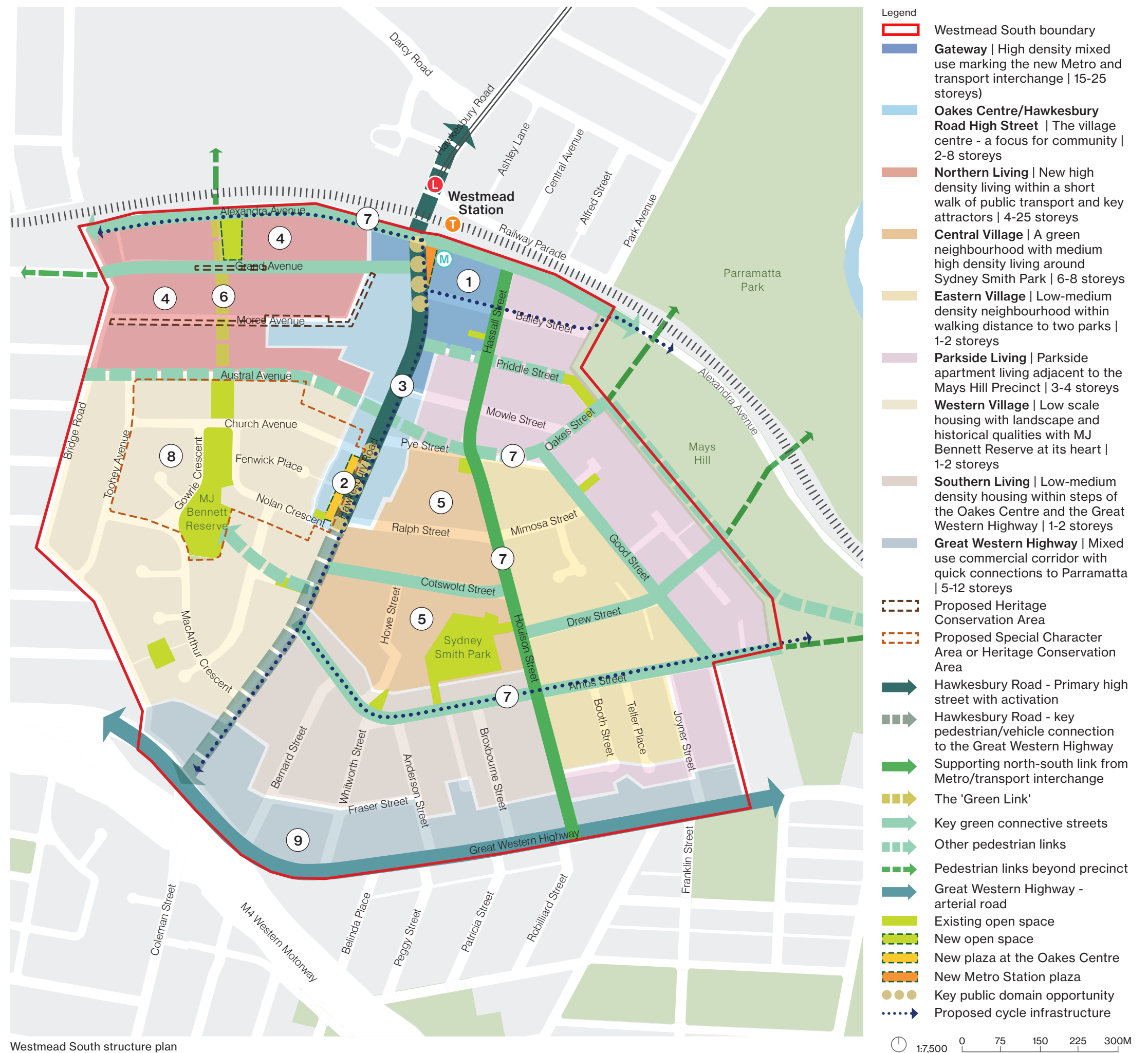


Improve east-west and north-south links

2.3 Structure plan

Key features of the structure plan

- ① The new transport interchange will be focussed around the new Metro, providing mixed use development opportunities.
- ② The Oakes Centre will be revitalised, potentially including a new public plaza.
- ③ Hawkesbury Road, the key north-south connection through Westmead South, will provide enhanced public domain amenity with generous footpaths, a new cycleway and landscaping, as well as new activation opportunities.
- ④ Medium-high to high density residential will be focussed within walking distance of the station and key education, health and recreational attractors.
- ⑤ Medium-high density residential is proposed around an enhanced Sydney Smith Park.
- ⑥ A north-south 'Green Link' will provide new and enhanced parks and connections.
- ⑦ Enhanced streetscapes along key east-west and north-south streets will encourage walking and create attractive neighbourhoods.
- ⑧ Low and medium density housing will be retained within the western part of the precinct, integrating with the existing local character and heritage qualities.
- ⑨ A mix of commercial, retail and residential uses will be focussed along the Great Western Highway which has convenient regional access to other nearby centres and attractors.



2.4 Public domain

The diagram adjacent describes key connections through the precinct and targeted areas for public domain enhancement. Key public domain improvements including connections through the precinct include:

- ① Hawkesbury Road will continue to be the main north-south movement spine through the precinct, with focal areas for significant public domain opportunities at the mixed use node around the metro/public transport interchange, and at the Oakes Centre neighbourhood shops.
- ② Hassall Street/Houison Street will act as a supporting north-south local link that has great pedestrian amenity, connects small and large parks, and supports a changing residential area.
- ③ An enhanced north-south pedestrian link, known as the 'Green Link', will strengthen the connection to MJ Bennett Reserve and Austral Avenue Reserve, and can instigate a strategic connection further north across the rail.
- ④ Enhancements to key east-west streets will encourage walking through the precinct, and link to local and regional parks, link into the main street, and provide connections beyond the site.
- ⑤ The realisation of the Mays Hill Precinct master plan (formerly the Parramatta Golf Club and located within the City of Parramatta LGA) will create a significant open space asset for the precinct, with an opportunity to enhance access, connections and interfaces with the park.

These key public domain opportunities are further described in Chapter 3 Key Places.

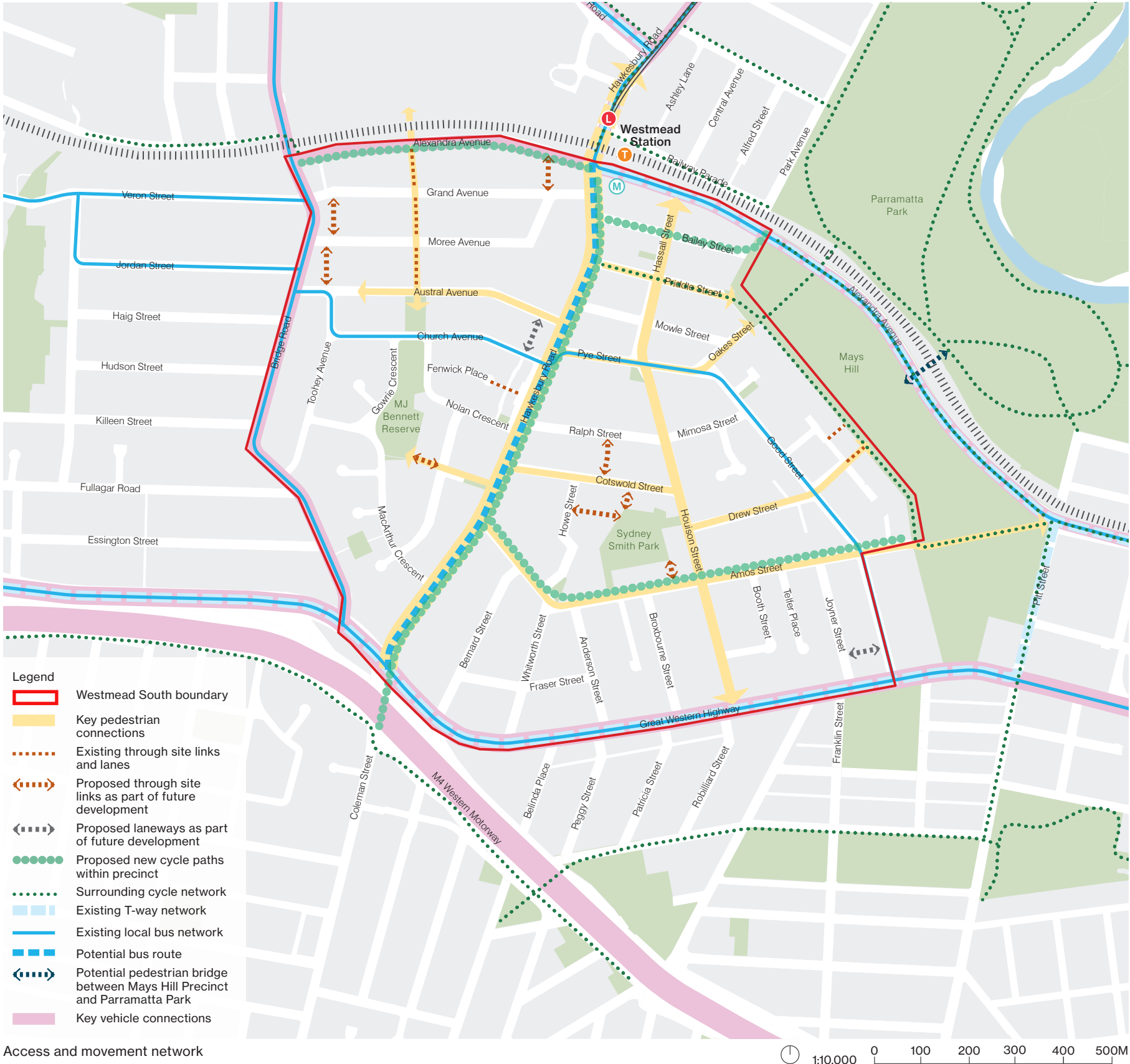


Public domain

Access and movement

Key elements of the access and movement strategy for Westmead South include:

- Sydney Metro will provide enhanced public transport access and connectivity across Greater Sydney, supported by local light rail, bus and cycle connections. Targeted streetscape upgrades along Alexandra Avenue and Hawkesbury Road will support pedestrian connections to the new transport interchange.
- Cycle infrastructure either separated or off-road shared, along Alexandra Avenue and Hawkesbury Road, will provide local and regional connections east-west between Toongabbie and Parramatta, and north-south linking into the broader cycle network. A cycle path along Amos Street will provide local connections to Mays Hill Precinct and Parramatta Park, and Parramatta CBD beyond.
- Potential for a future bus route along Hawkesbury Road, including a stop at the Oakes Centre to improve public transport connectivity to and from Westmead South. This may include improved T-way and local bus services.
- Potential for new mid block and through site links at key locations to promote and enhance walking through the precinct, connecting to parks, schools, transport and services. These through site links may be delivered through dedication as part of future development.
- Focussing vehicle movements along the peripheries of the precinct along the Great Western Highway, Bridge Road and Alexandra Avenue, to better support walkability through the precinct.



Public domain

Public open spaces and streetscape improvements

Attractive, usable, safe and legible public open spaces and streetscapes are important to creating successful neighbourhoods. Key public open space and streetscape improvements proposed by the master plan include:

- Enhancements to existing parks including MJ Bennett Reserve/Austral Avenue Reserve and Sydney Smith Park to increase amenity, functions and usability (see Chapter 3 for more detail).
- Enhanced mid block link between Alexandra Avenue and Austral Avenue, the 'Green Link', including widening of the link (through dedication) and potential for new open space at the northern end of the link (see Chapter 3 for more detail).
- Streetscape improvements along Hawkesbury Road including street tree planting, landscaping, widened footpaths and a cycleway.
- New public plaza coinciding with the delivery of Sydney Metro, including an improved interchange and pedestrian crossings.
- Potential new public plaza at the Oakes Centre (see Chapter 3 for more detail).
- Streetscape improvements along Hassall Street, Houison Street and Amos Street including street tree planting, landscaping and widened footpaths. Opportunity for a cycleway on Amos Street. New development can help to facilitate public domain improvements along the streets identified in the adjacent map.
- Potential for through site links delivered through development to increase pedestrian permeability across long blocks and better connect to open space, schools and services.



2.5 Connecting with Country

Yerrabingin has been engaged to prepare a Designing with Country Framework for Westmead South founded on an understanding, collaboration and co-creation with Community. This will help guide the development of the master plan.

Yerrabingin have developed a series of design principles and preliminary ideas, which are described adjacent.



Place of Knowledge

Westmead South is a place of knowledge. With a range of educational places in close proximity to green spaces, the master plan presents an opportunity to explore the intersection of diverse knowledges within this unique place. This principle identifies the value of storytelling and considers how First Nations knowledges and practices may be integrated within the master plan to instill a sense custodianship between the local community and Country.

- Investigate First Nations wayfinding and placemaking opportunities throughout the master plan.
- Create green connections between places of education parklands.
- Draw from local stories to create welcoming spaces for knowledge exchange.



Pathways for a Healthy Future

Pathways for a healthy future acknowledges the importance of movement for the body and mind. With a series of interconnected street scapes closely connected to public services and health precincts, the master plan has the ability to enhance the daily life of locals and visitors traversing this place. This principle considers how planting and wayfinding strategies can enhance the usability of pathways, looking at the links between, health, well being, and connections to Country.

- Explore planting and pavement opportunities across the master plan.
- Consider new meandering pathways to connect residents to larger green spaces.
- Improve health and wellbeing outcomes of residents with accessible pathways for walking and cycling.



The Burramatta Ecology

Westmead South is situated on Burramatta Country. With a significant songline, historical creek beds, and several points of cultural interest, the master plan has the opportunity to honour and strengthen the Burramatta legacy. This principle seeks to celebrate and showcase the unique features of the Burramatta Ecology through a holistic interpretation of the site, highlighting how the built form and landscape can work in harmony with Burramatta Country.

- Create a site specific and restorative landscape strategy for main corridors, verges, and parklands.
- Investigate opportunities to reignite traditional creek beds.
- Showcase and celebrate Burramatta peoples, stories, and fauna across builtforms and landscape.

Source: Yerrabingin 2024

2.6 Sustainability

Achieving sustainable cities are essential in ensuring that our communities are liveable and thrive. As part of the development of this master plan, ARUP have been engaged to provide environmental sustainability recommendations to help plan for a sustainable Westmead South into the future.

The following summarises key themes and initiatives from ARUP's report (for further detail see the Westmead South Master Plan ESD report and Resilience Plan, ARUP 2023).

Green infrastructure

Westmead South is to be a nature positive and resilient precinct. The provision of green infrastructure can provide multiple benefits to the existing and future community of Westmead South including reducing urban heat island effect through tree canopy, promoting health, well-being and social connection, and helping to manage impacts and build resilience from extreme weather events. Key strategies include:

- Green facades
- Extensive and intensive green roofs
- Bio-solar green roofs (i.e. to maximise PV solar intake)
- Bioswales
- Pocket habitats

Tree canopy

The Draft Green Places Design Guide (Government Architect NSW 2020), supported by the Green Neighbourhoods Guide (NSW Government 2021) sets urban tree canopy targets. As a principle, Westmead South should aim to meet or exceed these targets. Key targets include:

- Streets - 40% canopy cover
- Open space - 45% canopy cover
- Private domain - 30% canopy cover
- **40% whole of precinct**

Waste

Potential to implement waste management strategies that reduce waste going to landfill, maximise resource recovery, and minimise associated greenhouse gas emissions.

Energy, thermal comfort and carbon

The vision for Westmead South is to gradually be a net zero precinct into the future. Target areas include:

- Reducing operational emissions stemming from the precinct's use through its lifecycle
- Reducing embodied emissions during planning and construction phases

Smart City

Westmead South has the potential to embrace and explore new and emerging technologies that can drive sustainable outcomes. Council is developing a Smart Place Strategy and Action Plan that includes:

- Smart People
- Smart Services
- Smart Spaces
- Smart Movement
- Smart Economy

Water

Potential to explore and implement integrated water management strategies that drive water efficient and regeneration outcomes across the precinct. Key strategies include:

- Water sensitive urban design
 - Permeable paving with a bioretention system for stormwater capture
 - Rainwater collection and reuse
 - Water exporting
- Water efficiency
 - Efficient water fixtures and fittings
 - Maximise rainwater collection and reuse
 - Incentivise the update of smart technologies

Movement and transport

Westmead South has the unique opportunity to become a highly accessible and interconnected precinct that incentivise walking and use of low-carbon transport nodes. This includes reclaiming space from private vehicles within the public domain, where possible, to prioritise pedestrians, cyclists and net zero public transport. There are several associated benefits including improved health and well-being, less traffic and associated pollution, and reduced greenhouse gas emissions.

In addition to the above, key strategies for further investigation include:

- Electric vehicle infrastructure
- Bicycle parking requirements
- Reduce private parking
- Promote public transport accessibility and use

Community, health and well-being

The vision for Westmead South is to be vibrant precinct that features accessible, diverse, and well-connected public spaces and places. Key initiatives for investigation include:

- Inclusive construction practices
- Social procurement strategies
- Inclusive design principles
- Utilising the Connecting Country Framework (Government Architect NSW)
- Engage with First Nations businesses and communities

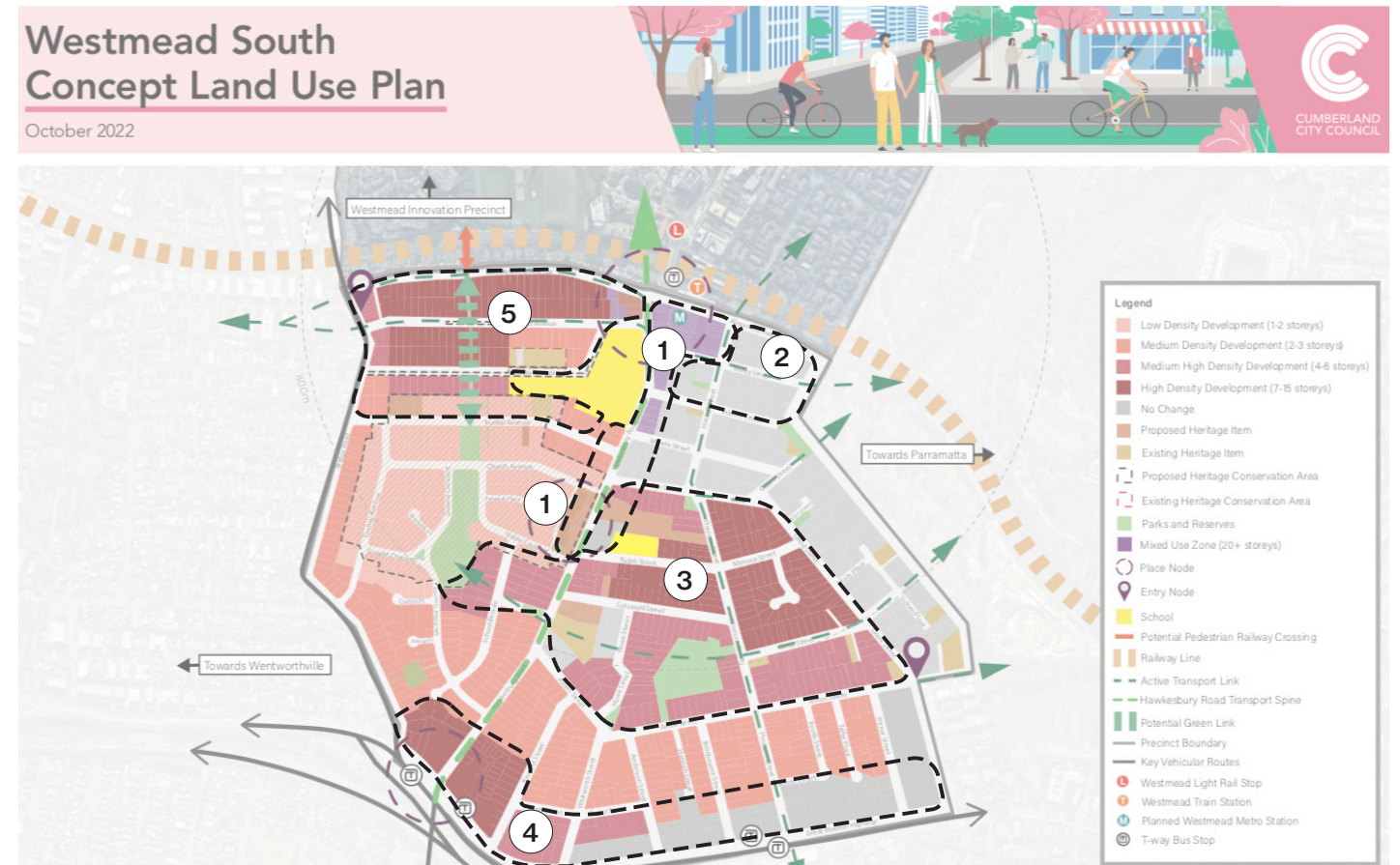
2.7 Master plan evolution

Part of this master plan process was to further test the assumptions and strategies proposed within the Westmead South Concept Land Use Plan (October 2022). While the overall structure and principles of the concept land use plan continue to hold true, detailed urban design and technical studies have further refined the approach to the master plan.

