

# the bridge rd micro hub

93 bridge road, westmead

**planning proposal | urban design report**

FEBRUARY 2019



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### RobertsDay

Level Four, 17 Randle Street Surry Hills NSW 2010

T: +612 8202 8000

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ABN 53 667 373 703, ACN 008 892 135

[www.robertsday.com.au](http://www.robertsday.com.au)

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# executive summary

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*"Innovation districts thrive when housing, retail, and small-scale innovative activities are co-designed and co-located near transit stops and anchor institutions."*

BROOKINGS INSTITUTION, 2014



**the bridge rd  
micro hub is...**





"...a place for people to live, work, learn, play and heal in Westmead, through community space and affordable urban living amongst a lush green parkland setting"

"...the southwest anchor & gateway to the Westmead Innovation District & GPOP corridor"

"...the fringe catalyst for the transformation of the broader precinct into the 21st century"





# a supportive micro hub

A hub of **precinct friendly micro uses** which complements the **productivity** of WID

A **liveable community** combining **housing, recreation, innovation & commercial space**

Retaining a **local worker & student population**

Enhanced **walkable & permeable network**





A **significant gateway site** of **8,663m<sup>2</sup>** on the fringe of the WID

A **unique & varied skyline**

**12,994m<sup>2</sup>** GFA dedicated to **precinct supportive uses**

A **new local street** for Westmead

**4%** (424 dwellings) of **Westmeads 2036 housing target** provided

**3 through site links**

**5% affordable housing**





# a place for the people of westmead

1,000m<sup>2</sup> of GFA for a  
modern **community space**

440m<sup>2</sup> food outlet &  
755m<sup>2</sup> retail proposed

43% of total units dedicated to  
**alternative/affordable units**

7,605m<sup>2</sup> student  
housing

929m<sup>2</sup> GFA for supportive  
**medical suites**

2,260m<sup>2</sup> NDIS/Family  
short stay provided





An new local & public **playground**

**improved** pedestrian experience & **sense of place**

**flexible** spaces for healing, play & meeting

A **new public park** & leafy **gathering space**

**15.9%** (1,380m<sup>2</sup>) **deep soil** proposed

**1,295m<sup>2</sup>** of shaded publicly accessible **green space**

**3,440m<sup>2</sup>** (40%) for publicly accessible **communal open space**

**2,100m<sup>2</sup> tree canopy** provided (25% site area) + a feature fig tree

**1,150m<sup>2</sup>** (13%) for private **communal open space**

**4,590m<sup>2</sup>** (53%) **total communal open**







# OUR PROPOSAL

**satisfies six of seven** urban renewal criteria of the District Plan's objective to provide "**more housing in the right locations**"

CENTRAL CITY DISTRICT PLAN

PLANNING PRIORITY C5 (2018, pg 40-44)



## westmead is...

- \* **A Health & Education Super Precinct**
- \* **A Planned Precinct**
- \* **A Future Innovation District**
- \* **Part of the Greater Parramatta Growth Area**
- \* **An urban renewal area**

## westmead 2036 will have...

- \* **11,500+ dwellings**
- \* **29,000 residents** @2.6p/dw
- \* **20,700+ students**
- \* **50,000+ jobs**
- \* **110,000m<sup>2</sup> research space**

Above figures are total targets (Draft Master Plan, 2018)

## Our site is located within...

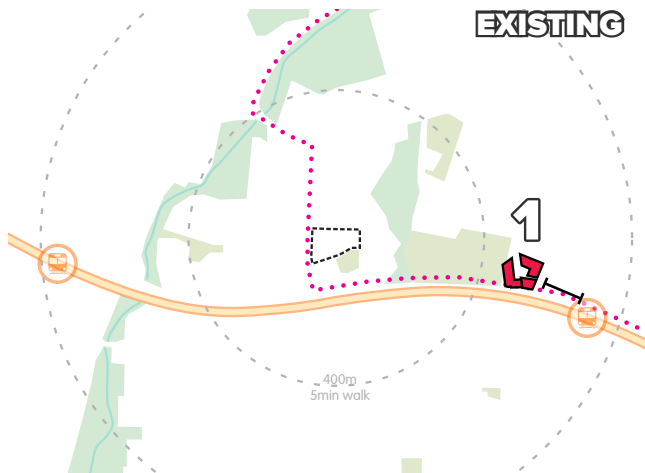
- \* **1min walk to bus services**
- \* **5min walk to Shannons Paddock & WSU**
- \* **6min walk to Westmead Hospital & USYD**
- \* **8min walk to Hawkesbury Rd**
- \* **9min walk to Westmead & Wentworthville Stations**
- \* **9min walk to light rail & Metro West**



# RESPONSE TO KEY DRIVERS

Here we analyse the key drivers of Westmead which will be important to realise the full potential of the Innovation District. We compare the existing conditions and provide complementary improvements to Westmead through our concept

## WALKABLE HOUSING



### 1. THE HIGHLINE

#### \* FSR 4.5:1 (RES)

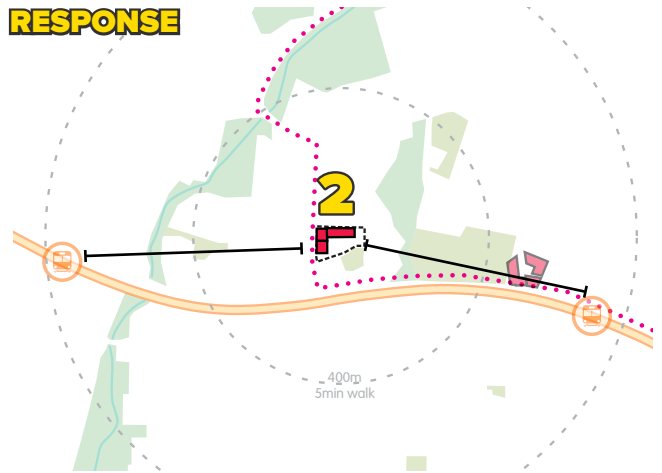
- 99.8% RES GFA
- 24 STOREYS
- 2MIN WALK TO STATION
- 556 APARTMENTS



#### \* 0% AFFORDABLE HOUSING

- 0.2% COMMUNITY USE

### RESPONSE



### 2. MICRO HUB

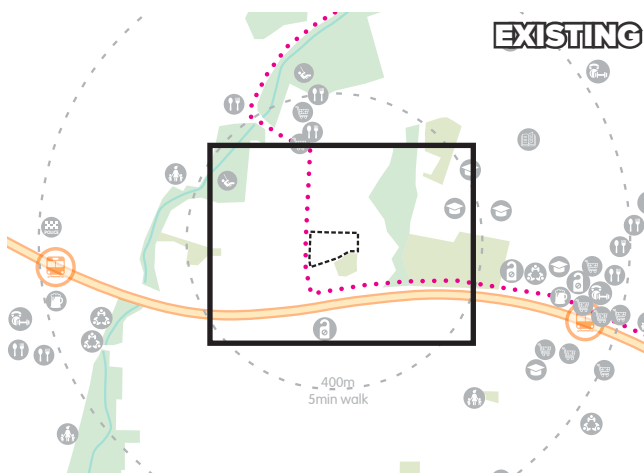
#### \* FSR 4.5:1 (RES)

- 77% RES GFA
- 40 STOREYS
- 8MIN WALK TO 2 STATIONS
- 424 APARTMENTS



#### \* 5% AFFORDABLE HOUSING

## PRECINCT SUPPORTIVE USES



- SOME NEARBY SUPPORTIVE USES (SHOPS, ACCOMMODATION & SCHOOL)
- MAINLY CLUSTERED NEAR STATIONS



#### \* AN ISLAND OF INACTIVITY ON THE WESTERN FRINGE OF THE WID



#### \* NO GATEWAY STATUS



#### \* CREATE AN **ACTIVE & VIBRANT** PRECINCT



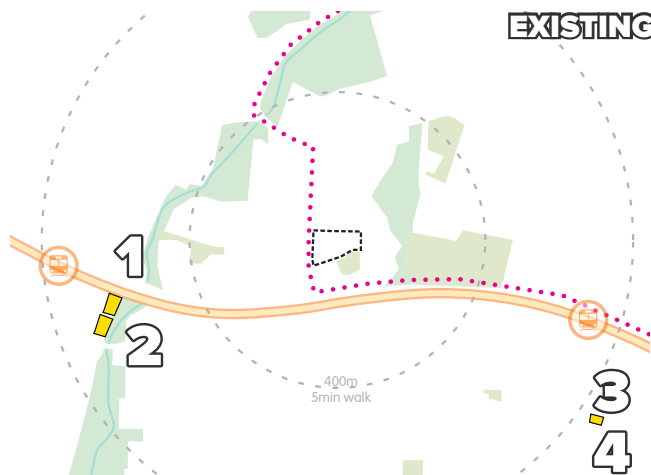
#### \* **2,994SQM** OF SUPPORTIVE USES



#### \* **GATEWAY STATUS ACHIEVED**

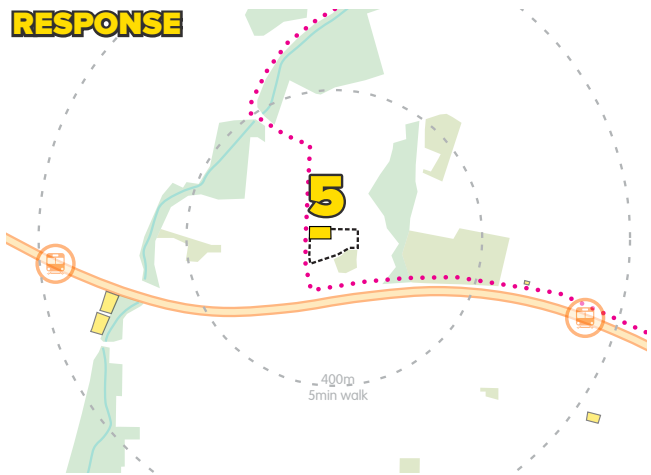
- COMPLEMENTS EXISTING DARCY/BRIDGE RD RETAIL CENTRE & THE HAWKESBURY RD/DARCY RD LOCAL CENTRE

## COMMUNITY CENTRES



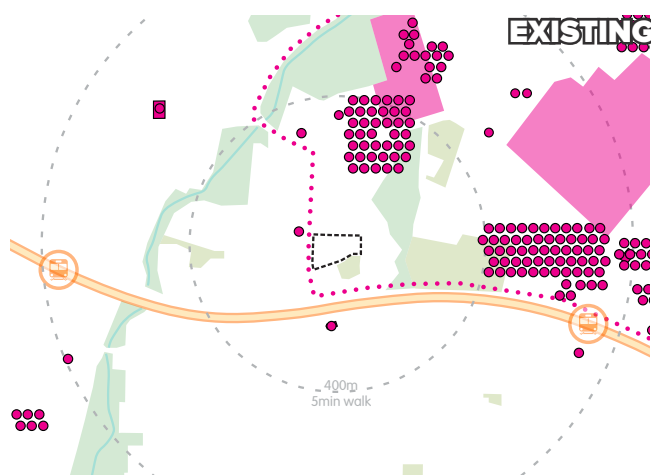
- \* **ONLY 4 SMALL COMMUNITY SPACES**
  - MAINLY OUTDATED COMMUNITY HALLS
  - 1300SQM APPROX TOTAL AREA
  - NIL SPACES WITHIN 400M OF OUR SITE
- \* **1000M2 TARGETED BY 2036**

(Draft Social Infrastructure Strategy, 2017)

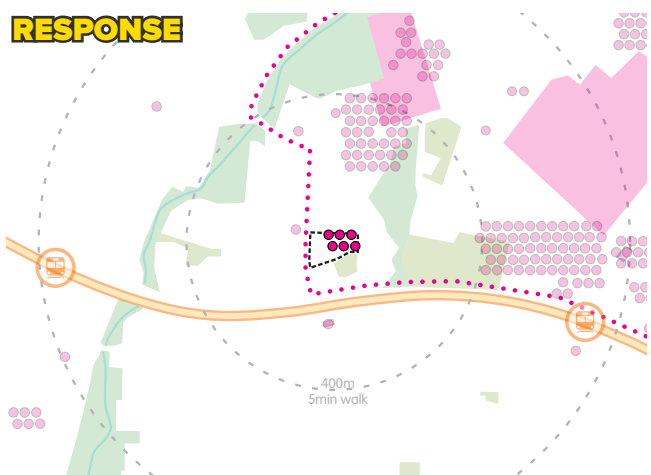


- CONTRIBUTION TO COMMUNITY SPACE
- \* **A MODERN & FLEXIBLE 1,000 SQM COMMUNITY SPACE FOR WESTMEAD**
- \* JUSTIFIED THROUGH **GATEWAY STATUS**
- SHARED BY BUSINESSES & NFPS
- \* INTEGRATED WITH **WALKABLE LOCAL COMMUNITY** IN NEIGHBOURHOOD

## MEDICAL SUITES



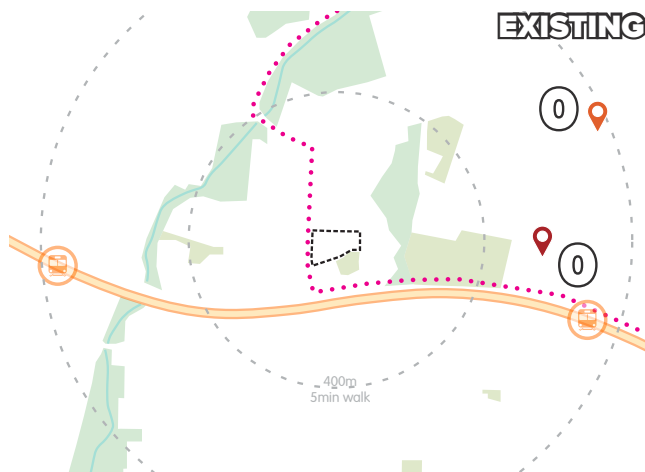
- APPROX 25+ SUITES IN CLUSTERS
- \* LARGE EXPECTED GROWTH GENERATES **SIGNIFICANT DEMAND FOR MORE**
- DRAFT MASTER PLAN HIGHLIGHTS DEMAND FOR FUTURE PRIVATE CONSULTING FACILITIES CLOSE TO MAJOR HEALTH INSTITUTIONS



- \* **CAPITALISE ON PROXIMITY TO WESTMEAD PUBLIC & PRIVATE HOSPITALS**
- PROVIDE MUCH NEEDED SUPPORT
- \* PROVISION OF **6 ADDITIONAL MEDICAL SUITES**
- \* **929 SQM DEDICATED TO MEDICAL FOR SPECIALISTS & PRIVATE PRACTITIONERS**