Areas of deviation from the draft plan were informed by built from modelling and amenity testing, economic feasibility, feedback from the Community Voice Panel, as well as reference submissions received from earlier community engagement.

Key areas of change since Westmead South Concept Land Use Plan 2022

- ① Increased focus on Hawkesbury Road connecting the Oakes Centre and Metro as the heart of the local community. Some increased change, setbacks and shops/services along this edge.
- ② North-eastern edge investigated for change based on feedback from community as an area appropriate for further change. However this potential was limited due to both viability of change to existing residential flat blocks and overshadowing of Parramatta Park which has statutory protection under the Greater Sydney Parklands Trust Act 2022.
- ③ Following community feedback the area of high density development at the heart of the precinct was reduced with a focus on medium-high density development and medium density development. A simplified approach to residential zones has also been developed following urban design and economic input.
- ④ The response to the Great Western Highway has been reconsidered holistically to promote higher amenity residential and commercial uses while respecting the existing built form and role of this area.
- ⑤ A combination of feasibility, urban design and heritage considerations has reshaped development aiming at minimising impacts on streetscape and nearby areas while maximising potential for provision of sustainable new development with open space and new services.



Westmead South Concept Land Use Plan (Cumberland City Council) with overlay by Architectus



Locations for future housing - identified in the Community Voice Panel

The feedback of exhibition from the Westmead South Concept Land Use Plan included similar themes of concern around change in central and southern areas.

KEY PLACES

3.1 Overview of key places

Key places have been nominated as priority for public domain enhancement to be further investigated by Council. The approach to these is further described through the remainder of this chapter.

Spaces

- S1 Oakes Centre plaza** (see 3.2)
The Oakes Centre is the neighbourhood centre providing local services and amenities, while the new public plaza will support community events and activities.
- S2 Sydney Metro block** (see 3.3)
Marked by the new Metro entrance, the Sydney Metro block will offer high density living with retail activation at the ground, supported by new public spaces including the Metro Station plaza.
- S3 MJ Bennett Reserve and Austral Avenue Reserve with the Green Link** (see 3.4)
Extending north-south, MJ Bennett Reserve and Austral Avenue is a district park offering a variety of sporting and recreational opportunities, while the Green Link provides new and enhanced pedestrian connections and spaces.
- S4 Sydney Smith Park** (see 3.5)
Sydney Smith Park is a local park located in the Central Village providing sporting, recreational and play spaces.
- S5 Mays Hill Precinct**
While this is not considered further in this study as it is part of Parramatta Council, delivery of the Mays Hill Master Plan 2017 (overlayed on the adjacent plan) is important to the future amenity of residents in Westmead South.

Links

- L1 Hawkesbury Road** (see 3.6)
Hawkesbury Road is the key north-south connection through Westmead South, providing activated and high amenity pedestrian connections between the Oakes Centre and the new transport interchange.
- L2 Houison Street** (see 3.7)
A green and attractive local street that supports north-south connections through Westmead South.
- L3 Alexandra Avenue** (see 3.8)
A key east-west connection that supports local vehicle movement, cycle linkages and pedestrian access to the station and interchange.
- L4 Amos Street** (see 3.9)
A key east-west pedestrian and cycle connection, linking Hawkesbury Road/ Westmead and Parramatta through the Mays Hill Precinct.



3.2 Oakes Centre plaza

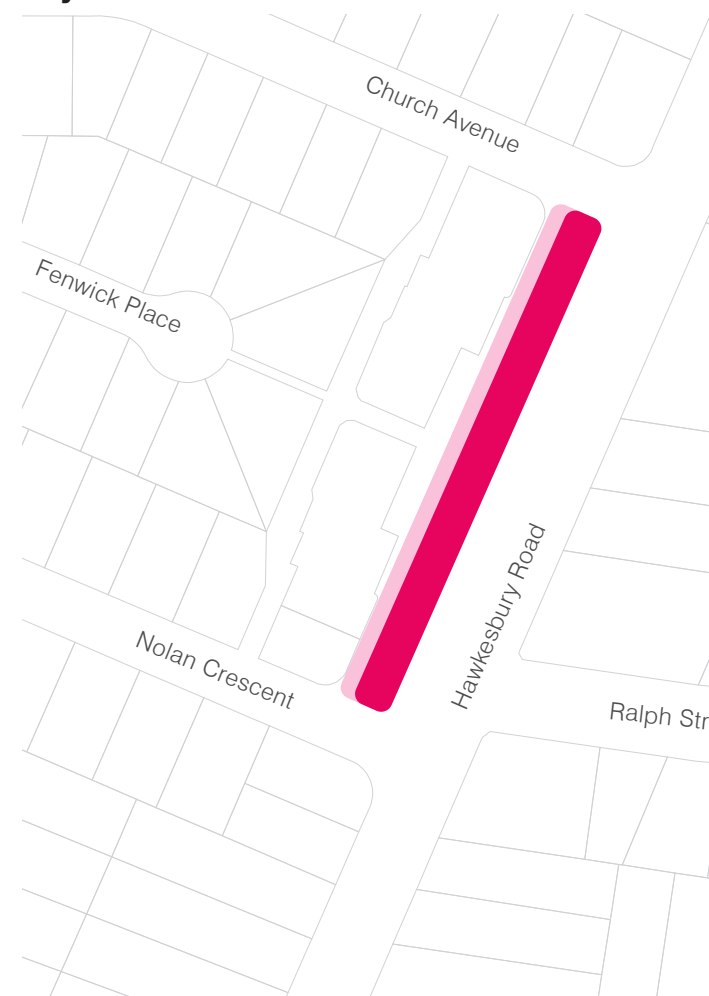


The Oakes Centre is the neighbourhood centre of Westmead South characterised by existing shop top housing set back from Hawkesbury Road with parking along its frontage.

An opportunity exists to enhance the village centre through new mixed use development and a new public plaza for the community. The Oakes Centre plaza will attract people to the heart of Westmead South, supporting a variety of activities and events.

The concept described on the following pages envisages that some of the parking area in front of the Oakes Centre be relocated to transform the space into a new plaza. Parking and servicing requirements will be an important consideration in any redesign of this space. There are various options for how this can be delivered which need to be considered through a detailed design process. One approach is shown on the diagrams however alternatives can be explored in future stages.

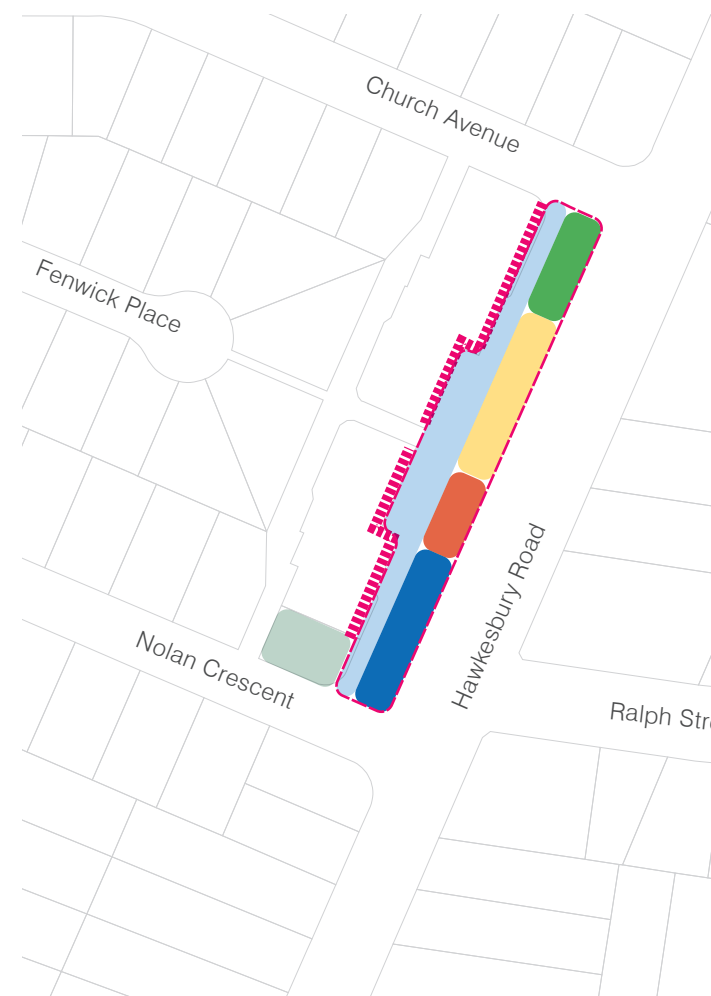
Key moves



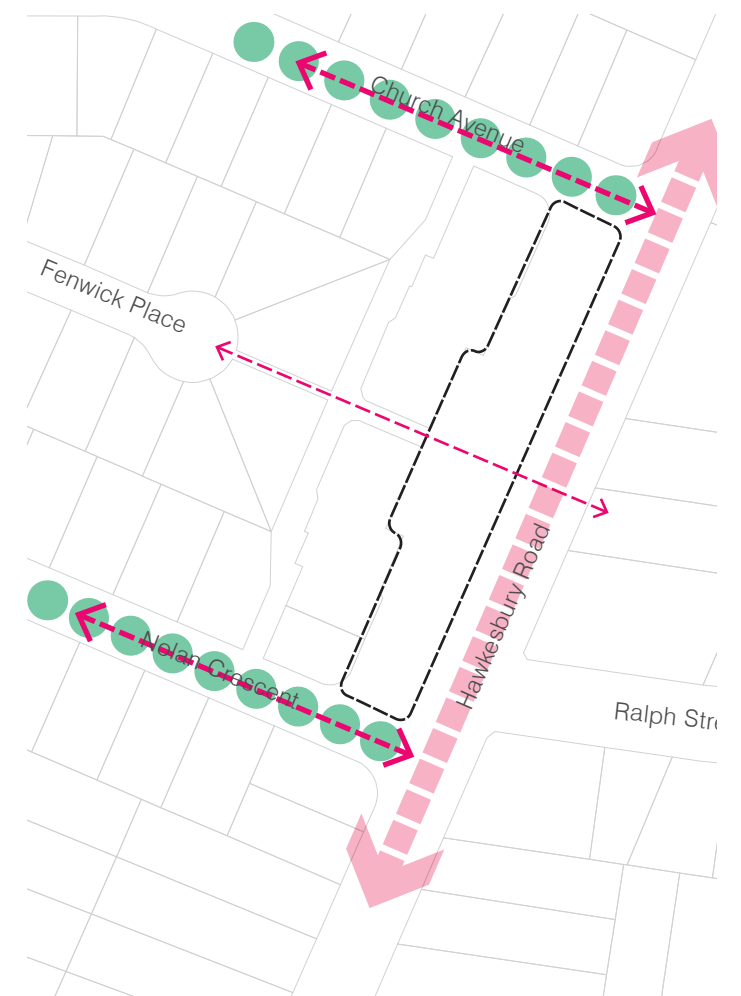
New linear plaza that extends and enhances the existing retail plaza.



Landscaped edge to provide a buffer to Hawkesbury Road. Angled parking is retained on Hawkesbury Road with additional spaces along the edges of the new plaza.



Semi-programmed linear plaza with various activation opportunities.



Support connectivity through improved public domain amenity including ample footpaths and street trees.

Oakes Centre plaza

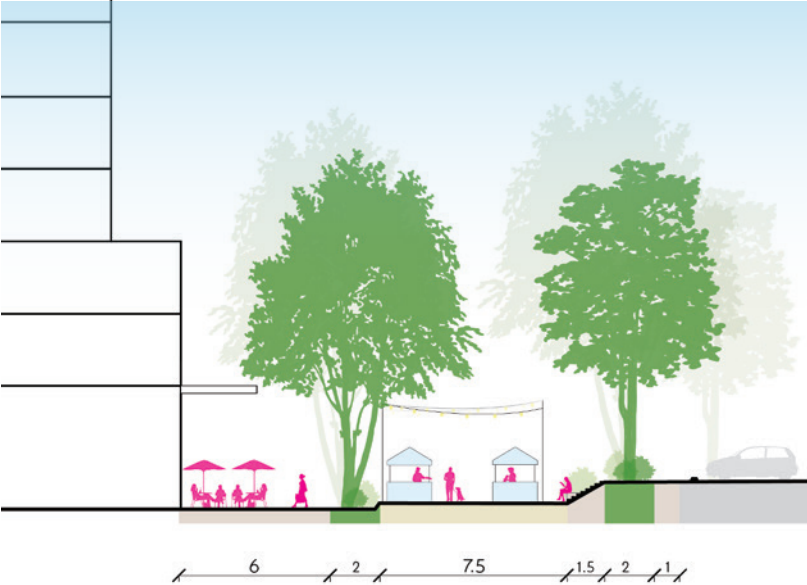
Opportunities

- 1 New plaza, slightly lowered to better integrate into existing retail plaza, remove clutter, improve physical and visual connections, and allow more sunlight access.
- 2 Reallocate parallel parking along the slip lane to Nolan Crescent and Church Street.
- 3 Landscaped edge to provide a buffer to Hawkesbury Road and increase amenity and shade.
- 4 Parking to be retained and optimised along Hawkesbury Road with new landscape blisters and street trees.
- 5 Retail plaza enhanced with opportunity for outdoor dining and seating, connecting to new retail offering created by new mixed use development.
- 6 Tables and seating, closely linked to (new) cafes/restaurants.
- 7 Children's play area, including opportunities for water play.
- 8 Flexible plaza area that can support formal and informal community events.
- 9 Grassed area that can provide passive recreational opportunities, and an extension to community events from the plaza area (no.8).
- 10 New plaza may attract new and diverse tenants that can offer increased food and beverage activation.
- 11 Enhanced park furniture include seating and footpaths in Allen Brierly Reserve. Support pedestrian connections from the Oakes Centre to MJ Bennett Reserve.
- 12 Improved pedestrian crossing and access to the Oakes Centre and new plaza.



Oakes Centre - concept plan for new plaza

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Indicative section - showing new plaza and activation opportunities

- Legend
- Roadway
 - Verge
 - Footpath
 - Cycleway
 - Plaza



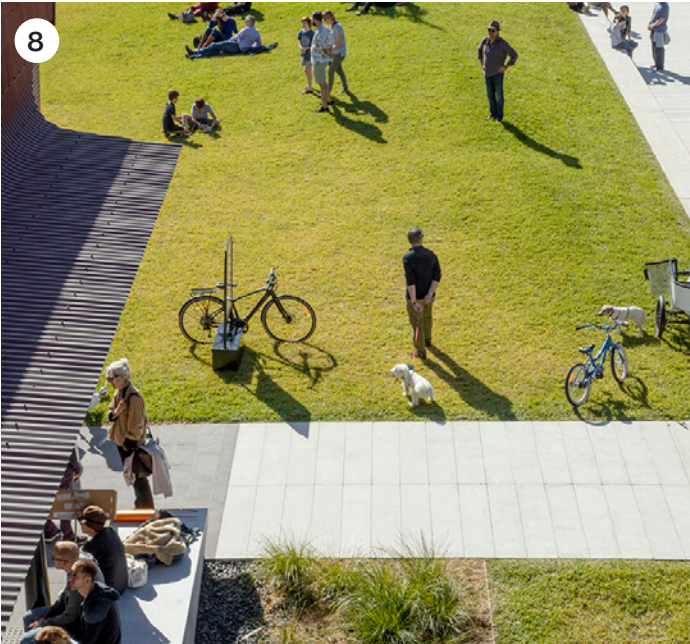
Cafes with outdoor dining opportunities (Newmarket, Randwick)



Urban playground (Amsterdam)



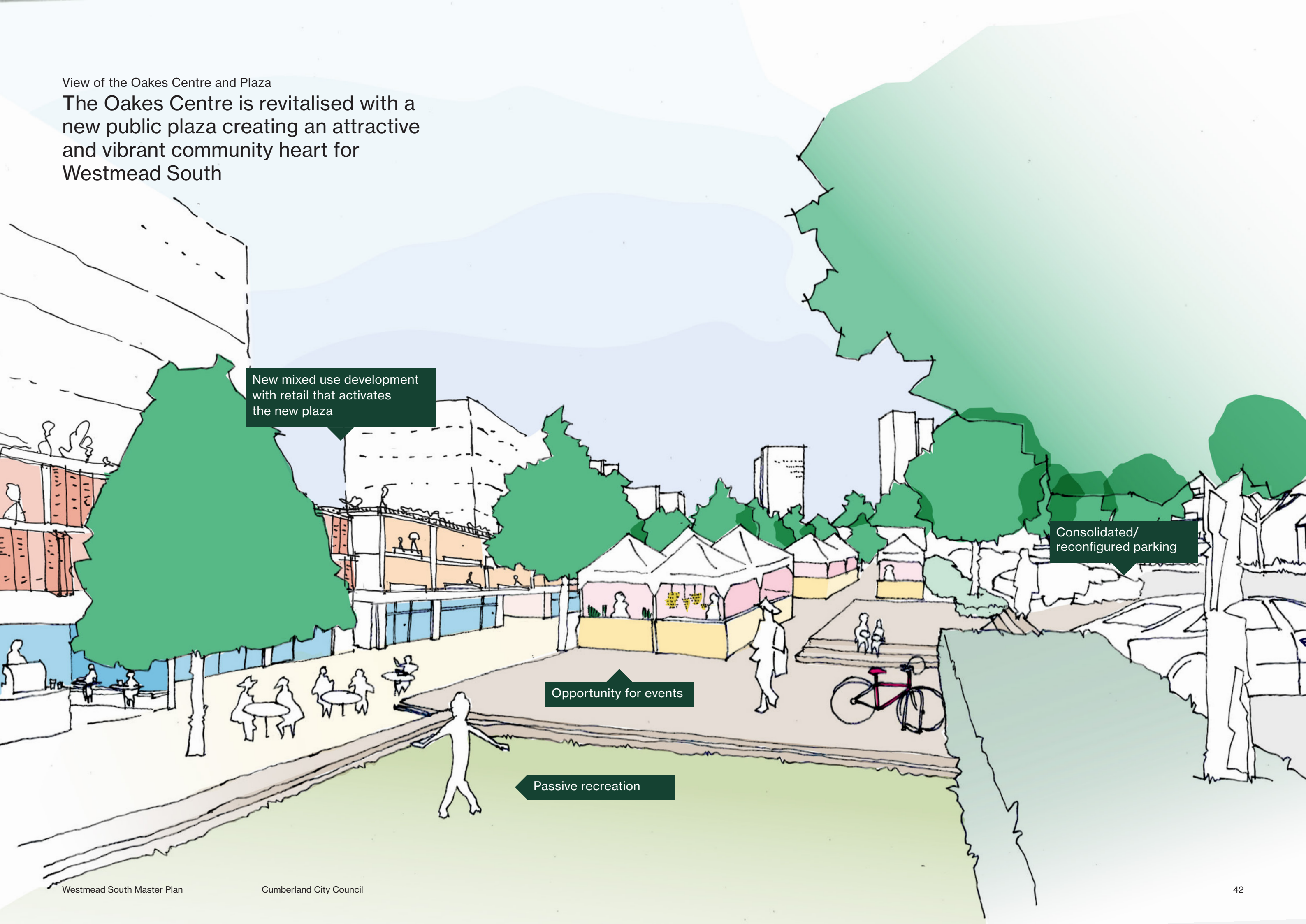
Flexible plaza for community activities (Flour Mill, Summer Hill)



Grassed areas for passive uses and events (Matron Ruby Grant Park)

View of the Oakes Centre and Plaza

The Oakes Centre is revitalised with a new public plaza creating an attractive and vibrant community heart for Westmead South