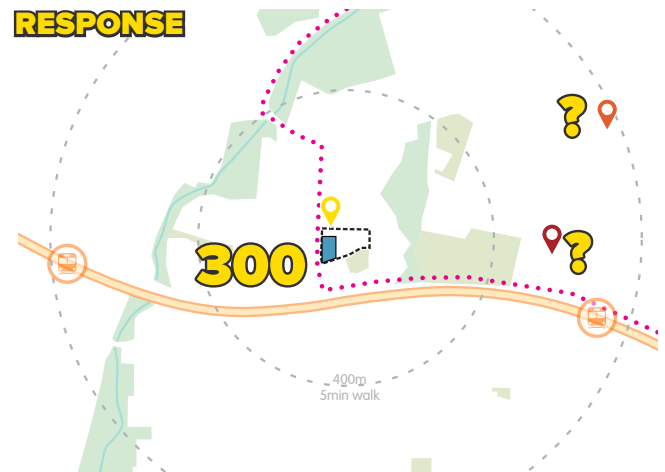
# \* RESPONSE TO KEY DRIVERS

## STUDENT HOUSING



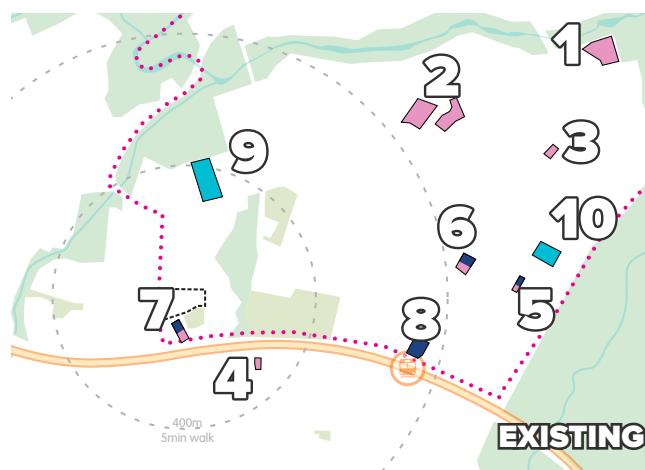
- \* NIL STUDENT HOUSING @ WSU & USYD CURRENTLY - **A SIGNIFICANT GAP**
- \* **20,700+ STUDENTS** EXPECTED **BY 2036**
  - NEAREST STUDENT VILLAGE IS WSU PARRAMATTA (50 MIN WALK)
  - WESTMEAD REQUIRES STUDENT ACCOMMODATION

(Draft Master Plan, 2018)

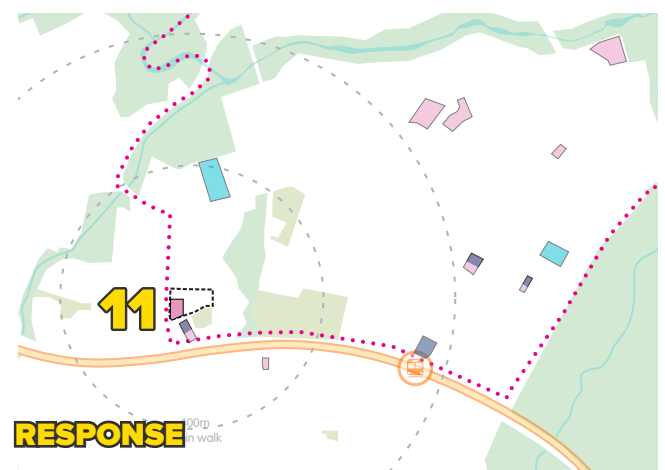


- INJECT MUCH NEEDED STUDENT HOUSING
- WSU WESTMEAD & USYD MAY INCLUDE HOUSING IN THE FUTURE
- \* **7,605 SQM OF STUDENT HOUSING**
- \* **300 ROOMS PROVIDED**
- \* **500 STUDENTS LIVING AT MICRO HUB**
- \* **6MIN TO WSU & 8MIN TO USYD**

## INNOVATIVE HOUSING

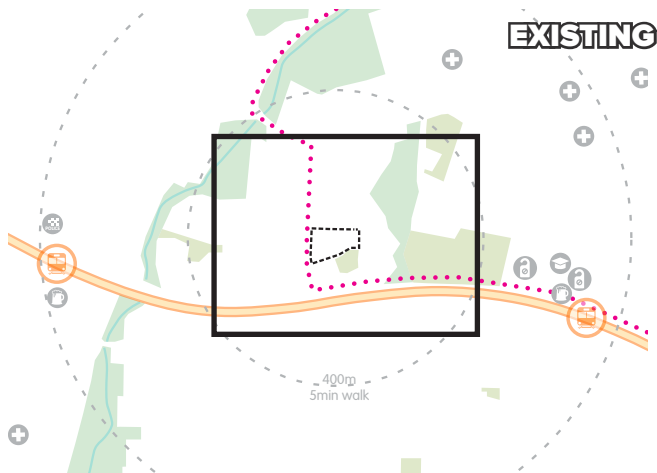


- \* **SHORT-MEDIUM TERM ACCOMMODATION** FOR FAMILIES OF PATIENTS & OUTPATIENTS IS NEEDED IN WESTMEAD (Draft Social Infrastructure Strategy, 2017)
- PATIENT/FAMILY STAY (1-7), COMMERCIAL (5-7), COMMERCIAL (8), SENIOR HOUSING (9-10)
- 159 ROOMS FOR PATIENTS & FAMILIES



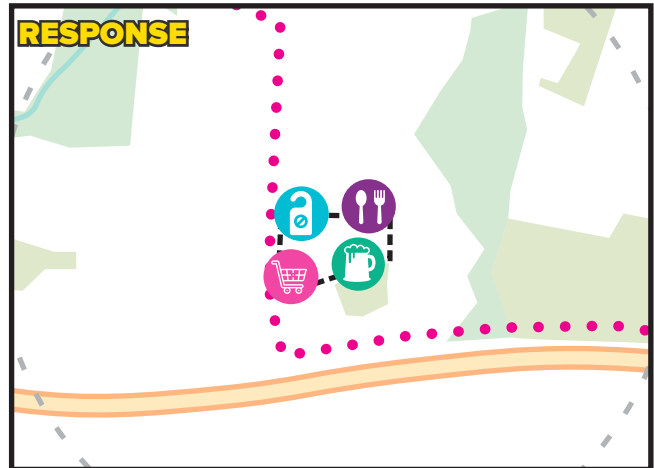
- INCREASING NUMBER OF PEOPLE ATTENDING WESTMEAD WILL NEED **MORE PLACES STAY**
- \* ADD TO THE **EXPERIENCE & ACCESSIBILITY** OF **WESTMEAD**
- \* **2,262 SQM NDIS & FAMILY HOUSING**
- \* CONTRIBUTING **23 UNITS** TO WESTMEADS PATIENT/FAMILY ACCOMMODATION

## 24/7 ACTIVITY



### \* **LACK OF 24 HOUR ACTIVITY**

- MAINLY HOSPITALS & HOTEL ACCOMMODATION
- WESTMEAD HEALTH IS 24/7
- 24 HOUR USES NEED TO SUPPORT THIS
- NIGHT TIME ACTIVATION (NTA) MAP IN DRAFT MP SHOWS NEIGHBOURHOOD CENTRE IN NURSES QUARTERS SITE



- OPPORTUNITY TO CONTRIBUTE TO COMMUNITY SPACE
- \* **A MODERN & FLEXIBLE 1,000 SQM COMMUNITY SPACE FOR FUTURE WESTMEAD**
- \* JUSTIFIED THROUGH **GATEWAY STATUS**
  - SHARED BY BUSINESSES & NFPS
  - BRING NEIGHBOURHOOD CENTRE INTO OUR SITE TO COMPLEMENT FUTURE NTA

## TREE CANOPY

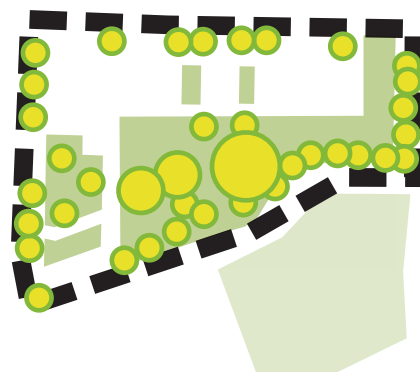


- SITE DOMINATED BY BUILT FORM, PAVING & VEHICLE ACCESS (72% SITE AREA)

### \* **MINIMAL TREE CANOPY (4% SITE AREA)**

- POOR HEAT ISLAND OUTCOME
- POTENTIAL IN REDEVELOPMENT

### **RESPONSE**



- \* **25% TREE CANOPY & 15.9% DEEP SOIL**
- \* **29% TOTAL GREEN SPACE (2,470 SQM)** INCLUDES COMMUNAL ROOF TERRACES
  - REDUCED URBAN HEAT ISLAND AFFECT
  - NEW GREEN & HABITAT CONNECTIONS TO CREEK CORRIDORS

# our vision

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*"The Innovation District evolution can be seen in the increased clustering, often around universities, medical centers, and other anchors of firms, intermediaries, and innovative workers in dense urban enclaves or districts."*

BROOKINGS INSTITUTION



# \* OUR VISION

The proposal aligns with the Greater Sydney Commissions Central City District Plan as well as the Greater Parramatta Olympic Peninsula's vision for the Planned Precinct, creating high quality mixed use residential development in close proximity to a rail station, health and education institutions, public open spaces and the Parramatta CBD. Our proposal builds upon the Precinct's greater strategic positioning within the surrounding framework.



## A GREAT PLACE TO LIVE, WORK, LEARN & HEAL

The site's fringe location within the WID provides strategic merit to support liveability, productivity and sustainability goals. Access to a diversity of housing types is specifically identified as a key ingredient to Innovation Districts, this is further supported by our proposal satisfying the 'more housing in right locations' which complement major institutions nearby. **By providing quality, affordable, diverse living options in conjunction with key social infrastructure Westmead will attract the best and brightest to live, work and study and harness an exciting ecosystem.**

## ENHANCING THE GREEN GRID

At the forefront of our proposal is to positively contribute to the community life and liveability factor of Westmead, improving the overall quality of life for future and existing residents. Enhancing the existing green grid connections identified in the Parramatta Ways Walking Strategy and the relationships between open spaces within WID at a micro scale. This will create a more liveable, comfortable and enjoyable places. **New public open spaces, additional tree canopy and improved pedestrian connections will provide greater access to green spaces & promote happier and healthier communities.**



## SUPPORTING FUTURE INNOVATION

Innovation Districts require a healthy mixture of uses, particularly residential and micro supportive uses. The proposal plays a strategic role in transforming the fringe of the WID, with greater diversity of housing and small business space, and other precinct friendly uses within walking distance to major institutions, complementing the productivity of WID. **By incorporating precinct friendly uses and a new community centre the proposal facilitates the transformation of the gateway to the WID and its capacity to house local workers and students.**

## OPTIMISING LOCAL CONNECTIVITY TO BENEFIT THE GREATER REGION

The proposal is supported by investment in infrastructure including upgrades to Westmead Station for the publicly announced Westmead Metro and future light rail stop, as well as existing infrastructure within Westmead (cycle & pedestrian). **The proposal positively contributes to a highly connected and accessible City, allowing workers, students and residents to access services, amenities and jobs in less than a 30 minute commute.**





# HERE'S WHAT WE'RE ASKING FOR

*FSR:* **6.0 : 1**

*ZONING:* **NO CHANGE (R4 HIGH DENSITY RESIDENTIAL)**

*HEIGHT:* **40 Storeys / 132m maximum**  
(incl. roof elements)



# strategic merit

*"Westmead is now Australia's largest health services precinct, offering world-class integrated tertiary clinical care, an innovative education and research network, hundreds of private health businesses and the globally connected Westmead Institute for Medical Research and Children's Medical Research Institute"*

GPOP, GSC 2016





# STRATEGIC CONTEXT

## THE OPPORTUNITY

Identified as a Planned Precinct fit for urban renewal by the NSW Government (2017) as well as Health and Education Super Precinct (inclusive of Parramatta CBD) by the Greater Sydney Commission, Westmead sits in a highly strategic and accessible location, fit for large scale urban renewal.

The suburb of Westmead is situated in the western most part of the Greater Parramatta Olympic Peninsula - GPOP (Precinct 1), positioned as the western gateway to the Parramatta Growth Corridor. This is complemented by strong east west transit corridors, such as existing heavy rail, the Western Motorway (M4) and the future Sydney Metro West alignment (TBC). The Parramatta Light Rail Stage 1 provides additional connections to the Parramatta CBD and beyond. An anticipated Stage 2 could enhance the east west corridor to Sydney Olympic Park.

The economic strategy for the Westmead Innovation District (WID), prepared by Deloitte (2016), recognises the immense contribution Westmead will have on driving future job growth in the Western Sydney region. Due to this contribution and the strong presence of science research, health and education facilities and institutions, Westmead is set to be a World Class Innovation District. The future expected and planned growth in infrastructure, amenity and public transport provides strong impetus for Westmead to be the catalyst in responding to population, housing and job growth. With this, will come the requirement to provide faster and more reliable access to regional public transport services.

Westmead is expected to experience intense population growth of up to 20-30,000 people by 2036 (Deloitte, 2016; Draft Master Plan, 2018). An increase of up to 32,000 additional jobs (77% growth) and 8-12,000 new students (school, tertiary and PHD) over two decades is also forecast (NSW Government, 2017; Deloitte, 2016; Draft Master Plan, 2018). Dwelling increases are expected to increase by to 11,500 homes by 2036 (Draft Master Plan, 2018), majority of which will be in high density built form.

Currently, the Westmead Town Centre lacks the amenity and services required to service large growth projections for the future. In order to address these short comings facilitate vibrant street life and activate the Precinct, Hawkesbury Road will require transformation into a destination and future eat street (GPOP, 2016). The remainder of Westmead will not only need to meet and support the needs of its existing and growing community, but provide precinct supportive uses such as affordable housing (including student accommodation, NDIS housing and standard affordable housing), retail, open space, job opportunities and amenities, whilst enhancing the sense of community, the pedestrian experience and connections to green space.

The majority of the existing housing stock (80%) in Westmead (inclusive of Westmead - Cumberland Council) is medium to high density dwellings (Profile1.D. 2018). With housing diversity and density growing in recent years, Westmead is well positioned to cater for the demographic needs of the future Innovation District through urban regeneration methods.

Major Roads    Train Line    Parramatta Light Rail Stage 1    Parramatta Light Rail Stage 2



## THE PROPOSAL

The proposed concept for 93 Bridge Road establishes strategic and local merit under the District Plan and GOP. The proposal has the potential to deliver a best-practice 'complete' micro community, with a diversity of housing types to accommodate various needs of locals, the future resident, working and student population. The proposal ensures people can access quality affordable housing (5% total) and alternative/affordable housing (43% - NDIS Patient/Family & Student Housing) close to work, study and medical services.

Residential is a key ingredient to Innovation Districts (Brookings Institute, 2016). As our site sits on the fringe of the WID, we are strategically positioned to increase liveability within Westmead whilst supporting overall productivity and sustainability of the WID and beyond. By providing additional housing choice (market and alternative housing - affordable, student and NDIS/Family accommodation) at an appropriate transit oriented density, within walking distance of Westmead and Wentworthville Stations open spaces and major educational and health related institutions, there is considerably strong justification to support additional height, density and an appropriate mix of precinct supportive uses. This will assist in transitioning urban form from the WID to existing neighbouring medium-density housing. The Micro Hub is committed to providing micro scale precinct friendly uses such as medical, community, short stay accommodation for patients and their families as well as associated open space, retail, food & beverage and student housing.