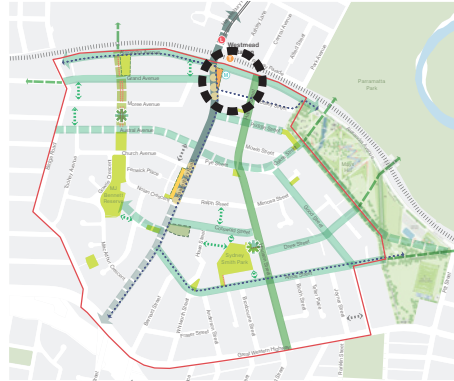
New mixed use development with retail that activates the new plaza

Consolidated/
reconfigured parking

Opportunity for events

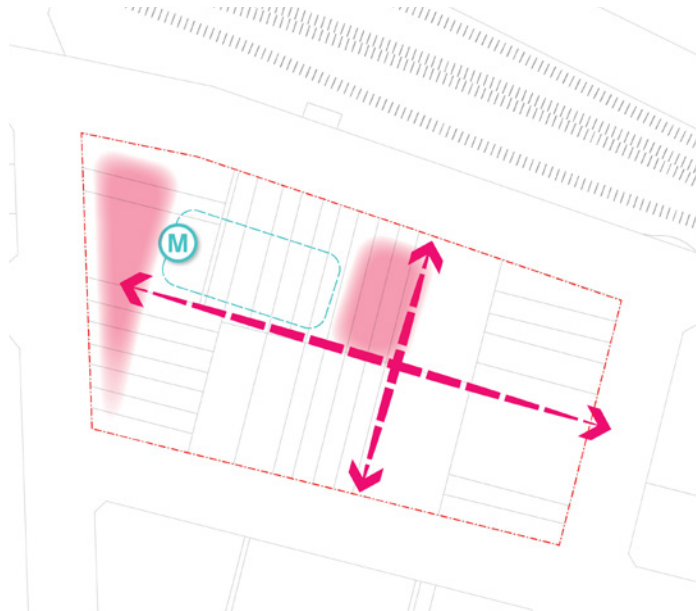
Passive recreation

3.3 Sydney Metro block



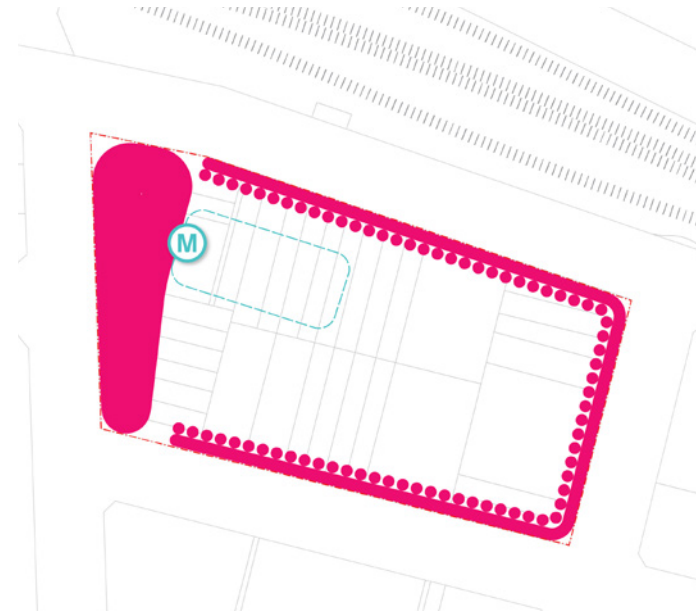
Driven by the Sydney Metro project and new station, the Sydney Metro block, bounded by Alexandra Avenue, Hawkesbury Road, Bailey Street and Hassall Street, will be a new mixed use development and transport interchange, supported by high amenity public domain and connections, and retail activation. The Metro entrance and station box is oriented east-west along Alexandra Avenue, and will interface with the future adjacent station development (ASD) located in the southern half of the block.

Key moves



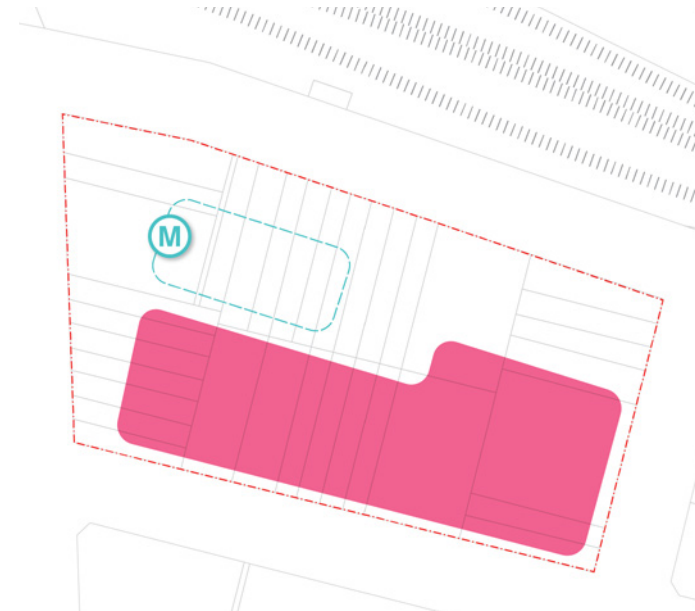
New through-site links with a front door plaza to the Metro and future retail

- Provide a generous public open space in front of the Metro station entrance facing Hawkesbury Road.
- Provide mid-block connections to increase permeability through the site.
- Provide other public spaces for the community within the block, including opportunity for outdoor dining and seating.



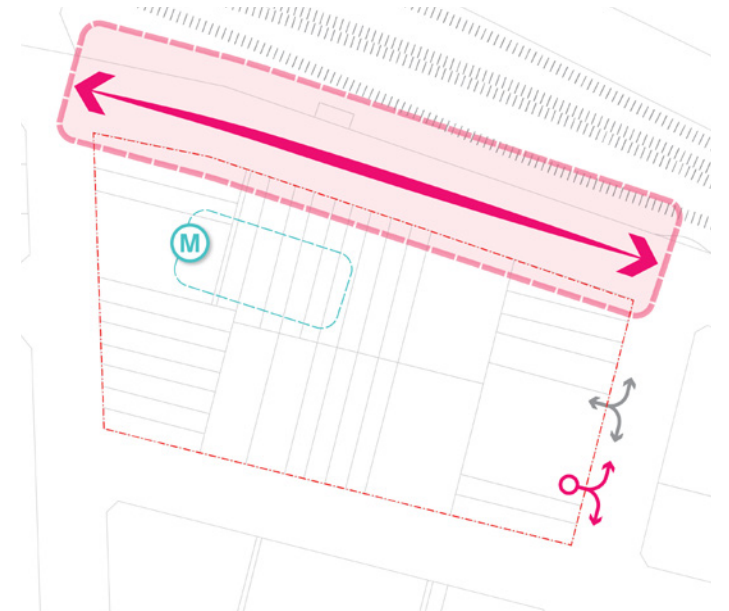
Building setbacks and an appropriate street wall will enhance public domain amenity and support pedestrian activity

- New built form well set back from Hawkesbury Road to accommodate the new station plaza.
- 3m street setback along Bailey and Hassall Streets to accommodate widened footpaths. Generous footpath space along Alexandra Avenue to support the transport interchange.
- Allow a street wall height of 1-2 storeys (retail uses), with an additional setback to upper podium and tower levels to minimise visual bulk and scale, and create a great pedestrian scale at the ground.



Support development opportunities on the Adjacent Station Development site

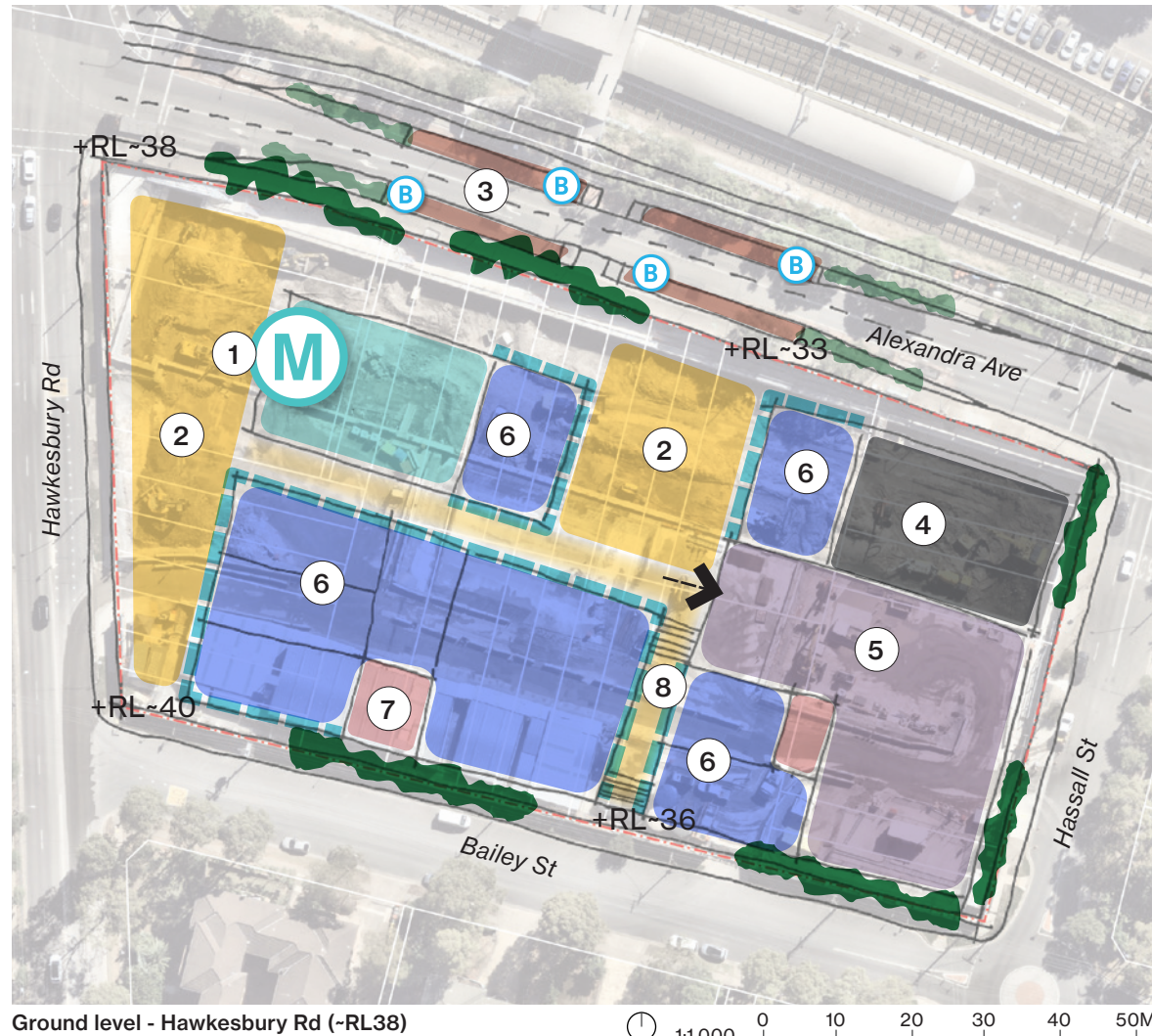
- Provide opportunities for mixed use development on the ASD site, including retail uses at ground with residential uses above.
- Ensure that the new Metro Station operational requirements and public spaces are not impacted by new development.



Improve streetscape along Alexandra Avenue

- Integrate pull-in bus stops (up to 4 buses per side) within Alexandra Avenue.
- Provide basement and loading access off Hassall Street.

Sydney Metro block



Opportunities - Hawkesbury Road level

- ① Metro entry/exit and new Metro plaza fronting the gate-line entry, with a minimum 22m depth from Hawkesbury Road to gate-line.
- ② Maximise provision of public open space on site that interfaces with retail uses, the metro station and creates a formal street address to the future development. Total of 2,500sqm of open space provided across the block including:
 - Approximate 1,500sqm open space consisting of the Metro plaza along Hawkesbury Road.
 - Approximate 1,000sqm open space within the block along Alexandra Avenue activated by retail.
- ③ Upgrade Alexandra Avenue within the existing road reserve. Upgrades expected to include:
 - Pull-in bus stops for up to 4 buses on each side of the street with landscape zones.
 - Minimum 4m wide pedestrian footpaths - additional width could be provided from either the Metro site or railway.
 - Pedestrian crossing with traffic calming implementations.
- ④ Preferred location for station service box requirements at ground level, away from busiest areas.
- ⑤ Potential for supermarket (approximately 1,500sqm) on the eastern portion of the block with access from internal link close to Metro and bus stops. Street access may also be provided where possible. Basement and servicing access from Hassall Street on the lower ground level.
- ⑥ New retail uses activate the new public spaces and through site links, and provide services and amenities to support future residential and employment densities.
- ⑦ Residential lobbies to have a defined street address with accessibility via local streets. Entry from Bailey Street preferred.
- ⑧ Provide a minimum 7m wide pedestrian link between Alexandra Avenue and Bailey Street.

Desired future character



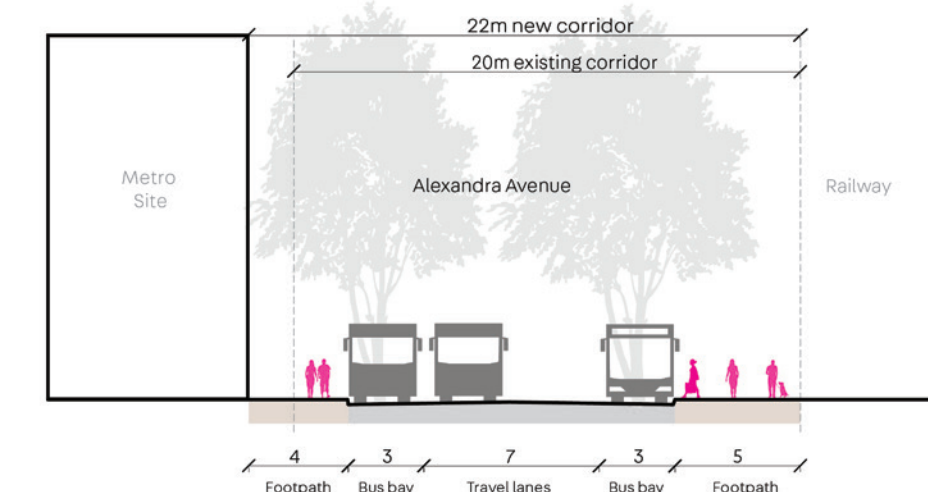
Activation opportunities that attracts people to stay and linger (Kensington Street, Sydney NSW)



Generous footpaths with landscaping and street trees (Green Street, Japan)



Generous plaza to facilitate movement and access into the Metro (Sydney Metro, Victoria Cross, Sydney NSW)



Street section (n.b. Additional width could be provided from either Metro site or railway)

Sydney Metro block



Lower Ground Level (~RL33)

Preliminary opportunities - lower ground (Hassall St)

- ① Landscaped edge to provide buffer to Alexandra Avenue & Hassall Street, and increase amenity and shade.
- ② Future-proofing service requirements for the Metro Station.
- ③ Active frontages along Bailey Street, with entrance to through site link.
- ④ Utilise the slope in the topography to create a semi-basement for loading & services for the supermarket, and basement parking access.
- ⑤ Locate vehicular access via Hassall Street.
- ⑥ Residential lobbies to have a defined street address with accessibility via local streets. Entry from Bailey Street preferred.
- ⑦ Allowance for deep soil to support significant trees underneath new open space / plaza facing Hawkesbury Rd.

Desired future character



Activated internal laneways that provide links through the block (City Lane, Townsville QLD)

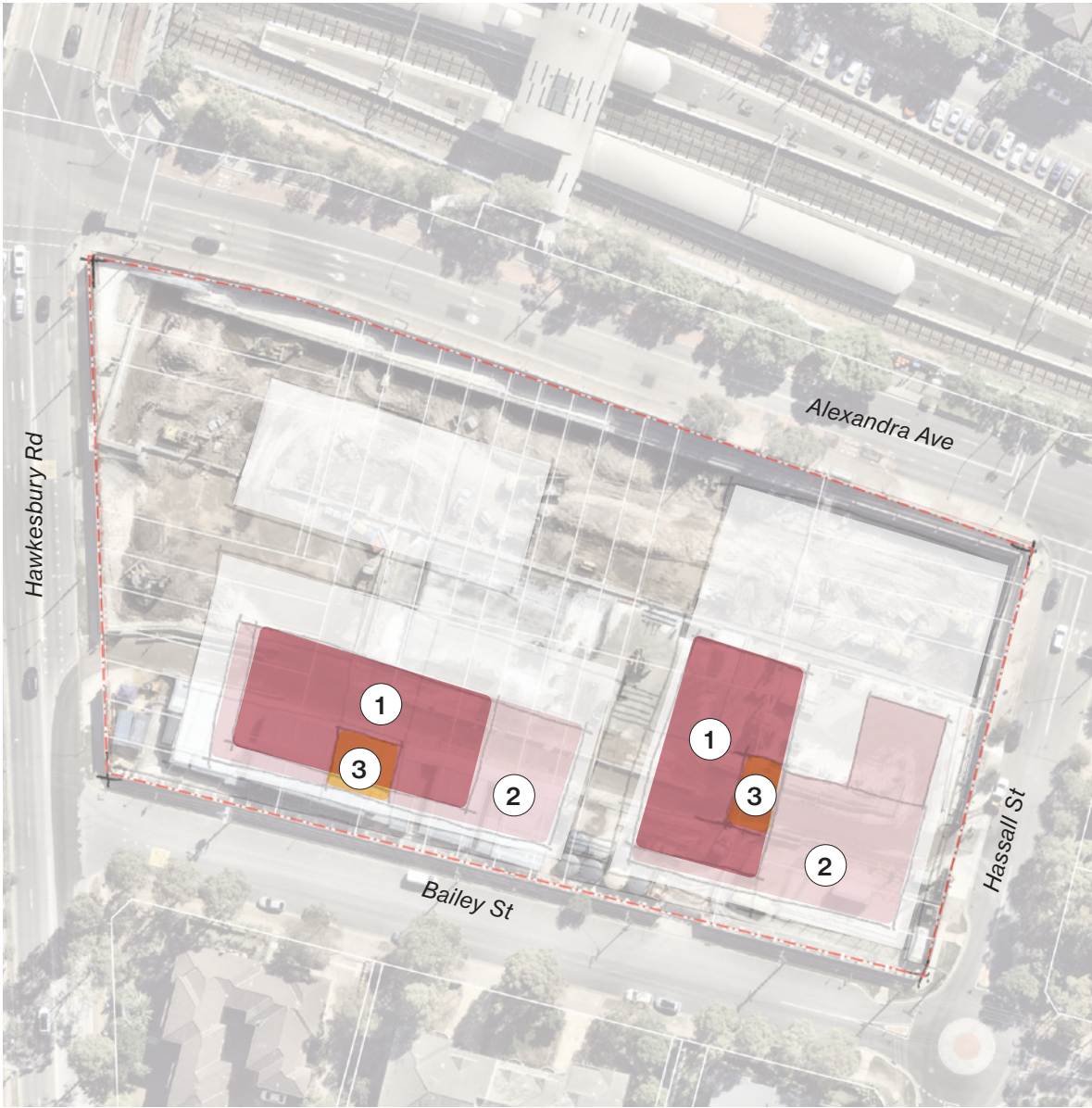


Retail activation provided along key pedestrian links (Kiaora Lane, Double Bay NSW)



Wolf Lane, Perth WA

Sydney Metro block



Tower Level

Preliminary opportunities - tower level

- ① Slender towers of a smaller floorplate (max 850sqm GBA) to present attractively in the round and maximise solar and visual amenity to neighbouring towers and properties.
- ② 3m setback above the ground floor. Maximum 4 storey podium to respond to scale and grain of buildings opposite, with minimum additional 3m setback for tower forms above.
- ③ Position cores to respond to ground floor and underground conditions, provide clear street address and encourage good solar access to apartments.

Desired future character



Slender and well separated tower forms (Epping, NSW)



Lower levels are articulated and well-detailed to provide appropriate scale and character to the street (Rydrie, VIC)

3.4 MJ Bennett Reserve, Austral Avenue Reserve and the Green Link



MJ Bennett Reserve, Austral Avenue Reserve and the Green Link, refers to the series of parks and mid block links, extending north-south across the western portion of Westmead South.

An enhanced MJ Bennett Reserve and Austral Avenue Reserve will provide a variety of sporting and recreational activities for the community. While the Green Link can provide improved pedestrian connections and new open spaces to support existing and future residents.



MJ Bennett Reserve (existing)



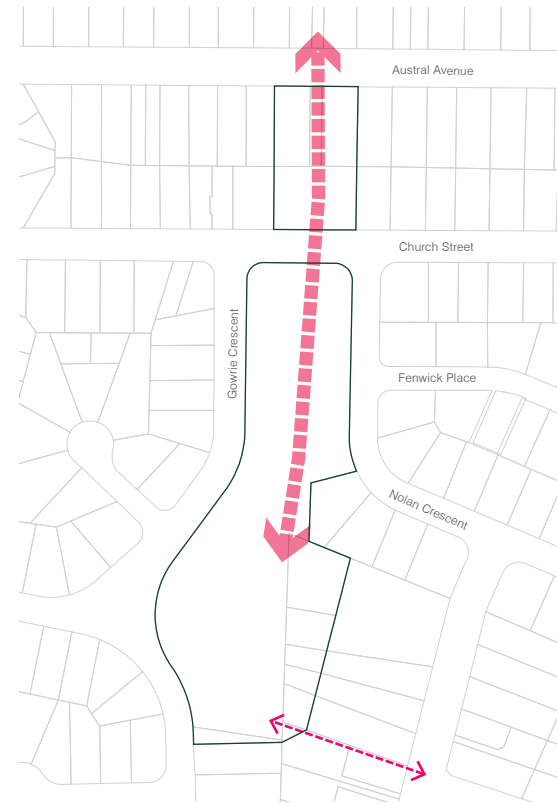
MJ Bennett Reserve, Austral Avenue Reserve and the Green Link

MJ Bennett Reserve and Austral Avenue Reserve

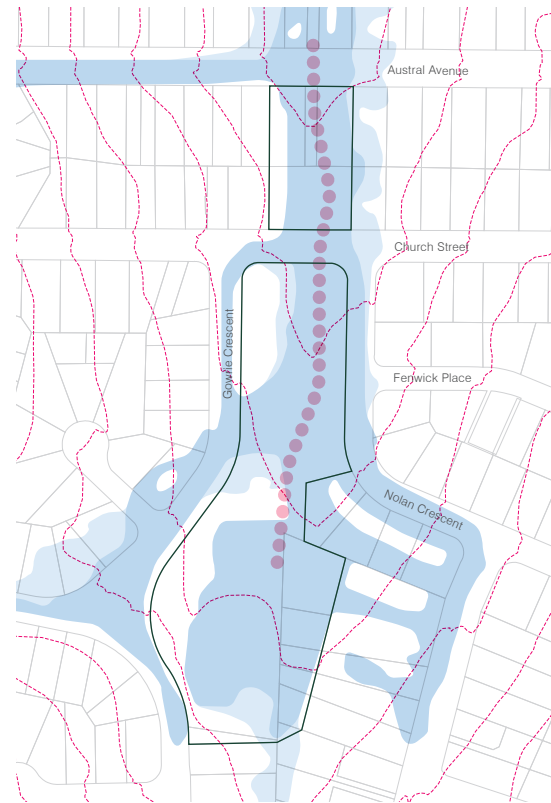
Principles

- Enhance the key north-south pedestrian connection across the precinct.
- Provide increased amenity outcomes that creates a place that is safe, accessible, inclusive, and attractive.
- Incorporate Connecting with Country narratives and design strategies as part of the enhancements to the open spaces.
- Re-organise the sporting and recreational opportunities within the park to better co-locate activities of a similar type.

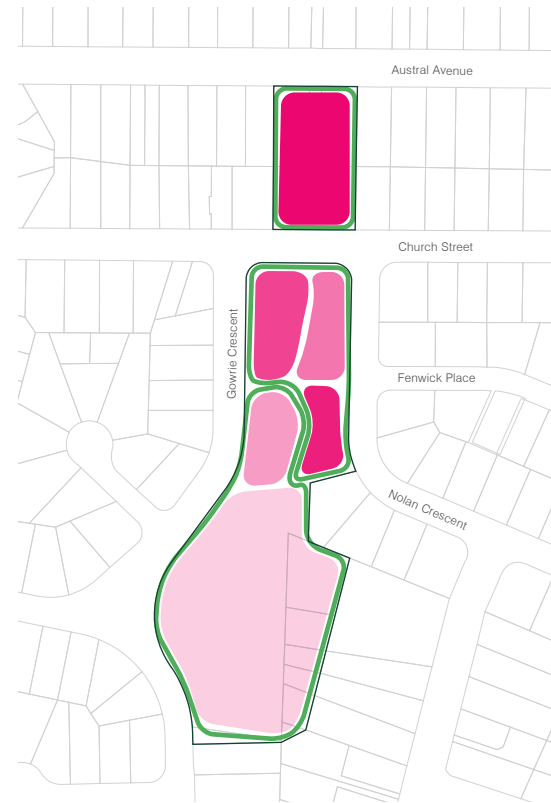
Key moves



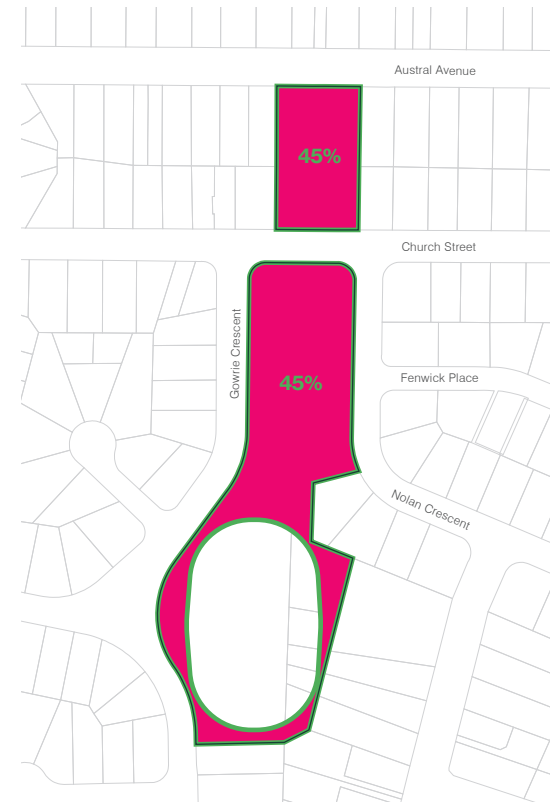
Establish a walking and cycling path through the length of the park, that connects into the green link further north.



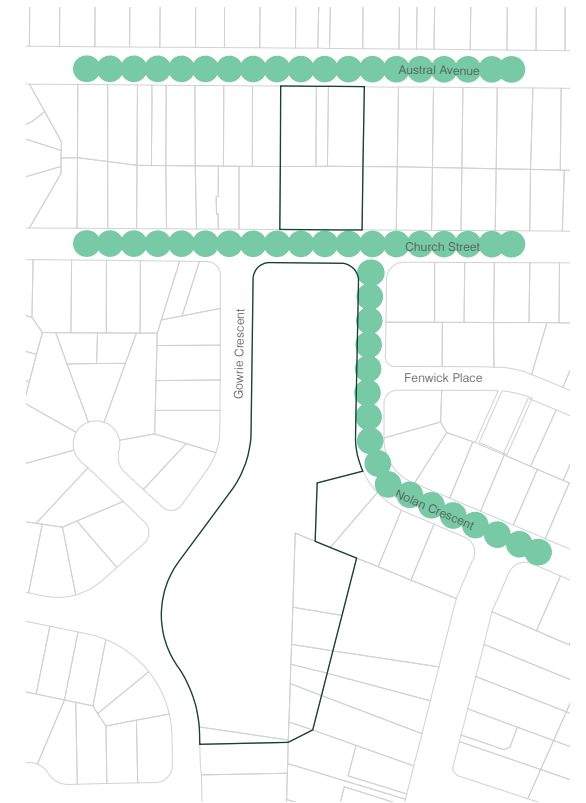
Implement water sensitive urban design (WSUD) strategies to assist in water and flood management. The park sits at a low point on site where a creek was previously located.



Offer a variety of sporting and recreational facilities, activities and amenities that attract a wide range of people and that are appropriately co-located across the park.



Increase tree canopy cover to achieve minimum 45%.



Enhance streetscape character and amenity of surrounding streets to encourage walking.

MJ Bennett Reserve, Austral Avenue Reserve and the Green Link

Opportunities

- 1 Grassed kick-about space in Austral Avenue Reserve, with walking/jogging loop and outdoor fitness pods along circuit.
- 2 Recreational walking and cycling connections that follow the original creek line extending north along the Green Link. Incorporate WSUD treatments since the parks are in a flood prone area. Provide clear access, wayfinding and lighting.
- 3 Incorporate Connecting with Country principles including creating connections and places to gather, socialise and share knowledge, restoring landscape, water, and native flora, and implementing First Nations signage and wayfinding.
- 4 Open up the space between the oval and rest of the park by relocating the amenities block to the western edge of the cricket oval, including additional seating/benches.
- 5 Additional cricket nets for training.
- 6 Outdoor multi-purpose courts (basketball, netball).
- 7 Large playground.
- 8 Outdoor fitness equipment.
- 9 Turf area with BBQ Facilities and picnic areas.
- 10 Enhancement of existing memorial.
- 11 Increased tree canopy within the park and along streets - 45% tree canopy target.
- 12 Potential through site connection through developer contribution, linking to Narang Reserve and Hawkesbury Road.
- 13 Redesign existing intersection to remove 'island' to provide additional space adjacent oval.

Social infrastructure study recommendations

A Community Needs and Social Infrastructure Assessment (GHD) was prepared in 2022 to support Council's exhibited concept land use plan. The study identified opportunities for upgrades to key parks and facilities including MJ Bennett Reserve and Austral Avenue Reserve, which can help to inform the approach for the master plan.

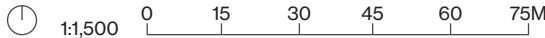
Upgrade/revitalise MJ Bennett Reserve to become a district level park including:

- Upgrade existing cricket wicket with synthetic grass. Potential to include 2-3 cricket nets for informal recreation and training.
- Improve accessibility including shared paths.
- Increase shade coverage and seating areas.
- Addition of picnic shelter, tables and BBQ facilities.
- Accessible and available public amenities.
- Improve wayfinding, lighting, garbage items and adequate fencing and entry points.
- Upgrade playground equipment.
- Upgrade existing half court to full court for multi-purpose use.
- Spaces for informal recreation.
- WSUD.

Upgrade Austral Avenue Reserve including:

- Upgrade existing netball court to multi-purpose courts - potential additional multi-purpose court.
- Improve active transport access and connectivity.
- WSUD.

MJ Bennett Reserve and Austral Avenue Reserve concept plan



MJ Bennett Reserve, Austral Avenue Reserve and the Green Link

Green Link

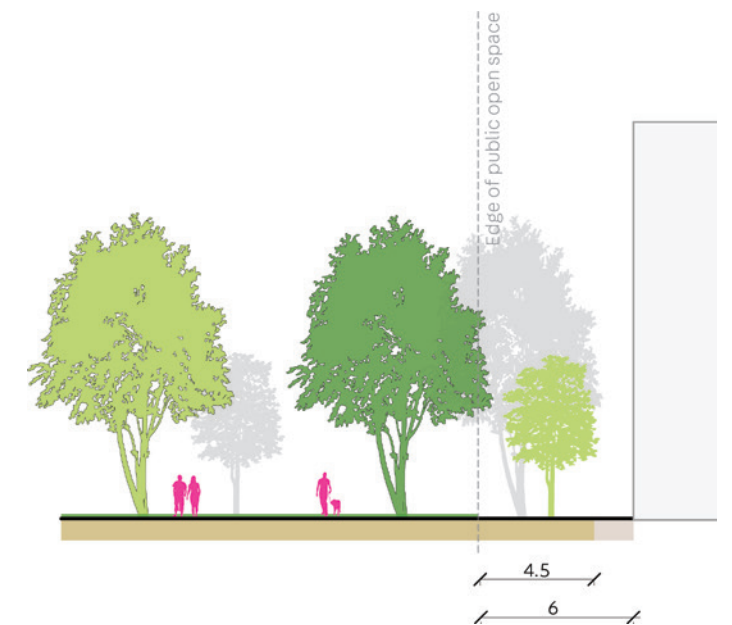
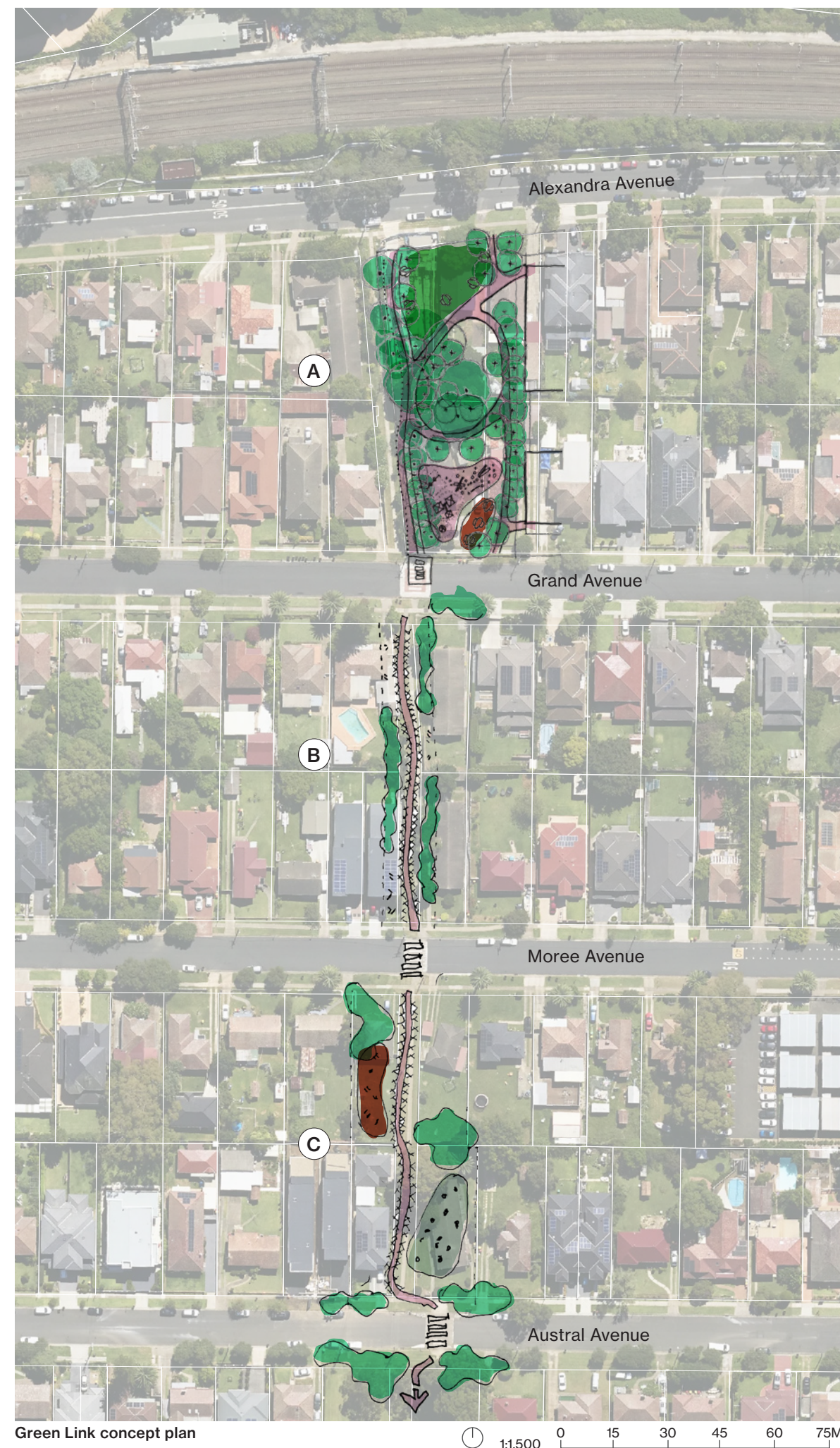
The Green Link refers to the mid-block connection between Alexandra Avenue and Austral Avenue. The existing 6m link consists of a narrow footpath with grassed areas either side, and is mostly lined with side fences, however there are a few instances where existing multi-dwellings front the link.

Enhancements to the Green Link is a great opportunity to encourage walking through the area, and may also instigate a broader local connection across the rail corridor (provided by others) to Westmead North.

The recommended approach to the Green Link is described in the adjacent plan, and includes:

- A** Within the northern block (Alexandra Ave to Grand Ave), a new open space is proposed along the link that may be delivered through future development. The new residential development fronting the new open space should allow the potential for commercial uses such as a cafe or restaurant to activate the park. Controls shall not require commercial uses however should allow for the potential for residential to become commercial use. A concept for the new park is described on the following pages.
- B** In the central block (Grand Ave to Moree Ave), a 4.5m contribution from adjacent sites is proposed through development (as dedication or public right of way). This has the potential to widen the link to up to 15m.
- C** In the southern block (Moree Ave to Austral Ave), there is potential to investigate a combination of dedication through development (4.5m contribution along the side boundary) or acquisition (through addition to the Land Reservation Acquisition map) to widen the existing link and create small pocket parks.

A key part of the expansion of the green link will be water-sensitive urban design initiatives as the open space runs along the valley line in a tributary to Finlaysons Creek to the north. Appropriate use of the green link corridor can help to minimise flooding impact to adjoining properties. It should be noted that this is not a formal 'riparian corridor'.



Potential 4.5m link to be publicly accessible through new development OR ~4.5m can be compulsory acquired through addition to Land Reservation Acquisition map



Example of WSUD (Balfour Street Park, Sydney)



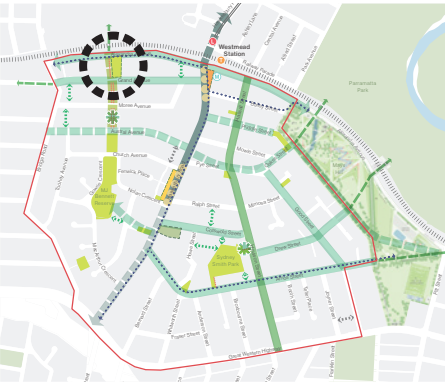
Linear park with opportunity for a cafe to activate the park (Hudson Street Park, Lewisham)



High amenity connections with trees, landscaping and seating (Nine by Mirvac, Willoughby)

MJ Bennett Reserve, Austral Avenue Reserve and the Green Link

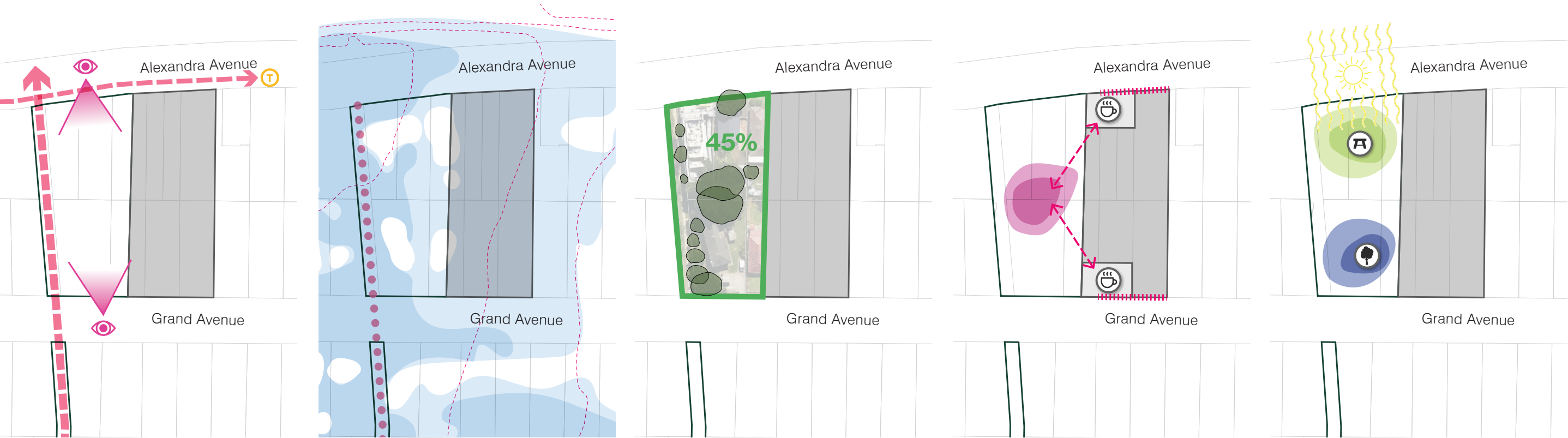
New Alexandra Avenue Park



An opportunity exists to enhance the Green Link, transforming the northern part of the pedestrian link between Alexandra Avenue and Grand Avenue into a new neighbourhood park.