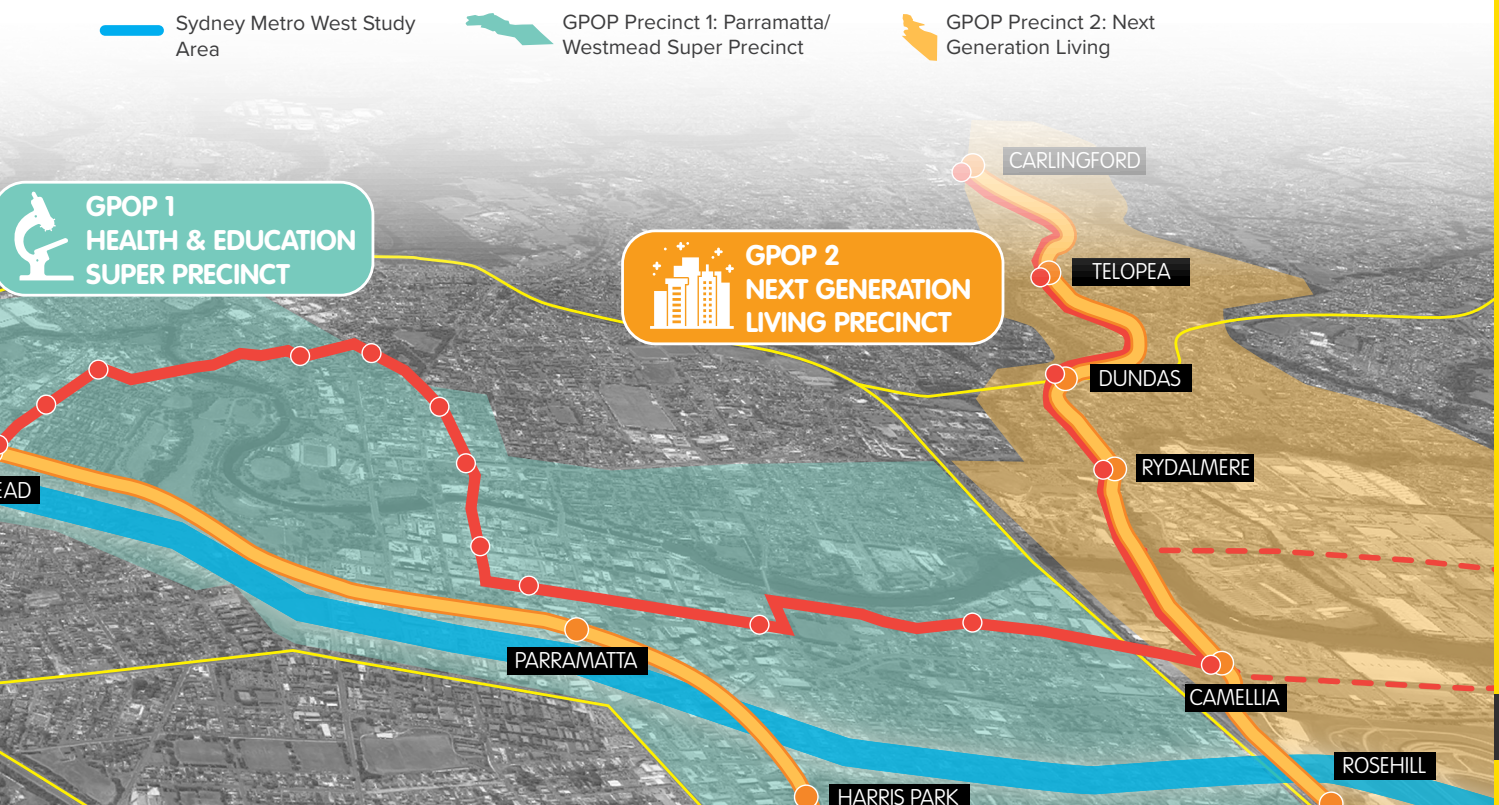
The residential and supportive mix proposed will generate the creation and activation of a flexible, interactive, cohesive and socially connected/collaborative community.

A new public open space and thru-site links (x3) is an additional public benefit for Wesmead, connecting people to places of work, study, and leisure. The abundance of public space allows for places of healing to be enjoyed by patients and their families visiting nearby medical facilities, improving their experience and quality of stay.

Colocating a mixture of small varied uses within our site which complement and support the operations of Westmead (and adjacent local centres) provides the opportunity for our site to be more than an apartment building, but rather a development that facilitates knowledge sharing, research, healing, innovation, community and vibrant public life.

This report, takes a place-based approach to establishing a strategic context for the site. It outlines the design principles that have informed the concept Master Plan, consistent with TOD principles, local & international benchmarking, local fabric and character.

The Urban Design Report is also informed by the objectives and practice of 'place making'. A people-focused process informs a holistic approach to planning a place and informs the creation of places in which people enjoy living and spending time in. 93 Bridge Road, *The Micro Hub*, encourages people to stay, engage, learn and play.





# SUPPORTING KEY GOVERNMENT POLICY

## CENTRAL CITY DISTRICT PLAN (2018)

The GPOP sits within, and anchors, the Central City District, which will be guided by the Central City District Plan. The GPOP Vision and the Central City District Plan sit alongside each other.

The Central City District Plan (March 2018) is the guiding document for the Blacktown, Cumberland, Parramatta and The Hills. It focuses on promoting economic development to create a core transport and services hub that will operate as Sydney's 'Central City'. It outlines housing and job delivery and is directed by three priorities; liveability, productivity and sustainability.

### RELEVANCE:

The Plan refers specifically to Westmead as a world class health and education precinct within Quarter 1 of GPOP, a precinct comprising of advanced technology and knowledge intensive based centres, and regional health and educational services, supported by the Parramatta Light Rail and the GPOP Economic Corridor, as well as the new Sydney Metro West. Given this vast transformation as a result of GPOP, Westmead will continue to evolve from the existing health and education precinct into an Innovation District, meeting the future high demands of residential and retail uses in addition to the growth of universities and health institutions. Thus, it is considered that Westmead sits within a high strategic transformation zone, increasing the future potential and strategic importance of our site and its connection to other centres. The proposal adheres to District Plan's three priorities in the following ways:



#### Productivity

Increase employment opportunities and encourage innovation, sharing, research and productivity through colocating and community



#### Liveability

Creating a vibrant mixed use hub with amenity for residents and increasing access to green and community space



#### SUSTAINABILITY

Providing more jobs and housing close to one another and along public transport corridors to improve accessibility

## GREATER PARRAMATTA AND THE OLYMPIC PENINSULA (2016)

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

### THE VISION

The GPOP document outlines the vision for the area, which is to become the central unifying heart of Sydney. It will build on the area's existing assets, and current and future investment will ensure that it is a highly accessible and connected destination. The goals for GPOP are:

- A central city close to Sydney's heart
- A link forging one Greater Sydney
- A jobs hub within reach of skilled workers
- An attractive place to invest
- A place of celebrated natural beauty

### THE QUARTERS

GPOP includes four precincts, or 'quarters', each linked by Parramatta River and the future Parramatta Light Rail. Each of the quarters will have a distinct character and play a different role within the area. These areas are highlighted on the adjacent page. Westmead is located in Quarter 1, which will host:

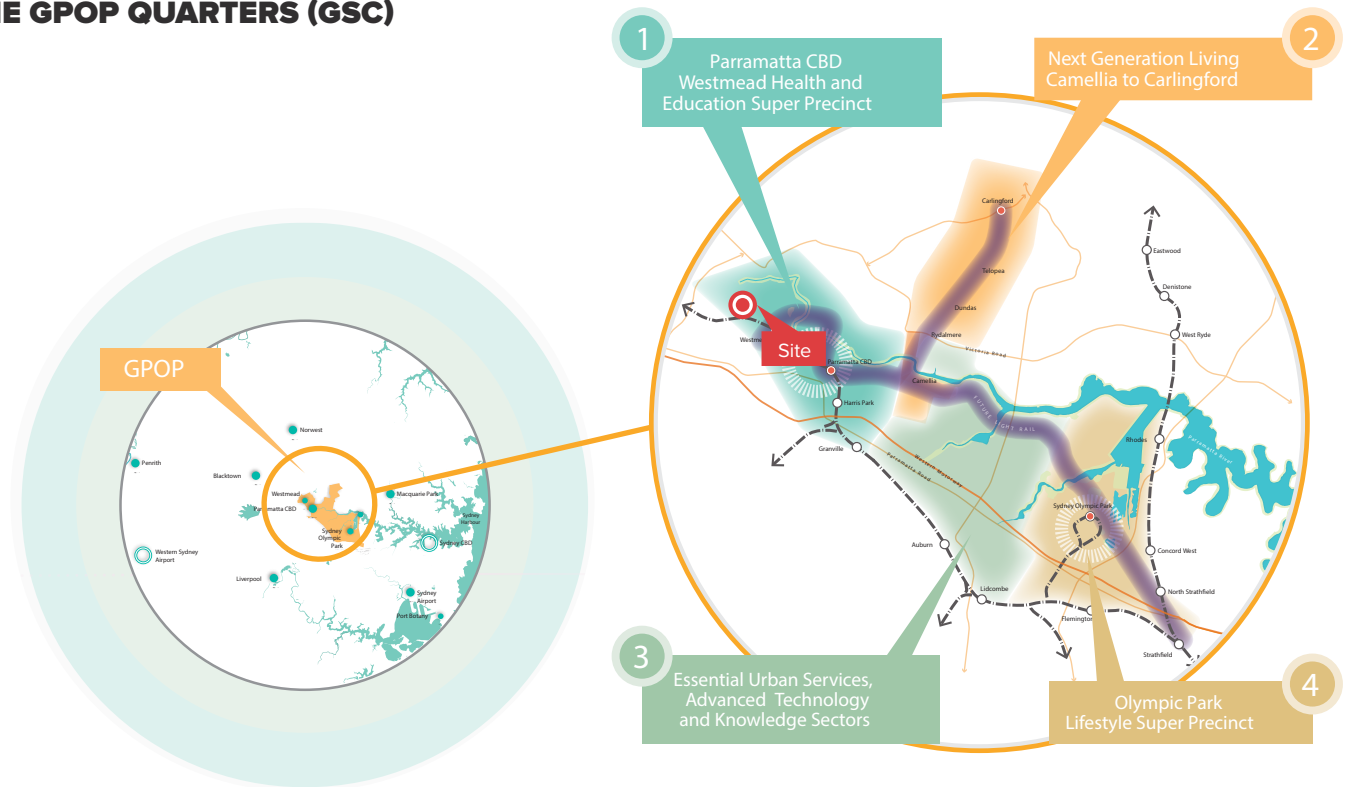
- A strong commercial core interwoven with the river (Parramatta CBD);
- A proud 'health city' and international innovator: (Westmead);
- Creative, heritage and entrepreneurial hub: (North Parramatta); and
- A green connector: (Parramatta Park)