The new Alexandra Avenue Park will offer important local open space for residents within a new high density area as well as provide complementary uses to MJ Bennett Reserve and Austral Avenue Reserve to the south.

Key moves



Establish walking and cycling path through the Green Link that connects up to other tracks and public transport in proximity. Maximising frontages and keeping sight lines clear is critical in order to provide passive surveillance and a safer park.

The Green Link has one of the lowest topographic points across the site and requires WSUD strategies to manage stormwater. This area was originally a creek line, which should be celebrated through curated stormwater design.

Retain existing trees where feasible and create a minimum of 45% canopy coverage across the entire site. Proposed planting to be endemic to the site and support in stormwater management.

Explore having shared space on the ground floor of the adjacent residential uses. A flexible space for tenants such as a café would improve the street frontage and connection to the park. This will provide passive surveillance to the park and program to tenants and users.

Respond to site conditions. The northern end will receive good sunlight and therefore may serve best as a seating and turfed area, while the southern area may be more appropriate to programmed activities.

MJ Bennett Reserve, Austral Avenue Reserve and the Green Link

Opportunities

- ① Enhanced pedestrian connection along the existing link with a green buffer to adjacent existing and future development. Opportunity to include water sensitive urban design strategies along the link, since it is located at a low point and may be prone to flooding.
- ② Turf area to the north where it will receive good sunlight. Opportunity for passive recreation and informal kickabout space.
- ③ Opportunity to incorporate Connecting with Country placemaking opportunities through First Nations wayfinding and signage, creating well-shaded and inclusive spaces, and landscape and planting approach.
- ④ Potential for programmed activities including picnic and barbecue facilities, and a small playground along Grand Avenue.
- ⑤ A series of pedestrian paths through the open space, particularly a desire line to the northeast of the space leading to the station.
- ⑥ Retain significant trees and increase tree canopy - 45% tree canopy target.
- ⑦ Potential for ground floor active uses such as a cafe or restaurant to help activate the park.
- ⑧ Future development to have an adequate setback to the open space with potential for planting and front gardens to mediate interface with the open space.



Concept plan - 'Alexandra Avenue Park' and adjacent built form

Desired future character



WSUD strategies within local park (Hassett Park, Canberra)



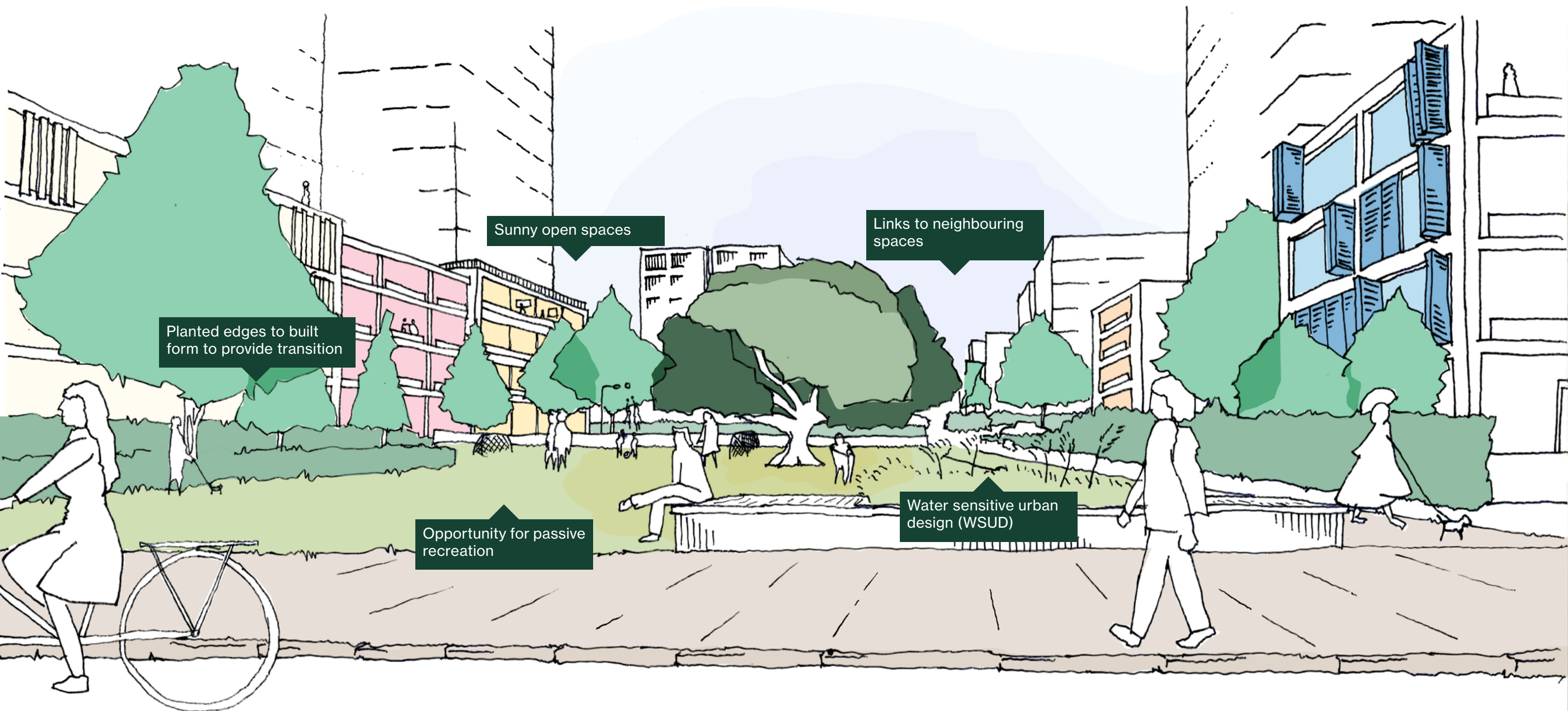
Provision of canopy coverage while keeping sight lines clear (Larchmont Community Park, Sacramento)



Nature play playground (City Centre Park, Vermont)

View from Alexandra Avenue looking towards the new open space and Green Link

At the heart of the Northern Living character area is a new local park, 'Alexandra Avenue Park', that enhances and expands the Green Link, providing a much needed open space for existing and future residents



3.5 Sydney Smith Park



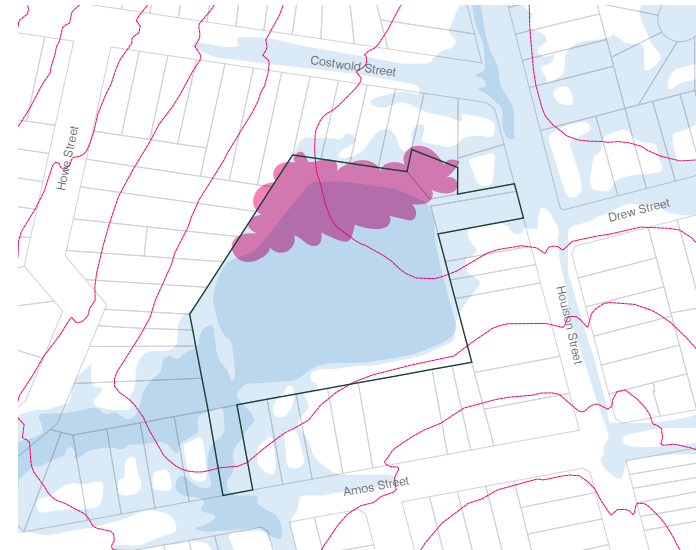
Sydney Smith Park is a local park within the Central Village that currently includes a soccer field, baseball cages and small playground. Its location internally within the block behind houses, with a single lot-width access point at both Houison and Amos Streets, impacts its usability and accessibility.

Enhancements to the park can improve access and visibility, feelings of safety and attract a range of user groups. Sydney Smith Park will be a great local open space providing a variety of recreational and sporting activities. A concept for Sydney Smith Park is described on the following pages.

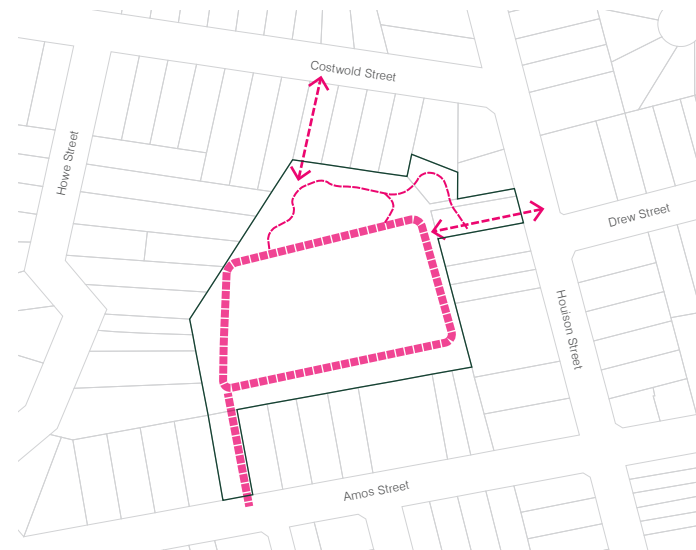
Principles

- Maximise usability of open space for different user groups.
- Provide increased accessibility and ensure that the park feels safe and welcoming.
- Consider potential to increase street frontage through private lots.
- Incorporate Connecting with Country narratives and design strategies as part of the enhancements to the open spaces.

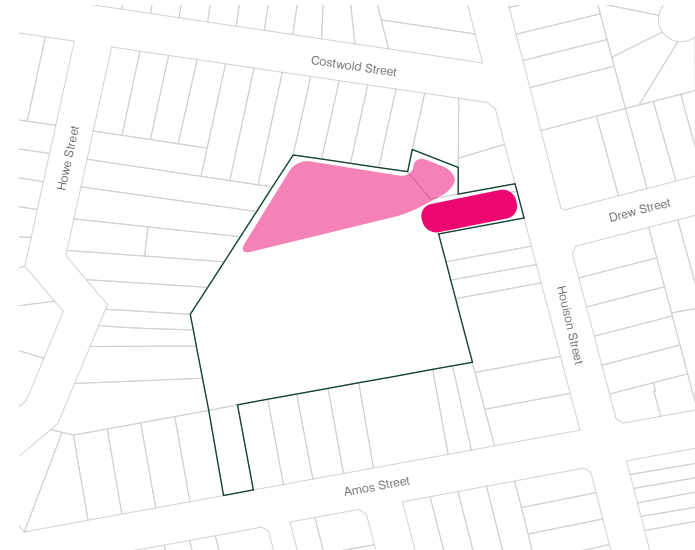
Key moves



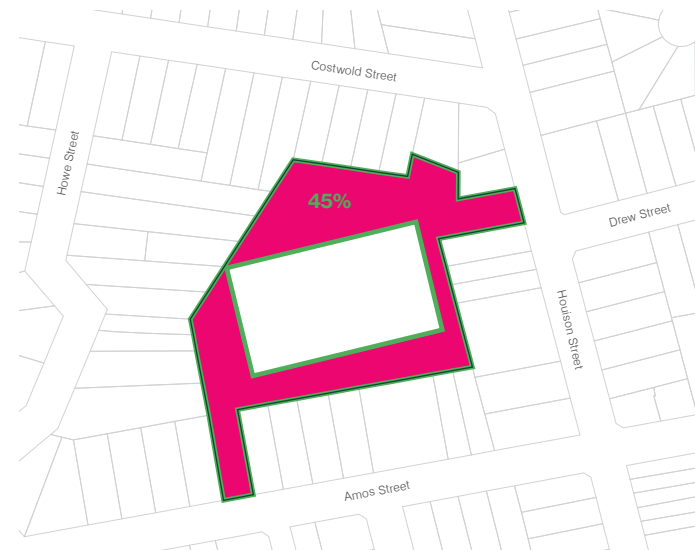
'Re-wild' low point to the north of the park and implement water sensitive urban design strategies to assist in water and flood management.



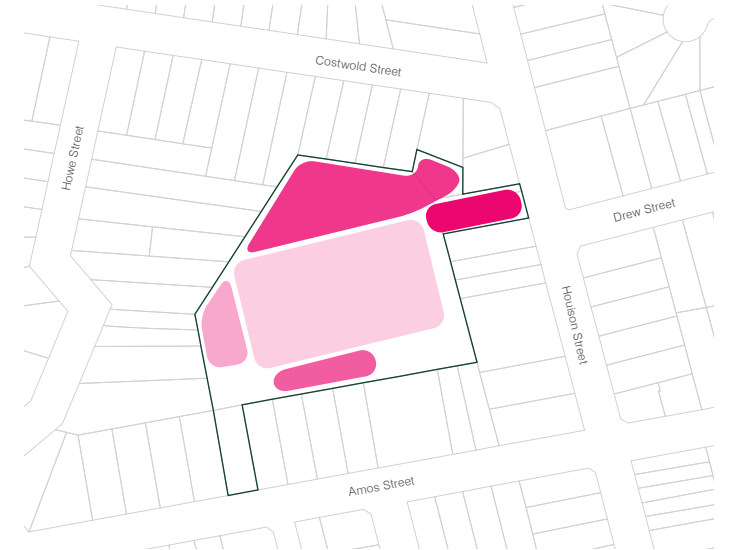
Formalise pedestrian and cycle paths particularly around the soccer field and opportunities for pathways within the 'wild play' area.



Enhance existing park and extend play areas along the northern portion of the park - potential for 'wild play'.



Increase tree canopy cover to achieve minimum 45% - focus area include areas to the north and along the fringes of the soccer field.



Offer a variety of sporting and recreational uses, activities and amenities.

Sydney Smith Park

Opportunities

- ① Enhanced facilities and amenity block, including more seating/benches. Opportunity to provide a small cafe.
- ② Improve visual entry to park. Consider potential to provide this through private sites.
- ③ Enhanced play facilities, linking to the new 'wild play'.
- ④ Opportunity to embed Connecting with Country principles and incorporate sheltered seating facilities, tracks and landscape to regenerate the space and make it more accessible and welcoming.
- ⑤ 'Re-wild' low point on site and implement WSUD to mitigate flood impacts.
- ⑥ 45% tree canopy target.
- ⑦ Additional seating, picnic and BBQ facilities.
- ⑧ Walking and cycling loop around the soccer field.
- ⑨ Vehicle access and car park retained.
- ⑩ Consider potential through site links provided through future development where possible.
- ⑪ Potential expansion of Sydney Smith Park through acquisition or dedication through future development for investigation.

Social infrastructure study recommendations

A Community Needs and Social Infrastructure Assessment (GHD) was prepared in 2022 to support Council's exhibited concept land use plan. The study identified opportunities for upgrades to key parks and facilities including Sydney Smith Park, which can help to inform the approach for the master plan.

Expansion and upgrade of Sydney Smith Park including:

- Improved accessibility and street frontage access.
- Increased shade coverage and seating areas.
- Upgrade playground/exercise equipment.
- Accessible and available public amenities.
- Improve wayfinding, lighting, garbage bins.
- WSUD including plant species best suited to wet/flood prone areas.



Sydney Smith Park - concept plan



Wild play that can include water play (Ian Potter Children's Wild Play Garden, Centennial Park)



Picnic tables and barbecue facilities, co-located with a playground, fronting a sports field (Marrickville Park, Marrickville)

3.6 Hawkesbury Road

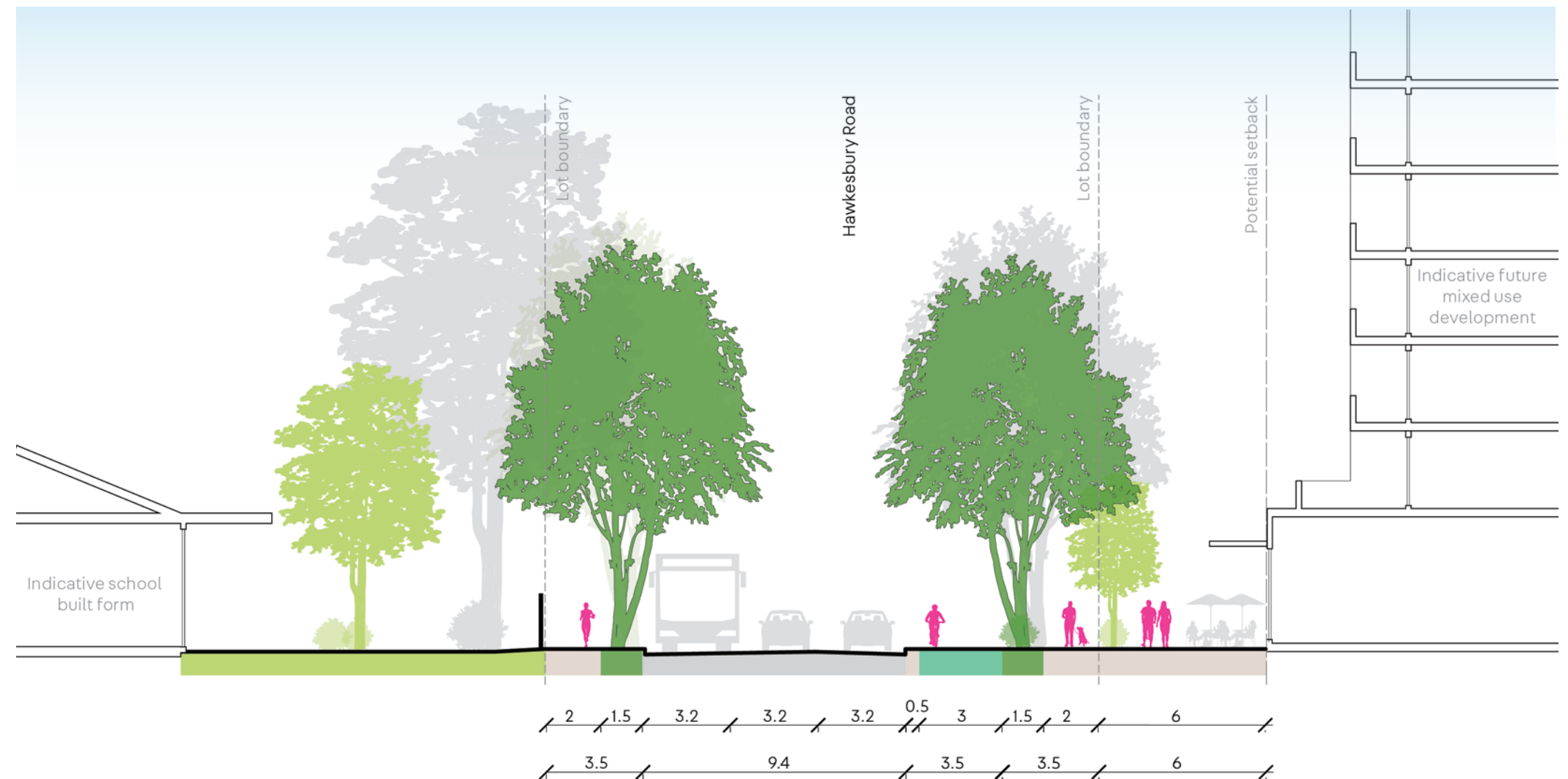
Hawkesbury Road is the primary north-south connecting spine of Westmead South, situated on the ridgeline, providing access to the station and the health and education attractors north of the station. The future of Hawkesbury Road will be more pedestrian and transit focussed, combining transport and place-based objectives, with generous pedestrian pathways, a cycle connection and potential new bus route. Hawkesbury Road will be vibrant and active, linking key mixed use and public domain nodes.

There are three future conditions for Hawkesbury Road - the north around the mixed use node and transport gateway, the centre around the Oakes Centre, and the south towards the Great Western Highway. This is described through the sections on the following pages.

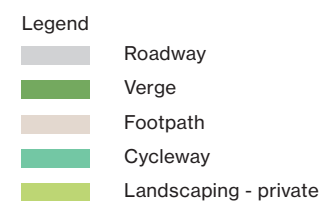
Hawkesbury Road - north

The adjacent section describes the potential future condition for the northern part of Hawkesbury Road around the mixed use and transport gateway precinct, including:

- Reduced travel lanes to accommodate a separated cycleway within the easternmost lane.
- Potential to accommodate a new local bus route along Hawkesbury Road. Provision for a T-way to be further investigated.
- Generous verge with landscaping and street trees along both sides of the street.
- Proposed 6m setback to new development on the eastern side of Hawkesbury Road, to deliver a generous publicly accessible pedestrian path, that connects to the future Metro and interchange.
- Retail uses at the ground floor and potential for outdoor dining within the 6m setback to provide activation along Hawkesbury Road.



Section A through Hawkesbury Road near Westmead Public School - future condition



Hawkesbury Road



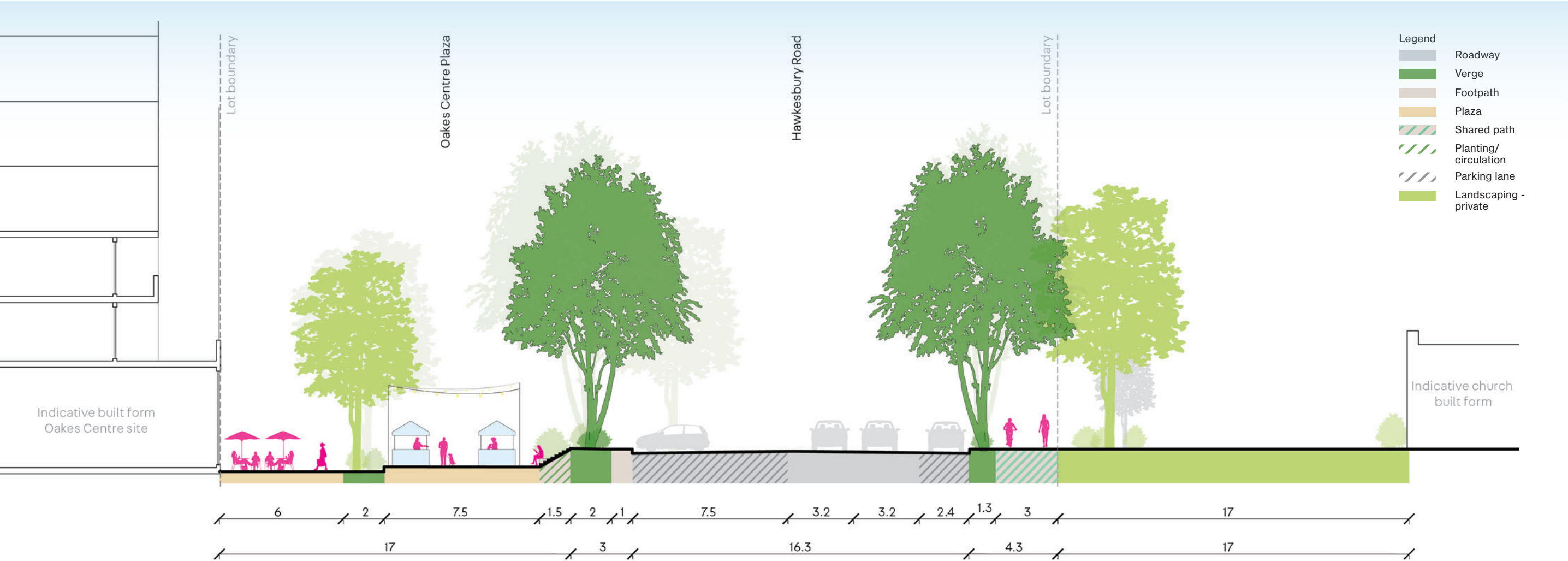
Hawkesbury Road - Oakes Centre

The below section describes the potential future condition for the middle portion of Hawkesbury Road around the Oakes Centre, including:

- Potential for a shared path for pedestrians and cyclists along the eastern side of the road. This edge also includes opportunities for increased street trees and planting.
- Opportunity to revitalise the Oakes Centre through new mixed use development and a new and expanded public plaza which can support a variety of community facilities and

events, along with the provision of enhanced retail and services. This can attract people to the centre of the precinct and create a distinct place for community. An indicative concept for the Oakes Centre Plaza is further described in Section 3.2.

- Parking retained and optimised along Hawkesbury Road with new landscape blisters with street trees.



Section B through Hawkesbury Road at the Oakes Centre

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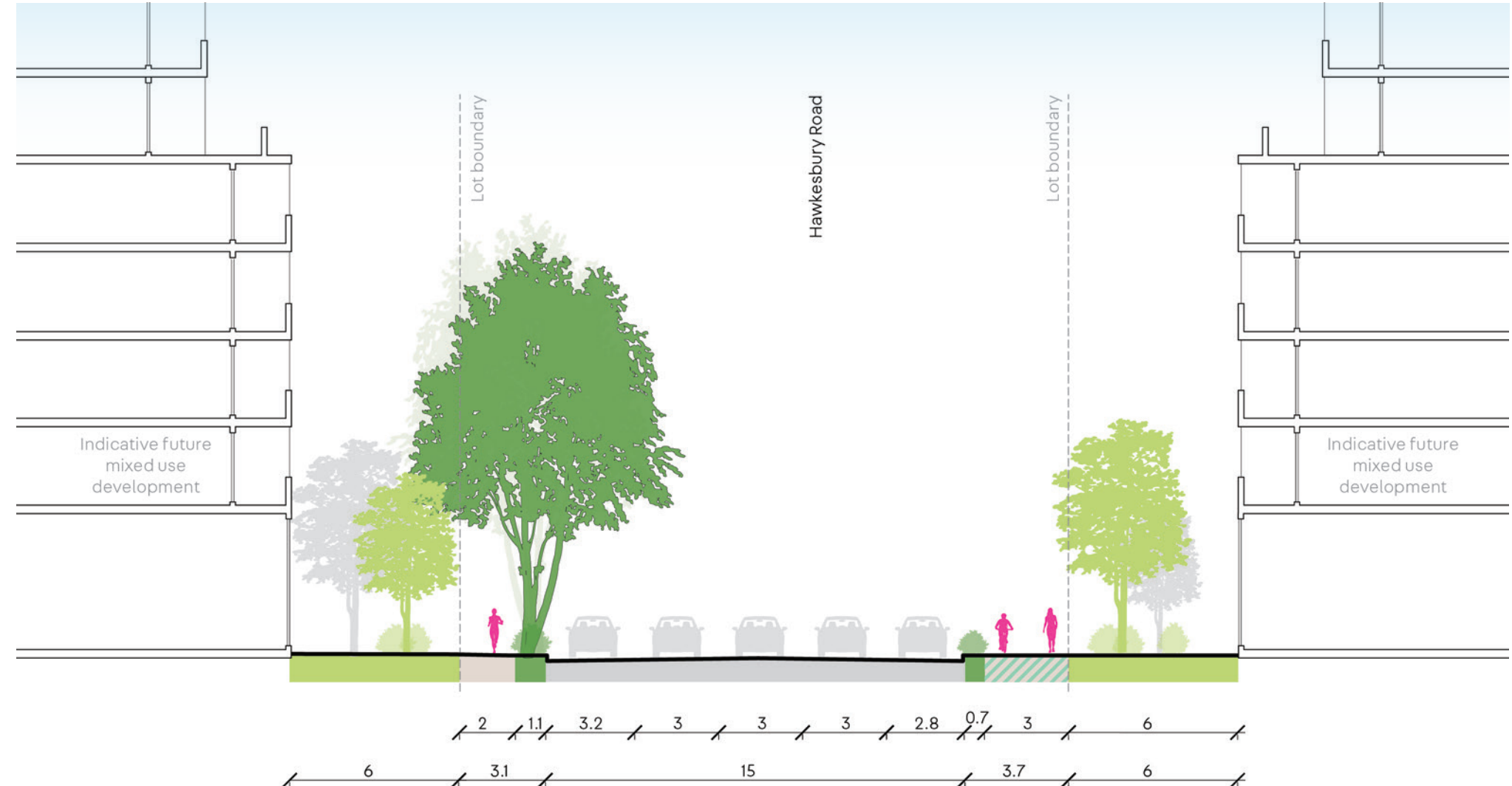
Hawkesbury Road



Hawkesbury Road - south

The adjacent section describes the potential future condition along the southern portion of Hawkesbury Road near the intersection with Great Western Highway, including:

- Number of lanes retained on Hawkesbury Road.
- Potential for a shared path for pedestrians and cyclists along the eastern side of the road.
- Enhanced street tree planting along the western edge of the street.
- A generous 6m setback to potential future mixed use development can provide increased landscaping and contribute to improving the amenity and attractiveness of the street.



Section C through Hawkesbury Road near the intersection with the Great Western Highway

Legend	
	Roadway
	Verge
	Footpath
	Cycleway
	Landscaping - private

1:200 0 2 4 6 8 10M

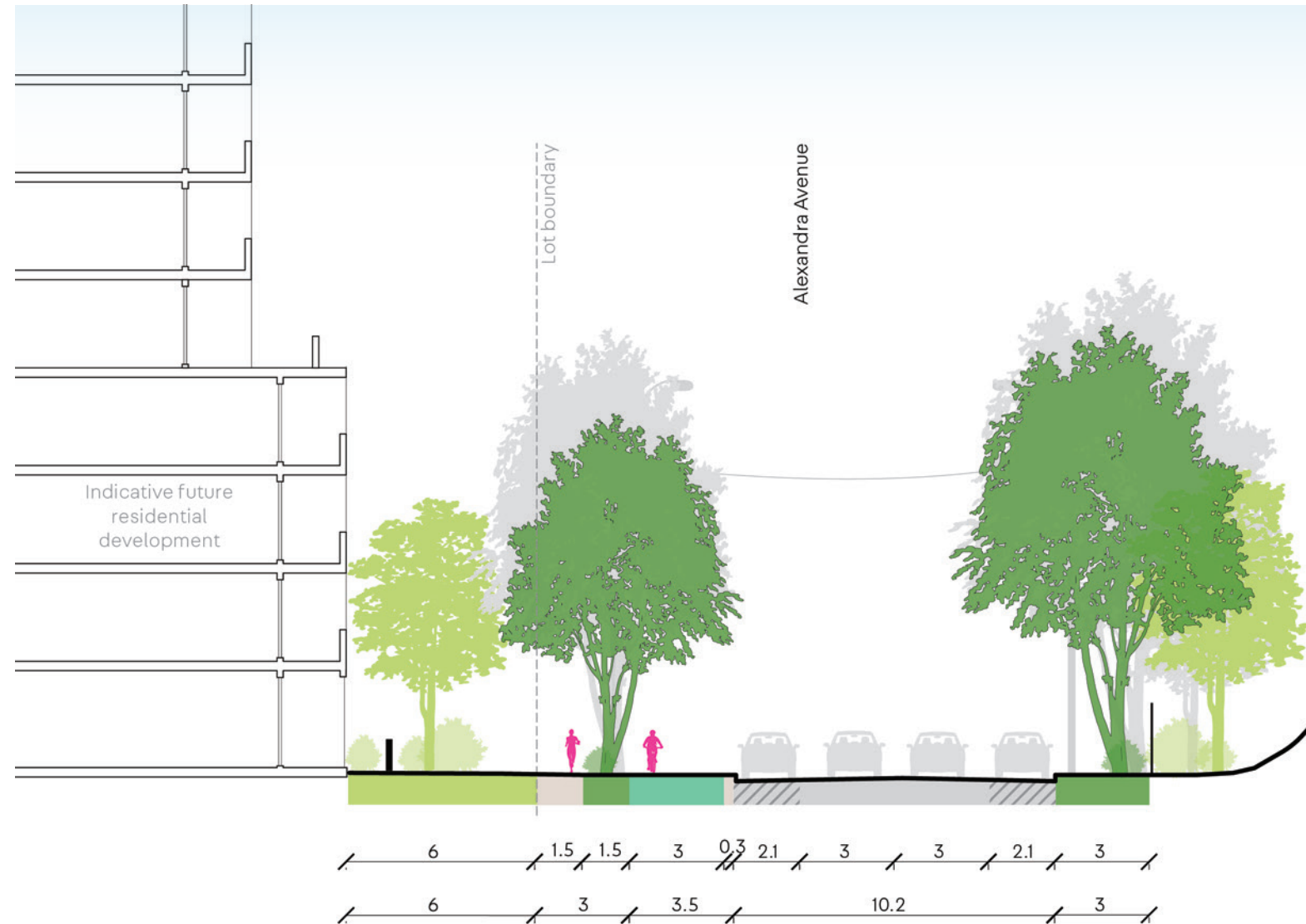
3.7 Alexandra Avenue



Alexandra Avenue is currently a vehicle and pedestrian east-west connection along the northern edge of Westmead South, and will be an important connection in the future, providing access to the Metro and transport interchange. Alexandra Avenue can also help to deliver the strategic Toongabbie to Parramatta Cycleway.

A proposed future condition for Alexandra Avenue is illustrated adjacent. The cycleway strategy will be further investigated by Council, other local and State government stakeholders and transport planners. Key features of the adjacent section includes:

- A separated two-way cycleway along the southern edge of the street.
- The existing roadway is slightly narrowed however retains 2 travel lanes and 2 parking lanes. The existing on-street car parking is well-used by commuters accessing Westmead Station and key destinations.
- The footpath/verge width along the southern edge of Alexandra Avenue is reduced from existing, however increased street trees and low storey planting can create a high quality outcome for the street.
- A generous 6m setback to future residential development can provide increased tree canopy and landscape that can contribute to the green character of the street.



Section E through Alexandra Road (west of Hawkesbury Road) - future condition

Legend	
	Roadway
	Verge
	Footpath
	Cycleway
	Parking lane
	Landscaping - private

1:200 0 2 4 6 8 10M

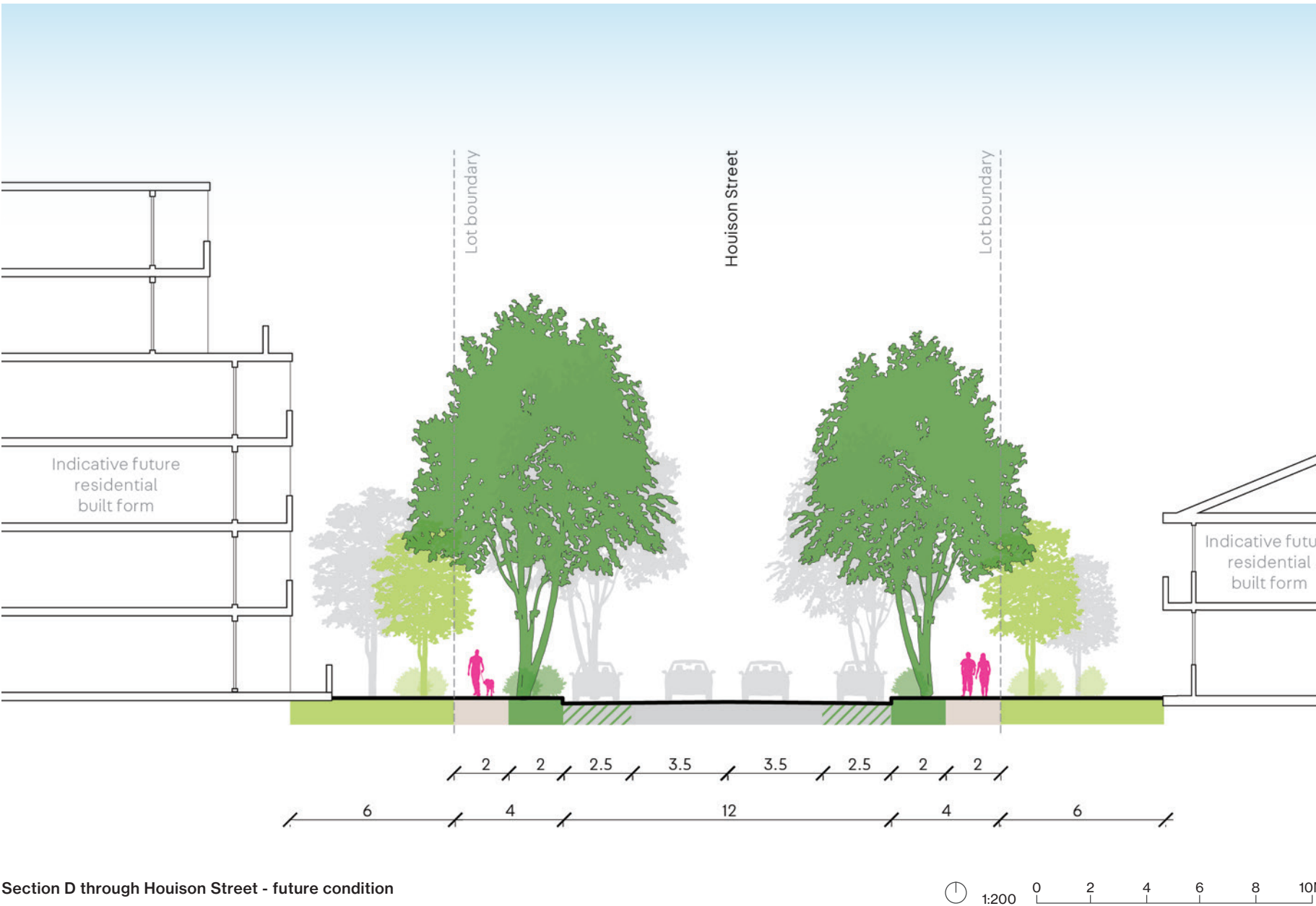
3.8 Houison Street



An enhanced Houison Street can support Hawkesbury Road to provide north-south connections through the precinct.

The character of the street is quieter and more local than Hawkesbury Road, traversing through residential neighbourhoods with an existing mix of houses, duplexes and walk ups, with potential for uplift, and bookended by the future high density mixed use Sydney Metro block to the north, and the Greater Western Highway to the south.

Enhanced streetscapes through increased greening and street trees and widened footpaths can create attractive streetscapes for a changing neighbourhood. Generous 6m street setbacks to new development reflects the existing character of the area and can enable opportunities for landscaped front gardens to new duplexes and apartments along Houison Street.





View from Houison Street looking north

Houison Street is a green leafy street traversing between the Central Village and Eastern Village, where new 6-8 storey apartment buildings interface with low to medium density housing

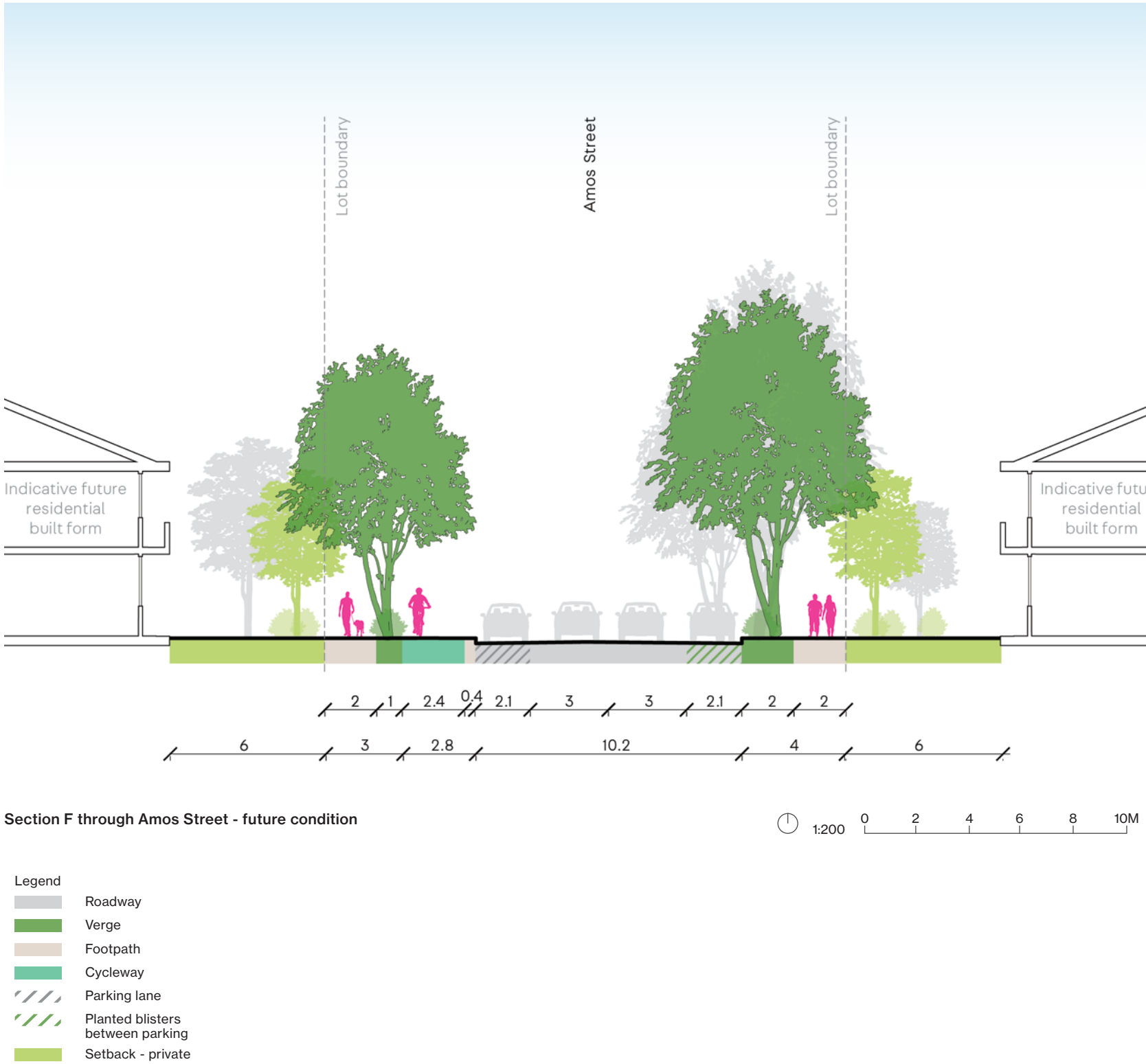
3.9 Amos Street



Amos Street is a local east-west street providing connections between key parks and places including Hawkesbury Road, Sydney Smith Park and the Mays Hill Precinct. The character of the street will be quiet and leafy, with some minimal change through low and medium density housing.