### RELEVANCE

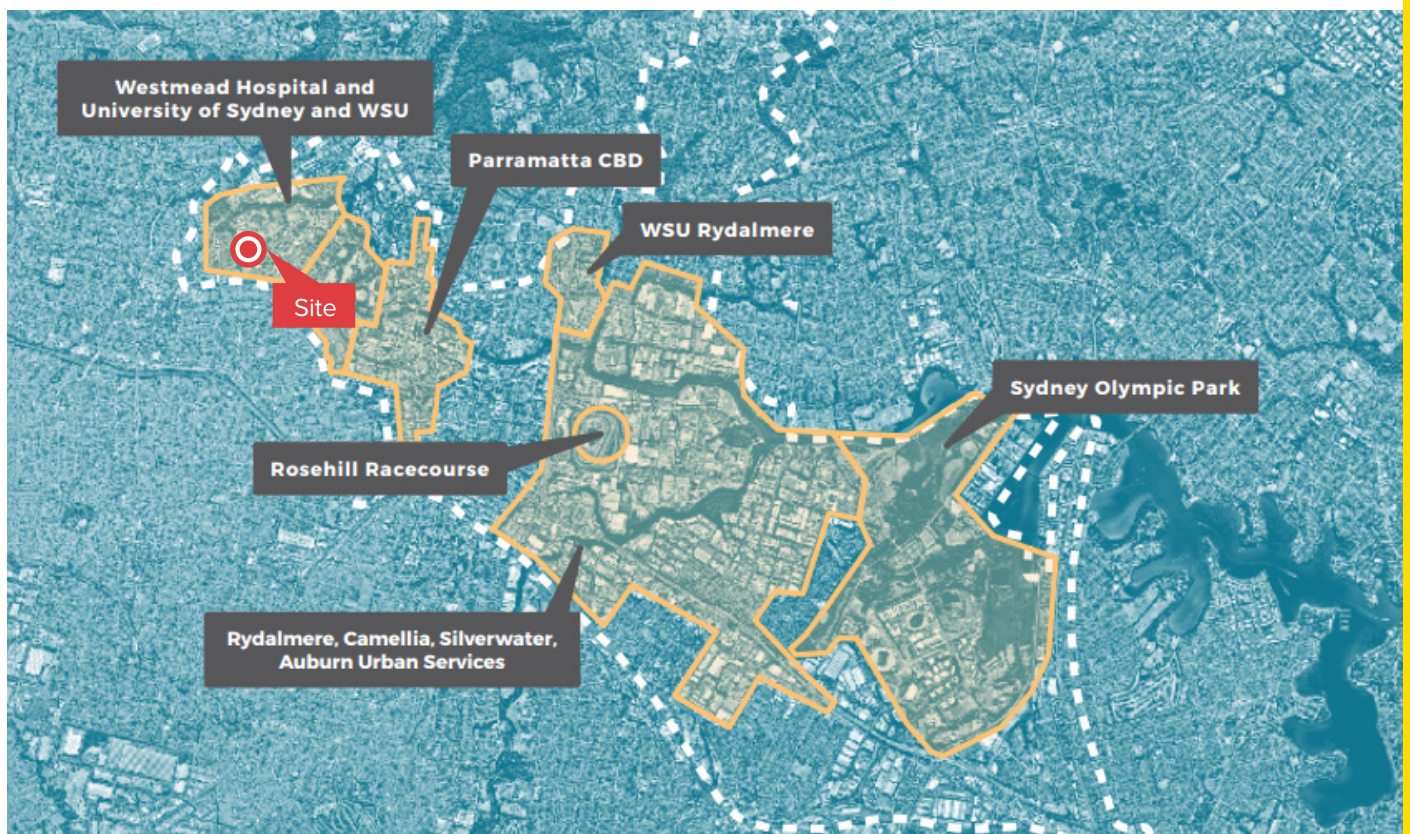
The proposal meets the objectives of GPOP in the following ways:

- Creating an urban village in and amongst places of work & study, a main street and public transport.
- Enhance the pedestrian (walk and cycle) experience & connection east west to Parramatta Park.
- Provides places and spaces for people to meet, share, interact and innovate.
- Direct relationship to Westmead health services.
- Affordable housing for students and key workers.

## THE GPOP QUARTERS (GSC)



## THE KEY FEATURES OF GPOP





# DESIGN ORIENTATED POLICY

## CENTRAL CITY DISTRICT PLAN (GSC, 2018)

The Central City District covers the Blacktown, Cumberland, Parramatta and The Hills local government areas. This Central City District Plan supports the implementation of the Region Plan at a district level and is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning.

The District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies.

### THE OBJECTIVE

The vision for Greater Sydney as a Metropolis of Three Cities – the Western Parkland City, the Central River City and the Eastern Harbour City and a 30 minute city – means residents in the Central City District will have quicker and easier access to a wider range of jobs, housing types and activities. The vision will improve the District's lifestyle and environmental assets.

### WHAT IS A METROPOLIS OF THREE CITIES?

To transform Greater Sydney into a metropolis of three cities to meet the needs of a growing and changing population. Rebalancing economic and social opportunities to deliver the benefits more equally and equitably across Greater Sydney.

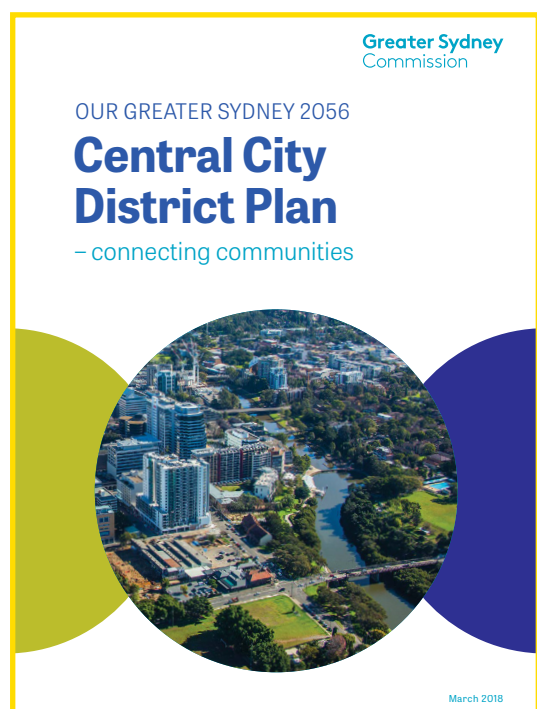
### THE 10 DIRECTIONS

Aligned with the 10 Directions of the Central City District Plan (2018), the proposal identifies a response to each, summarised adjacent. A strong design framework meets the liveability, productivity and sustainability objectives whilst enabling the delivery of the Plan within the Westmead Centre. We respond to the Central City District Plan through a design and place lens, which is critical to creating a great place for Westmead.

Image: Central City District Plan, 2018



*This Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney.*



A well connected city	Jobs and skills for the city	A city in its landscape	An efficient city	A resilient city
				

## How does 93 Bridge Road respond to the 'Central City District Plan'?

1 Infrastructure and collaboration	
A City supported by Infrastructure	The proposal enhances the 30min city concept by increasing density within the Westmead transit-oriented Innovation District, job creation, housing diversity & affordability, as well as improved access to public transport, public open space, health and education services.
A Collaborative City	Encouraging collaboration with local community & stakeholders through community & open space resulting in the promotion & allocation of various public spaces, plaza's and a community centre, recognising the strong strategic positioning & cultural values of Westmead.
2 Liveability	
A City for People	Our design process fosters a healthy, diverse and resilient place, whilst improving the quality of life by creating flexible and adaptable spaces complementary to community, knowledge sharing, health/medical and learning.
Housing the City	Promoting alternative and affordable housing types (incl. student & NDIS housing) to enhance overall supply, choice & access to affordable homes & temporary accommodation. This will meet a growing population but also supporting families bringing them close to health services.
A City of Great Places	More places for people to linger & greater access to them, conceiving the fringe of the WID as a vibrant community via enhanced pedestrian links, increased tree canopy, additional public open space, provide an urban oasis retreat for residents, patients and families.
3 Productivity	
A Well-connected City	We contribute to the 30min city model by integrating land uses within a 10min walk from the Westmead Town Centre & Station. The site has access to the regional transit network, meaning more housing within 800m to the Town Centre, education and health services.
Jobs and skills for the city	The concept acknowledges future job and student growth by improving the pedestrian experience within the public realm. Colocating precinct friendly micro uses with retail and food & beverage within an enhanced pedestrian network and public realm ensuring place-led design.
4 Sustainability	
A City in its Landscape	As part of the bigger picture, the proposal aims to increase tree canopy within the Westmead area, particularly within and around our site in order to connect and contribute to the Western Central Green Grid network and Parramatta Parklands.
An Efficient City	The concept provides additional dwellings within 800m of the station and future light rail stop, minimising the need for private vehicles use and green house gas emissions, whilst reusing water for non potable applications.
A Resilient City	Water Sensitive Urban Design principles are incorporated into the public and private realm to adapt to the changing climate, whilst increased tree canopy reduces heat island affect and vulnerability to extreme heat, which the site currently experiences.



# DESIGN ORIENTATED POLICY

## THE PLANNING PRIORITIES

Relevant objectives, strategies and actions are embedded into each of the Planning Priorities, to integrate the Central City District's challenges and opportunities with the Greater Sydney vision. Responding to the relevant Planning Priorities and its future strategic growth is a top priority particularly through a design and place lens. This will ensure our site contributes to achieving a liveable, productive and sustainable future for Westmead.

It is considered that the proposal demonstrates strategic & site specific merit, consistent with the objectives & directions of the Greater Sydney Commission. The relevant Planning Priorities are as follows:



### C2: Working through collaboration

In order to deliver and facilitate a complete best practice community, the design team will seek to engage and liaise closely with active stakeholders, including but not limited to Department of Planning & Environment, City of Parramatta and other key agencies, institutions and businesses. This allows our built form and land use concept to complement the existing and future land uses, cater for growth in population, jobs and students whilst providing additional facilities and infrastructure to benefit the expansion of innovative institutions into the future. Our concept aims to support the operation of and growth of the Westmead Innovation District through housing, medical and community space.



### C3: Providing Services and social infrastructure to meet people's changing needs

The planning proposal enables an enhanced pedestrian network to various nodes within the precinct. This improves accessibility to the schools, universities, the Town Centre, two train stations, light rail and multiple creek corridors. The proposal focuses on providing housing for people at various stages of life, particularly those who work, study in or visit Westmead for medical related purposes. Place friendly uses incorporated into the concept complement Westmead's major Health and Education institutions but also adjacent local centres in Westmead/Wentworthville. Retail and food/beverage creates fine grain and activates public space. The proposal improves activation of Westmead and assists in the progress towards a vibrant residential community.



### C4: Fostering healthy, creative, culturally rich and socially connected communities

The planning proposal will facilitate a development that includes a place led built form for a socially



### C5: Providing housing supply, choice & affordability with access to jobs, services and public transport

The Central City District Plan establishes a housing target of 21,650 additional dwellings for Parramatta LGA by 2021. Our proposal satisfies 6/7 criteria for Housing in the Right Locations (Urban Renewal) under the Central City District Plan's Planning Priority S5. The additional density that is sought by this Planning Proposal will assist the City in meeting this target. The proposal increases capacity for housing within walking distance of public transport connections. In addition, 5% affordable housing (21 units) will be provided, particularly for key workers. In addition, we provide 43% alternative/affordable units which includes 300 student housing units and 23 NDIS Patient Family units, for a growth of university presence and medical patients studying or visiting the precinct.



### C6: Creating and renewing great places and local centres, and respecting the District's heritage

The Planning Proposal provides local destinations within walking distance from two Stations, two local centres, and the various educational and health institutions in Westmead. Streets as places with slow movement and greater accessibility, connectivity and amenity are provided with a new street connection and three thru-site links. This proposal contributes to a more well designed built environment, providing greater access to social infrastructure/opportunities (in line with the Social Infrastructure Strategy), as well as fine grain built form at ground level.



### C7: Growing a stronger and more competitive Greater Parramatta

The Planning Proposal seeks to create a stronger and more productive Westmead, through the provision of social infrastructure which aims to improve public transport connections and the road network; attract jobs and people to work on our site; locating more people closer to work, schools and community facilities; and improve access to open

A well connected city	Jobs and skills for the city	A city in its landscape	An efficient city	A resilient city
				

spaces and public areas via enhanced walking and cycling links within and around our site. In doing so we hope to support and create 24 hours activity that is expected or currently operates within Westmead.



#### **C8: Delivering a more connected and competitive GPOP Economic Corridor**

The Planning Proposal for the Bridge Road Micro Hub supports the Greater Parramatta Growth Area, particularly the growth of Quarter 1. This is done via our approach to deliver more informed, integrated planning and productive sub precinct within Westmead and Wentworthville. The concept pays particular attention to how our site will contribute and relate to potential future development nearby north of our site. As Greater Parramatta strengthens its metropolitan centre at the centre of Greater Sydney, Cumberland & Parramatta Council's suburbs (Westmead & Wentworthville) will grow to provide a diversity of housing and jobs for the community.



#### **C9: Delivering integrated land use and transport planning and a 30-minute city**

The Planning Proposal allows greater opportunities for new residents of Westmead to access a wider range of jobs, learning, and medical opportunities whilst enhancing productivity, within walking distance to the Station, bus networks and the future Metro. The proposal reduces the need for longer commutes, travel time as well as private vehicle ownership, whilst increases access to jobs and the proportion of alternative modes of transport.



#### **C10: Growing investment, business opportunities and jobs in strategic centres**

This Planning Proposal considers the economic vitality and viability of the Westmead District Centre as a critical element to future growth. A well-planned Westmead will stimulate economic activity and innovation through the co-location of activities (health, education and research), jobs, existing infrastructure and homes. Whilst we space for precinct friendly uses, our main contribution is to deliver a living framework for the wider productivity & liveability of Westmead, to bolster local economy and the prominence of local businesses who live and work within Westmead. Colocating housing with workplace, goods

and services will foster this priority for future Westmead.