A proposed future condition for Amos Street is illustrated adjacent. It includes:

- Increased street trees and landscaping along the northern edge of the street, including potential for planted blisters in between car parking.
- The southern edge of the street is reconfigured to include a two-way separated cycleway, consistent street trees, planted verge, and footpath.
- 4 lanes retained including 2 travel lanes and 2 parking lanes.
- Generous 6m front setback for front gardens that can contribute to providing greenery and amenity to the street.



CHARACTER AREAS

4.1 Overview of character areas

Nine character areas have been identified, each with unique built form and streetscape qualities. This chapter describes and guides the desired future character of the precinct.

The built form described in this section has been specifically considered to respond to local context, consider scale transition, interim outcomes as the precinct develops and to deliver high quality outcomes with regard to greening and landscape amenity.



4.2 Gateway



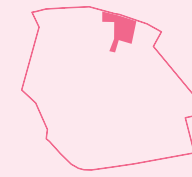
Vibrant streetscapes with retail activation, generous pedestrian and cycle connections, trees and landscape (Maison & Main, Merrylands, render)

Built form key considerations/ principles:

- Design excellence to set high quality outcomes for key sites.
- Highest density mixed use development is appropriate on the Metro block, then stepping down in height along Hawkesbury Road to provide an appropriate scale transition to lower scale neighbourhoods.
- Building height, tower slenderness and separation to consider amenity, views and outlook, privacy and overshadowing impact to adjacent residences and to the Westmead Public School playground.
- Interface with the street to allow for activation and high quality public domain.
- New retail and social infrastructure floorspace to align with future needs.

Typology

- 1 Minimum 6m setback from Hawkesbury Road to allow for generous footpath and landscaping.
- 2 Slender and well-separated tower form above the ground level, set back minimum 3m from the ground floor/podium.
- 3 Retail activation at the ground level with awnings and opportunity for outdoor dining.
- 4 Above ground communal open space with good solar amenity.
- 5 Separation of residential and commercial entries and vehicle access.



GATEWAY

High density mixed use marking the new Metro and transport interchange

An enhanced transport interchange driven by Sydney Metro opens up new opportunities for high density mixed use and residential development at the northern gateway into Westmead South.

The Gateway precinct will provide new and diverse housing within steps of public transport and a short walk of the health, education and employment opportunities in Westmead North.

Though taller built form will be a new building typology in Westmead South, careful design consideration of the interfaces and facade detailing at the lower levels, as well as high quality public domain, are important to ensure a good neighbourhood feel on the ground.

Generous footpaths lined with street trees, and activation at the ground floor of new development, as well as traffic calming measures, will support walkability to the station and vibrant pedestrian activity.



Proposed built form approach in the Gateway Precinct. Indicative built form massing shown



Activated public open spaces that invite people to stay and linger (Hills Showground, render)



Ground floor retail with residential above, well set back from the street (Maison & Main, Merrylands, render)

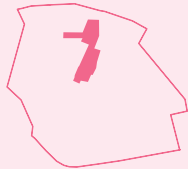


Apartments overlooking public plaza (Lighthouse, Dee Why)

4.3 Hawkesbury Road Main Street



A focal point for the community - flexible public spaces for various events and activities (Flour Mill, Summer Hill)



HAWKESBURY ROAD HIGH STREET

The village centre - a focus for community

The village centre of Westmead South is reinvigorated with a revitalised Oakes Centre and new public plaza, offering a focus for community activities and events. The precinct will continue to provide local services and amenities, while also creating complimentary activation opportunities such as cafes and restaurants, community spaces, play spaces and outdoor spaces. Improved public domain and traffic calming measures will create a great environment for pedestrians.

Moderate to high mixed use development will provide increased activation and will attract people to the centre of the precinct.

Any future development will need to integrate into the existing local character created by the St Barnabas Anglican Church, and consider appropriate interfaces with the neighbouring character areas. Scale and detailing at the lower levels will provide an important transition as the area undergoes change into the future.

Built form key considerations/ principles:

- Design excellence approach and design guidance - achieve building consistency and legibility of place.
- Enhance streetscape including wider footpaths, landscaping and street trees.
- Allow ground level retail activation including opportunities for outdoor activity.
- New retail and social infrastructure floorspace to align with future needs.
- Scale, articulation and materiality of lower levels to create appropriate transition and relationship with surrounding built form character.
- Minimise impact of vehicular and services entries along the primary frontage. Basement access on side streets where possible.

Typology

- 1 Minimum 6m setback from Hawkesbury Road.
- 2 Upper levels set back 3m from the ground floor.
- 3 Retail activation at the ground level with awnings and opportunity for outdoor dining.
- 4 Generous pedestrian zone within the front setback.
- 5 Above ground communal open space.
- 6 Separation of residential and commercial entries and vehicle access.
- 7 Basement and service access on side or rear streets and laneways.



Proposed built form in the Hawkesbury Road Precinct. Indicative built form massing shown



Ground floor activation with residential above set back from the street (Nightingale 1, Brunswick)

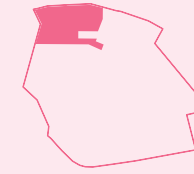


Fine grain detailing at the lower levels integrates well with the surrounding context (Cookson apartments, Redfern)

4.4 Northern Living



High quality residential communities combine great housing opportunities with high amenity open space and connections (Rope Walk Park and Waterfall by Crown Group, Waterloo)



NORTHERN LIVING

New housing within a short walk of public transport and key attractors

The Northern Living character area provides a great opportunity to deliver new housing within a short walk of the new transport interchange, and health, education and recreation attractors in Westmead North. Renewal within this area can also provide much need new open space and social infrastructure for the community.

Built form will consist of high density residential development up to 25 storeys along the blocks between Alexandra and Grand Avenue, which transitions down towards the west, east and south, where the precinct interfaces with low to medium scale neighbourhoods, existing and potential heritage conservation or special character areas and Westmead Public School. Scale and detailing at the podium and lower levels will be integral to creating an appropriate transition to existing built form character as the precinct undergoes change over time.

Traversing the area is a widened and enhanced Green Link, with a new open space to the north that supports the existing and new community.

Built form key considerations/ principles:

- Appropriate height and scale -
 - 12-20 storeys between Alexandra and Grand Avenue. At the centre of the block, a taller built form up to 25 storeys can facilitate the provision of a new park.
 - 6-8 storeys between Moree and Grand Ave.
 - 6 storeys between Austral and Moree Ave.
 - 4 storeys with adequate setbacks and separation adjoining heritage items and heritage conservation areas.
- Scale, articulation and materiality of podium levels (4 storeys) provides a scale transition.
- Tower slenderness and separation to consider solar access, visual impact and views.
- Setbacks and siting to consider existing street condition and Apartment Design Guide.
- Enhanced streetscape- landscaping and trees, minimise impact of vehicle entries, substations and garbage.
- Potential for key sites to deliver new open space, linkages and social infrastructure with FSR bonus.

Typology

- 1 Minimum 6m street setback. Potential to accommodate widened footpath within the front setback if required.
- 2 Garden apartments at ground with entries from the street.
- 3 Minimum 6m side and rear setbacks. Additional setback and separation if adjoining heritage.
- 4 4 storey podium with articulation and detailing.
- 5 Upper levels setback 3m from podium.
- 6 Landscaping within the front, side and rear setbacks. Deep soil 7-15% dependant on site area and tree canopy 30%.
- 7 Minimum 25% of site area as communal open space at ground and above ground.



Note indicative building height shown. Building height varies across character area



Fine grain podium/street wall with towers well setback (Carter Street, Olympic Park)



Development can provide through site links (The Gantry, Camperdown)



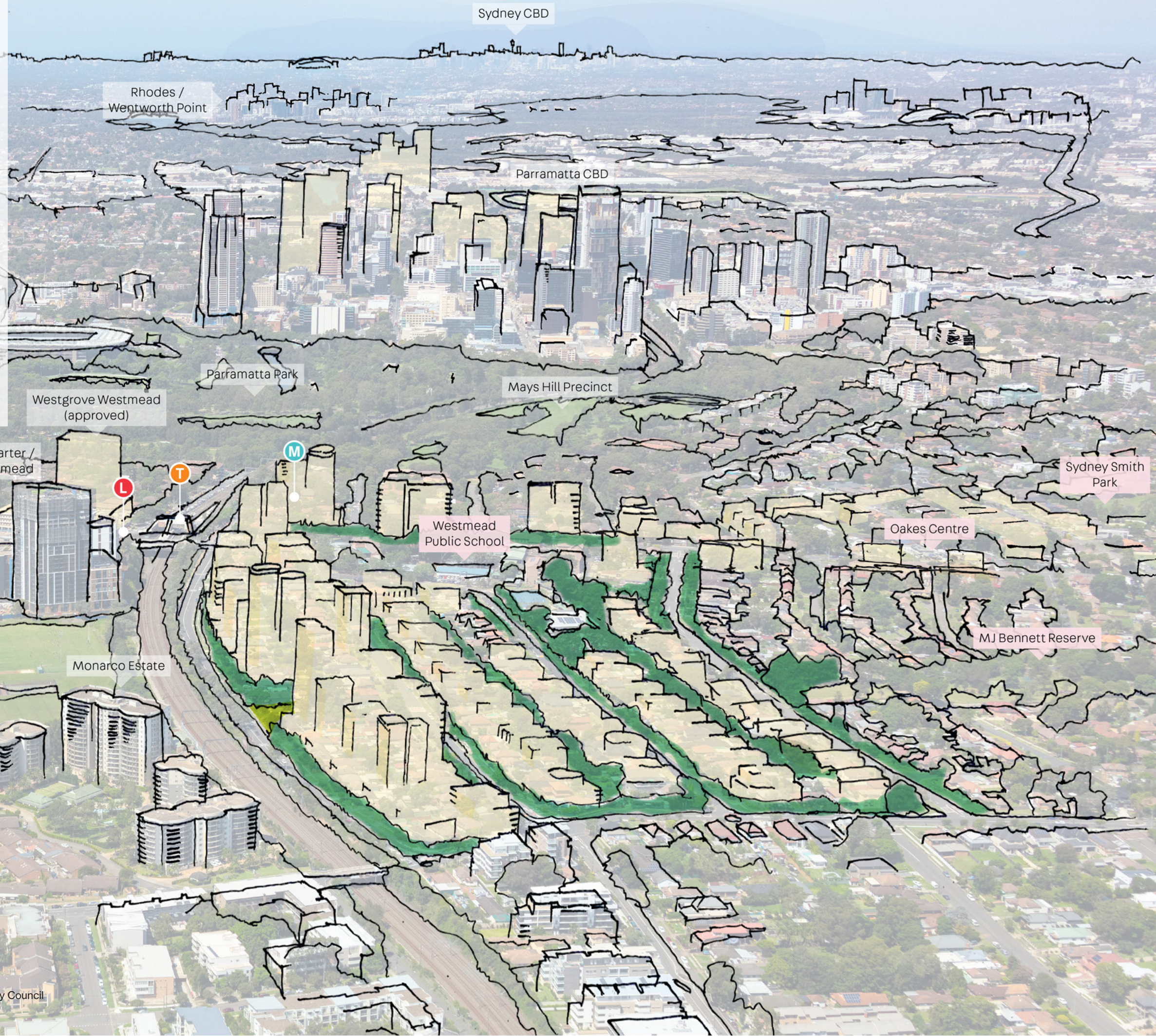
Street wall and articulation can provide a considered interface to heritage (Glebe)

View looking east over Westmead South. Parramatta CBD is in the middle-ground, and Sydney CBD can be seen in the distance

The height and density proposed for Westmead South responds to its immediate context and surrounding network of centres. Potential new development is focused around the station and closer to Westmead North, where there is some existing and planned high density development.

The Northern Living character area transitions down in height and scale to provide an appropriate interface with the Western Village character area and surrounding lower scale neighbourhoods.

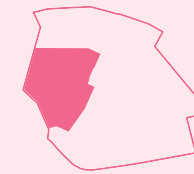
In areas that adjoin existing and future heritage conservation areas or special character areas, adequate street wall height, building height, setbacks, articulation, and materiality provide a considered interface that respects the character of these areas, while also enabling future renewal.



4.5 Western Village



Great neighbourhoods with character-rich houses, green streets and spaces, and high amenity (Newington, NSW)



WESTERN VILLAGE

Low scale housing with landscape and historical qualities with MJ Bennett Reserve at its heart

The Western Village is an established low scale residential neighbourhood with MJ Bennett Reserve at its heart. The area has some attractive historical and landscape qualities, including inter-war heritage homes, predominantly brick or weatherboard dwellings with pitched roofs that are well setback from the street and have front gardens, streets with wide planted verges, and a large local park offering a variety of recreational and sporting facilities.

The area also forms part of a historical housing estate, of which there are a few remnant houses and multi-dwellings scattered through the area.

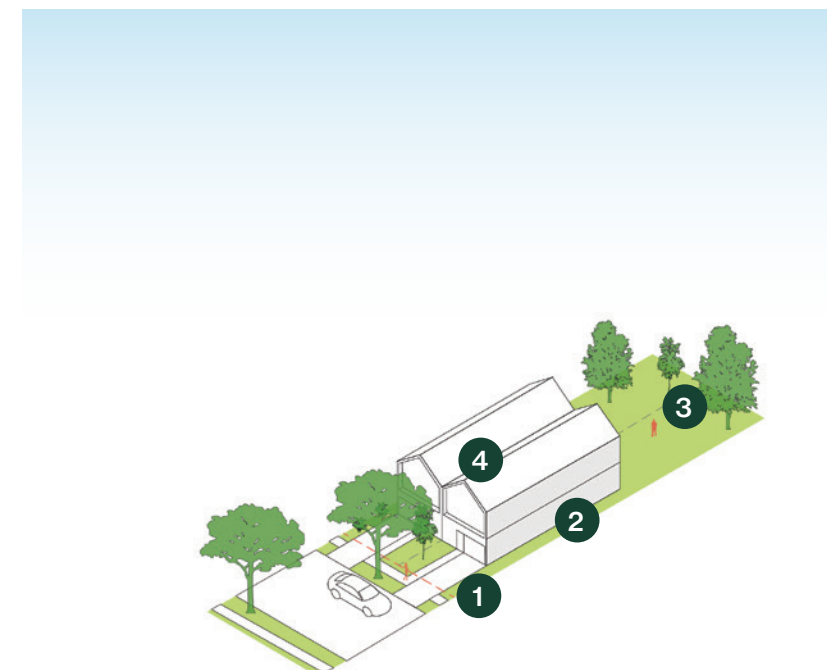
A Special Character Area is being investigated for a portion of this precinct. The future of this precinct will retain and celebrate its local character and historic qualities, however will allow for some new single dwellings (if nominated as a special character area), or medium density housing.

Built form key considerations/ principles:

- Front and side setbacks to respond to existing street condition.
- If part of the sub-precinct is nominated as a special character area, the identified area will likely remain as single dwellings or as existing. Land outside of the special character area will still permit medium density housing opportunities such as dual occupancies, in addition to detached housing.
- Development within this character area regardless of being within or outside of the nominated special character area should compliment existing local character e.g. materiality, scale, detailing, single storey height datum, landscaped front setbacks.
- Street interfaces to consider impacts of driveway crossovers on streetscape and landscaping.

Typology - dual occupancy shown

- 1 Minimum 6m front setback with front garden.
- 2 Minimum 1.5m side setbacks.
- 3 Generous backyard with minimum 30% tree canopy cover.
- 4 Scale, detailed and materiality compliments the local character.



Existing houses, Westmead South



Coburg, NSW

4.6 Central Village



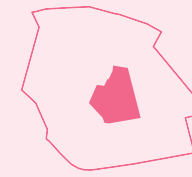
A green neighbourhood that is walkable and accessible to open space (Hudson Street Park, Lewisham)

Built form key considerations/ principles:

- Enhanced streetscape - street trees and landscaping, minimise impact of substations, vehicular entries and garbage along the street frontage.
- Ground floor garden apartments with direct entries from the street activate the area and provides passive surveillance.
- Front and side setbacks to respond to existing street condition.
- Integrates with existing walk up apartment typology in the Eastern Living character area, while the 4-storey podium provides a transition to lower scale residential neighbourhoods.

Typology

- 1 Minimum 6m street setback.
- 2 Garden apartments at ground with entries from the street.
- 3 4 storey podium.
- 4 Upper levels setback 3m from podium.
- 5 Landscaping within the front, side and rear setbacks. Deep soil 7-15% dependant on site area and tree canopy 30%.
- 6 Minimum 25% of site area as communal open space at ground and above ground.



CENTRAL VILLAGE

A green neighbourhood with medium high density living around Sydney Smith Park

The Central Village is a leafy and green neighbourhood focussed around Sydney Smith Park, and is well-positioned for future change being within walking distance to the Oakes Centre, public transport and the Mays Hill Precinct.

Medium high density apartments of 6-8 storeys, with a 4 storey podium, is a well-considered moderate scale that will integrate well with its adjacencies, including the future built form on Hawkesbury Road and in the Gateway Precinct, established context of apartments in the Parkside Living Precinct, and lower scale neighbourhoods to the south and east.

Streetscape enhancements with landscaping and street trees, along with leafy front gardens, will create an attractive residential neighbourhood that is green and walkable. New development can also provide through site links which can improve access and connections to Sydney Smith Park.



Indicative built form typology



Arkadia, Alexandria



Atlas apartments, Alexandria

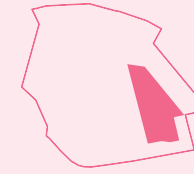


Iron Bark apartments, Forest Lodge

4.7 Eastern Village



Townhouses that compliment the height, scale and materiality of the existing local character (Ashbury Terraces, NSW)



EASTERN VILLAGE

Low scale neighbourhood
in walking distance to
two parks

The Eastern Village is an established residential neighbourhood consisting of a range of low scale housing including single dwellings, duplexes, townhouses and multi-dwellings.

The area will continue to provide 'missing middle' housing opportunities within walking distance to great parks such as Sydney Smith Park and the new Mays Hill Precinct. This can create opportunities for increased residential development and housing options while ensuring that the height and scale is in keeping with the existing local character.

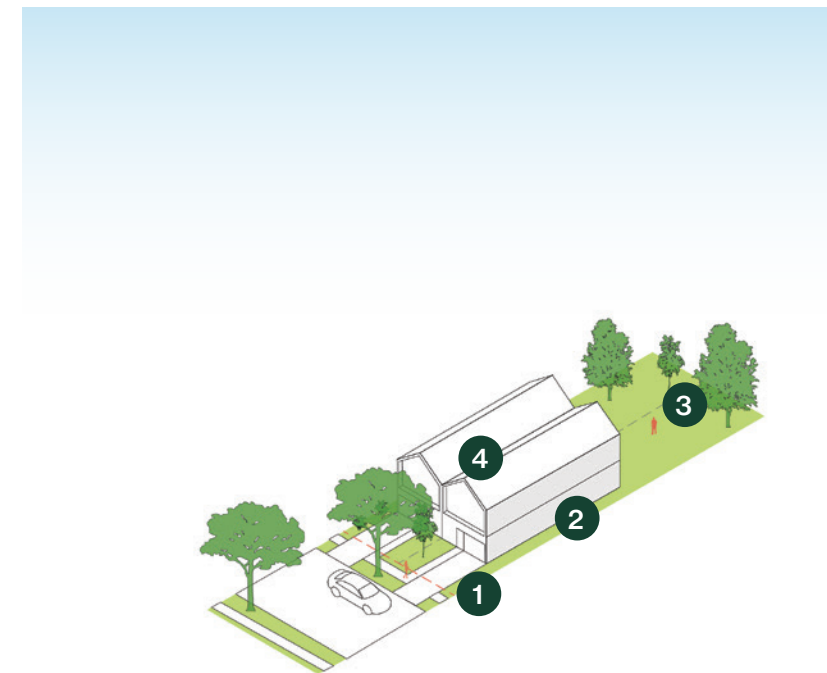
Improved streetscapes with landscaping and street trees, along with leafy front gardens will enhance the amenity and attractiveness of the streets within and around the precinct and encourage walking, particularly between Sydney Smith Park and the Mays Hill Precinct.

Built form key considerations/ principles:

- Front and side setbacks to respond to existing street condition.
- Despite increased dwellings for medium density housing, new development should compliment existing local character e.g. fine grain, height and scale, materiality, detailing, landscaped front setbacks.
- Street interfaces for medium density housing to consider impacts of driveway crossovers on streetscape and landscaping.

Typology - dual occupancy shown

- 1 Minimum 6m front setback with front garden.
- 2 1.5m side setbacks.
- 3 Generous backyard with minimum 30% tree canopy cover.
- 4 Scale, detailed and materiality compliments the local character.



Indicative built form typology



Strathfield, NSW



Putney Hill, NSW

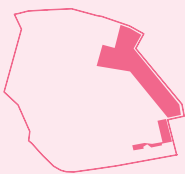


Coburg, Victoria

4.8 Parkside Living



Apartments providing good interfaces and address to the park, improving access and usability (Harold Park, NSW)



PARKSIDE LIVING

Parkside apartment living adjacent to the Mays Hill Precinct

The Parkside Living precinct consists of an established cluster of 2-4 storey apartment buildings that adjoins Mays Hill Precinct. Redevelopment within this area is considered to be minimal in the short to medium term given the amount of existing apartments, however there may be some small infill apartment opportunities.

Existing and future residents will enjoy parkland views across Mays Hill Precinct and Parramatta Park, which are within walking distance.

As the Mays Hill Precinct is delivered, which will provide a variety of sporting and recreational facilities, there is opportunity to enhance existing linkages to the park and improve the interface between the park and the Parkside Living character area.

Built form key considerations/ principles:

- Enhanced streetscape - street trees and landscaping, minimise impact of substations, vehicular entries and garbage along the street frontage.
- Ground floor garden apartments with direct entries from the street activate the area and provides passive surveillance.
- Development facing Mays Hill Precinct should ensure well-designed apartments and facades to ensure an attractive frontage and interface to the park.
- New development around Mays Hill Precinct to consider provision of through site links or widening of existing links to improve connections into the park.

Typology

- Minimum 6m street setback.
- Garden apartments at ground with entries from the street.
- 3 storey podium.
- Upper levels setback 3m from podium.
- Landscaping within the front, side and rear setbacks. Deep soil 7-15% dependant on site area and tree canopy 30%.
- Minimum 25% of site area as communal open space at ground and rooftop.



Indicative built form typology



Putney Hill, NSW



Pindari apartments, Randwick

4.9 Southern Living



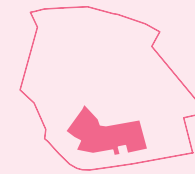
New development can help to enable enhanced streets and linkages that encourage walking and cycling through the neighbourhood (Ermington, NSW)

Built form key considerations/ principles:

- Front and side setbacks to respond to existing street condition.
- New development to compliment existing local character e.g. materiality, scale, detailing, single storey height datum, landscaped front setbacks.
- Street interfaces of dual occupancies to consider impacts of driveway crossovers on streetscape and landscaping.

Typology - dual occupancy shown

- 1 Minimum 6m front setback with front garden.
- 2 1.5m side setbacks.
- 3 Generous backyard with minimum 30% tree canopy cover.
- 4 Scale, detailed and materiality compliments the local character.



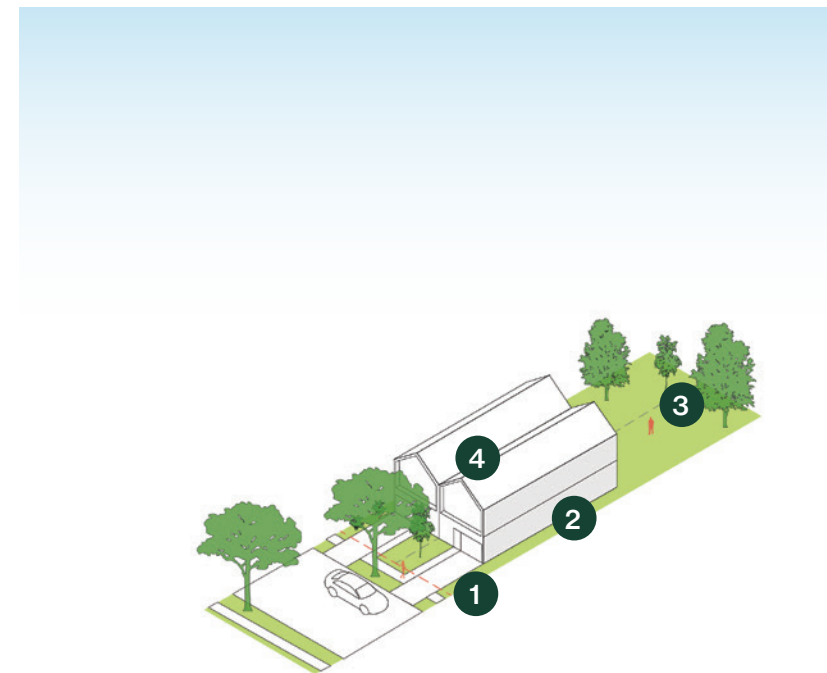
SOUTHERN LIVING

Low to medium density housing within steps of the Oakes Centre and the Great Western Highway

The Southern Living precinct is an established residential neighbourhood consisting predominantly of single dwellings with some recent dual occupancies. The neighbourhood benefits from convenient access to key areas such as the Oakes Centre, Sydney Smith Park and the Great Western Highway.

Some medium density typologies including dual occupancies, townhouses, 'manor homes' which present as large dwellings however consist of 2 or more dwellings, and attached dwellings on corner sites, are appropriate types to provide new homes while keeping in similar scale as the existing neighbourhood.

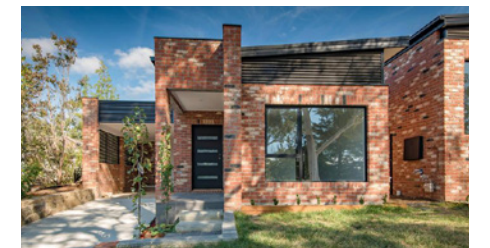
Improved streetscapes, particularly along Amos Street, will contribute to enhancing the amenity and attractiveness of the area.



Indicative built form typology



Thornbury, Victoria



Holder, ACT

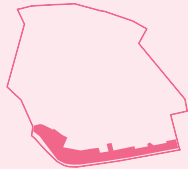


Coburg, Victoria

4.10 Great Western Highway



Commercial uses at the ground floor that is well setback from the busy road, with generous footpaths and a landscaped buffer (Botany Road, Rosebery)



GREAT WESTERN HIGHWAY

Commercial corridor with quick connections into Parramatta

The Great Western Highway will continue to be a key vehicle regional route, providing east-west links across Greater Sydney. The character area will build on the existing mixed use development and support infill opportunities for a mix of uses.

Large format commercial uses will be prioritised at ground and activate the corridor. Showroom retail, bulky goods, medical and allied health and wellbeing will provide services and amenities for the local community, as well as visitors driving through. Key sites at the southern end of Hawkesbury Road have an opportunity to provide retail activation, open space and community facilities.

Any residential uses provided will be above the ground floor, well set back, separated and oriented away from the busy road towards greater amenity.

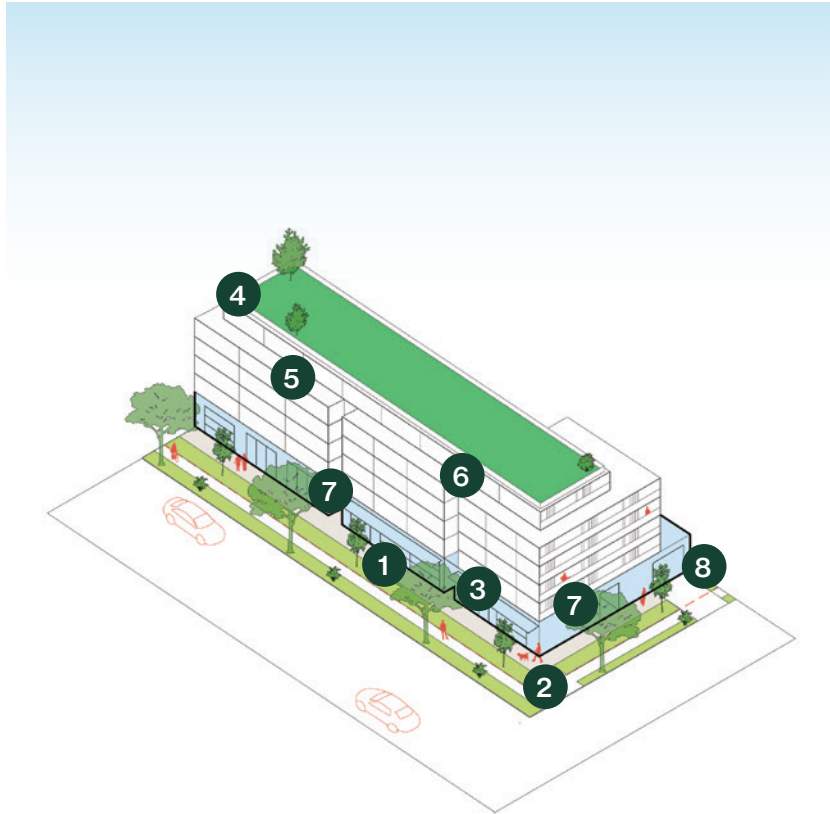
Streetscape enhancements including continuous footpaths, verges and street trees will help to improve the public domain amenity along the Great Western Highway.

Built form key considerations/ principles:

- Enhance streetscape through provision of front setback to Great Western Highway that includes generous pedestrian areas well-buffered from the busy road, and includes landscaping and tree planting.
- Commercial uses appropriate on the ground floor, while residential uses suitable above the ground floor.
- For residential uses:
 - No single-aspect, south-facing apartments facing the Great Western Highway.
 - Minimise negative noise and air quality impacts of the Great Western Highway.
- Street wall height to consider predominant street wall of recent development and provide continuity in building form and character.
- Where buildings are north-south aligned, step down in height to neighbouring sites to north.
- For key sites delivering new open space, ensure any open space areas are well-buffered and away from the busy road.

Typology

- 1 6m street setback in R3 zone and 2m within the E3 zone.
- 2 3m pedestrian zone and 3m landscape zone within the 6m front setback.
- 3 Large format ground floor uses including and commercial.
- 4 Building depths maximum 15m when in the east-west direction.
- 5 5 storey street wall with upper level set back 3m.
- 6 Facade articulation for buildings longer than 40m.
- 7 Separate entries and vehicle access for residential and commercial uses.
- 8 Basement access and services from side streets or rear, where possible.



Indicative built form typology



George Street, Waterloo, NSW



Botany Road, Rosebery, NSW

IMPLEMENTATION

5.1 Summary of master plan outcomes

This draft master plan for Westmead South supports positive renewal outcomes that can reinvigorate the precinct, providing new and diverse housing, enhanced retail and social infrastructure, high amenity open spaces and attractive streetscapes.

The draft master plan will support a future planning proposal to rezone the precinct and help enable these key renewal outcomes.

Project outcomes



Dwellings

- Potential to deliver approximately 6,600 new homes at a strategically appropriate density, within a 10-15 minute walk of the station and main street.
- A mix of housing types including single dwellings, dual occupancies (duplex), multi-dwelling housing, medium high to high density residential development and mixed use development with retail or commercial at the ground floor.
- A balanced and well-considered built form height and scale approach that can enable a large amount of new homes, while being responsive to the existing and future built form context.
- High quality building design.



Open space and landscape

- Generous, high amenity open spaces for residents and the wider community.
- Enhancement to the two key local open spaces MJ Bennett Reserve/Austral Avenue Reserve and Sydney Smith Park.
- New public plaza at the Oakes Centre and adjacent to the new Metro, and a new park along Alexandra Avenue.
- Increased street tree planting and landscaped verges.
- Improved access and connections to the Mays Hill Precinct.



Streets and connections

- High amenity public domain on key streets to encourage walking and create attractive streetscapes and spaces.
- Pedestrian focus along Hawkesbury Road, including improved connections and public spaces around the Oakes Centre and new Metro and interchange.
- New cycle infrastructure to support local active and recreational links.
- Enhanced 'Green Link' and other mid block and through site links to increase walkability and provide amenity.



Retail, community facilities and services

- Revitalisation of the Oakes Centre will provide new services and amenities and attract people to Westmead South.
- New retail opportunities on the Metro block to activate the new gateway into the precinct.
- Potential to provide new and enhanced community facilities to support the growing community.
- Commercial opportunities along the Great Western Highway.



Sustainability

- Work towards a net zero precinct through reducing operational and embodied emissions as the precinct renews over time.
- Implementation of green infrastructure to increase tree canopy and reduce urban heat, promote health and wellbeing, and create attractive streetscapes.
- Implementation of innovative and integrated systems for energy, waste and water, and explore the potential for smart city technologies to drive more sustainable outcomes.
- Prioritise walking, cycling and net zero public transport.
- Foster social sustainability; a precinct that is accessible, inclusive, diverse and well-connected.



Planning

- This report will support a future planning proposal for the precinct that may seek to amend:
- the Cumberland Local Environmental Plan 2021 including land use zoning, floor space ratio and maximum height of building.
 - the DCP with a new section within Part F4 - Special Precincts, to provide locally specific controls that build on the general controls in other sections.

Summary of master plan outcomes

The adjacent map summarises the built form approach for Westmead South including proposed land uses, building height in storeys and floor space ratio, which have been iteratively tested and refined through collaboration with the Council and consultant team. This will inform potential amendments to the planning controls within the Cumberland Local Environmental Plan.

Legend - Development areas

Area	FSR (of which retail)	Storeys	Land use / description
A0	5.9:1 (0.7:1)	25	Mixed use - Adjacent Station Development site (+ affordable housing)
A1	0.5:1 (Metro station)	1-2	Metro site - station entrance and supporting services
A2	4.5:1 (0.6:1)	20	Mixed use (+ community facility and affordable housing)
A3	4.2:1 (0.6:1)	20	Mixed use (+ affordable housing)
A4	2.8:1 (0.6:1)	15	Mixed use
B1	3.6:1	25	High density residential (+ new open space and through site link)
B2	3.6:1	15	Residential apartments (+ affordable housing and through-site link)
B3	3.6:1	20	Residential apartments (+ commuter car park)
B4	3.2:1	15	Residential apartments (+ affordable housing)
C	2.9:1	12	Residential apartments
D1	2.5:1	8	Residential apartments (+ through site link)
D2	2.5:1	8	Residential apartments
D3	2.5:1	8	Residential apartments
E0	1.2:1	4	Residential apartments
E1	1.6:1	6	Residential apartments
E2	1.6:1	6	Residential apartments
E3	1.6:1	6	Residential apartments
E4	1.6:1	6	Residential apartments
E5	1.6:1	6	Residential apartments
E6	1.6:1	6	Residential apartments
E7	1.6:1	6	Residential apartments
E8	1.6:1	6	Residential apartments
F0	3.2:1 (0.6:1)	8	Mixed use (Hawkesbury Road high street)
F1	3.2:1 (0.6:1)	8	Mixed use (Hawkesbury Road high street)
F2	3.2:1 (0.6:1)	8	Mixed use (Hawkesbury Road high street)
G0	2.5:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G1-1	2.2:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G1-2	2.2:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G1-3	2.2:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G1-4	2.2:1 (0.6:1)	8	Mixed use (Great western highway extension)
G2-1	1.8:1 (0.6:1)	6	Mixed use (Great western highway extension)
G2-2	1.8:1 (0.6:1)	6	Mixed use (Great western highway extension)
G3	3:1 (0.4:1)	12	Hawkesbury Place site (+ open space and community facility)
H	1.2:1 [no change]	4	Residential apartments (existing blocks)
I	0.7:1	2	Medium density residential (1-2 storeys)
J0	0.7:1	2	Low to medium density residential (1-2 storeys)
J1	0.7:1	2	Low to medium density residential (1-2 storeys)
J2	0.7:1	2	Low to medium density residential (1-2 storeys)
J3	0.7:1	2	Low to medium density residential (1-2 storeys)
K	-	1	Potential Special Character Area or Heritage Conservation Area



Land use, FSR and height approach map

Legend - other items

Westmead South boundary	Existing open spaces
SP1 zone - school	New public plaza - Oakes Centre and Metro plaza
Potential Heritage Conservation Area	Potential new open space (dedication or other)
Potential Special Character Area or Heritage Conservation Area	Existing pocket parks to be zoned RE1
Potential heritage item	Hawkesbury Road high street - active frontages
Existing Heritage Conservation Area	Great Western Highway frontage - ground floor non-residential uses
Unlikely to change (existing heritage item)	Laneway (dedication or other)
Unlikely to change (school, church, strata title)	Proposed laneway (dedication or other)
Hawkesbury Road - movement spine	Widened link - Dedication through development - 4.5m of 6m setback
Key pedestrian streets	

5.2 Key recommendations

LEP recommendations

The master plan approach investigated through this process will inform proposed amendments to the Cumberland Local Environmental Plan. The proposed controls will be incorporated in the planning proposal for Westmead South.

These will generally include, but not limited to, proposed amendments for:

- Land Use;
- Floor Space Ratio; and
- Height of Building.

DCP recommendations

A draft DCP part will be designed to fit within the Cumberland Development Control Plan – anticipated within Part F4 – Special Precincts. It will provide locally specific controls building on the general controls in other sections of the DCP. This is anticipated to include:

- Vision and desired future character
- Character area statement
- Precinct objectives and controls including:
 - Lot consolidation and minimum street frontage;
 - Tower slenderness and orientation;
 - Land use specific controls for residential flat buildings, mixed use development, dwellings houses and low-rise medium density development;
 - Access, entries and buildings servicing;
 - Pedestrian access and entries;
 - Parking;
 - Key infrastructure;
 - Air quality, noise and vibration;
 - Public domain;
 - Public and school open space solar amenity;
 - Heritage;
 - Environmental management; and
 - Water sensitive urban design.
 - Sustainability.
- Site specific controls including:
 - For development along the Great Western Highway between Bridge Road and Bernard Street.
 - For the area between Bernard Street and Good Street along the Great Western Highway, relevant controls will be amended in the Part 4 - Special Precincts, Part F4-2 Mays Hill, Finlayson and Sherwood Transitway Precinct of the DCP in Section 2 Mays Hill Transitway Precinct.

Further recommendations

Beyond the scope of the master plan in informing Councils LEP and DCP controls and future public domain works, Architectus recommend:

- Council review their design excellence processes with respect to Westmead South, considering design competition as a requirement for tower buildings. It is noted that Council does not have a current design competition policy and this may require partnerships with the Government Architect NSW or perhaps the neighbouring Council.
- Council should work with neighbouring Parramatta Council and relevant other bodies to deliver the Mays Hill Master Plan for Parramatta Park, which would provide enhanced amenity for residents to support growth in Westmead South.

Next steps

Council are seeking to prepare and lodge a planning proposal for the Westmead South area, and is anticipated to be based on the master plan in this document, with the benefit of input from the community on this draft master plan, and additional studies including Connecting to Country consideration, further economic analysis, traffic and transport, heritage, flooding, sustainability and infrastructure.

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Aerial view looking
southwest

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