#### **C12: Supporting growth of targeted industry sectors**

The Westmead Innovation District will be focused on increasing advanced research, knowledge based, health and education sectors. The Planning Proposal targets these identified strategic industry sectors by providing complementary micro spaces for precinct friendly uses, such as student accommodation, NDIS housing, short term accommodation for families of hospital patients, medical consulting rooms for specialists as well as flexible community space. By considering the above uses, the Planning Proposal complements and facilitates the delivery of the Westmead Innovation Precinct.



#### **C16: Increasing urban tree canopy cover and delivering Green Grid connections**

This Planning Proposal supports the future greening of Westmead, connecting key local open spaces to the greater Sydney Green Grid and Crooks River corridor through an envisioned continuous tree canopy and green link. The proposal fills in a critical missing green link from south Westmead to Anzac Park and the Station. Future strategies should built upon this initiative linking parks, open spaces, walking and cycling paths via tree canopy and verge planting.



#### **C17: Delivering high quality open space**

This Planning Proposal includes the delivery of additional public open spaces through a full embellishment of three pedestrian lanes (at varied scales). We aim to optimise and combine movement with passive open space to make spaces more active, safer and more enjoyable, maximising use in conjunction with associated retail and alfresco dining.



#### **C19: Reducing Carbon emissions and managing energy, water and waste efficiently.**

This Planning Proposal includes the sustainability measures to reduce water usage through WSUD initiatives including rainwater reuse for non-potable applications including toilet flushing and irrigation as well as a bio-retention filtration system for stormwater and tertiary treatment measure.



# DESIGN ORIENTATED POLICY

## **'BETTER PLACED': NSW ARCHITECTURE AND DESIGN STRATEGY**

The Architecture and Design strategy articulates the means and methods to value and improve the built environment and public domain. Leveraging the GA200+ series of forums, workshops and discussions delivered to date, it offers directions towards design excellence at the scale of cities and towns, the public realm, and buildings.

The Policy directly references existing State Environmental Planning Policies, Local Environment and Development Control Plans and influences the development of new ones.

### THE OBJECTIVE

The strategy aims to create a safe, equitable, sustainable built environment, which is distinctive and of its place, creates value and is fit for purpose.

### WHAT IS DESIGN EXCELLENCE?

Every new development has the potential to transform people's quality of life, stimulate the economy and enhance the environment. The design of built environment shapes the places in which we live, work and meet.

The quality of design affects how spaces and places function, what they contribute to the broader environment, and which kind of end-user or audience they attract.

### THE PRINCIPLES

Collectively, the principles, seen to the right, aim to achieve the kinds of urban places and spaces we collectively aspire to, how we deliver these and ultimately move towards better understanding, measuring and capturing the benefits of good design.



*Better Placed has been developed by the Government Architect to deliver the strategic approach needed to ensure that as our cities and towns grow bigger they get even better.*



Image: Better Placed Strategic Design Policy, 2017



## *How does 93 Bridge Road respond to the 'Better Placed'?*

1

### **Better fit:**

Contextual, local  
and of its place

The proposal maintains connection to the local context through view corridors, green fingers and pedestrian connections. A distinctive and well designed built form is informed by the existing context and future direction of Westmead, geared towards growth. Our place based design approach is guided by a set of local character principles of Westmead.

2

### **Better performance:**

Sustainable,  
adaptable, durable

Response to future changing needs are incorporated into the built form concept, in the form of flexible community spaces, retail and food/beverage spaces, student and short stay accommodation (NDIS/Patient Family), on site bicycle parking, as well as an enhanced pedestrian through site link network. Our social infrastructure and sustainability (i.e. rainwater reuse & bio-retention filtration system) initiatives identified in the report are fundamental to our holistic design approach.

3

### **Better for community:**

Inclusive, connected  
and diverse

93 Bridge Road proposes an urban landscape strategy that improves peoples connection to the surrounds, to services and amenities, community facilities, town centres, stations and local public open spaces/riparian corridors. We provide 5% affordable housing (21 units), particularly for key workers. In addition, we provide additional 323 adaptable/affordable units (23 NDIS Patient & Family units and 300 Student Housing units). A variety of social spaces in conjunction with a mixture of land uses and housing, creates a safe, welcoming and resilient place.

4

### **Better for people:**

Safe, comfortable  
and livable

The concept is grounded by its a people led, public realm & landscape strategy, which greatly improves human comfort and usability particularly within the pedestrian laneway. Our focus on tree canopy in addition to pockets of greenery and seating will create a more comfortable environment, this will be supported by social corners (alfresco dining) and live work studios which orientate towards the public realm.

5

### **Better working:**

Functional,  
efficient and fit for  
purpose

Retrofitting Westmead for future growth with more efficient, functional and purposeful built form within 400m of the Station. High density will assist the Central City District and GPOP Quarter 1 in reaching density/housing targets. Whilst better designed public open space and interface transforms a highly strategic site which can be used in many different ways. This will support people who live and work in nearby and in Westmead.

6

### **Better value:**

Creating and  
adding value

Our proposal will create an ongoing value for people, the community, local business owners and stakeholders now and into the future, particularly as Westmead grows and responds to growth. A high density transit oriented model, with improved public open spaces, communal open spaces, community space, medical suites, retail and F&B, student & NDIS housing and affordable housing will minimise costs over time particularly for infrastructure, but also reduce car dependence.

7

**Better look and  
feel:** Engaging,  
inviting and  
attractive

The feel of 93 Bridge Road is important, a destination that encourages community interaction, communication and social cohesiveness. The aesthetic and activation improvement of the streetscape and multiple pedestrian lanes ensures people can feel welcome and comfortable in these spaces. Through a series of design techniques, the proposed high density built form showcases architectural quality that is visually attractive but also contributes to the human scale by activating ground levels and the public realm.



# DESIGN ORIENTATED POLICY

## 'GREENER PLACES': DRAFT GREEN INFRASTRUCTURE POLICY

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

The policy builds on the Sydney Green Grid - the design-led Green Infrastructure strategy developed to create a network of high quality green areas that connect town centres, public transport networks and major residential areas in Sydney.

The policy is assessed against agreed criteria, enabling better opportunities for industry to embed the benefits of a greener approach to projects.

### THE OBJECTIVE

The draft policy aims to create a healthier, more livable and sustainable urban environment by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of urban areas.

### WHAT IS GREEN INFRASTRUCTURE?

Green Infrastructure is the network of green spaces, natural systems and semi-natural systems including parks, rivers, bushland and private gardens that are strategically planned, designed and managed to support a good quality of life in an urban environment.

### THE PRINCIPLES

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

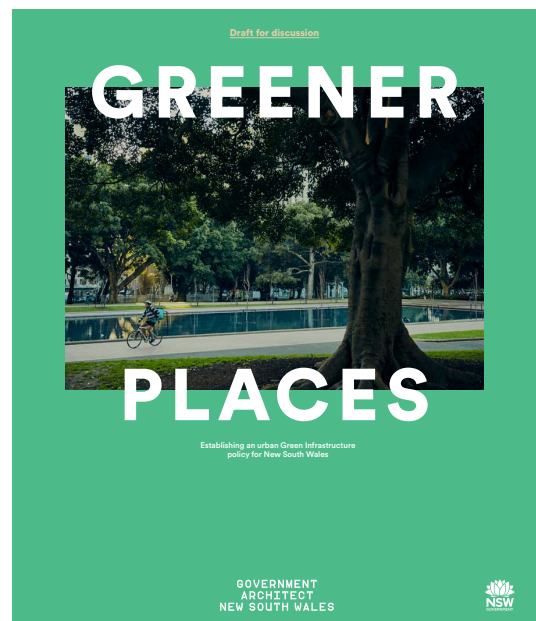
- Integration
- Connectivity
- Multifunctionality
- Participation.



*Greener Places is an overarching scheme for ensuring connection and integration of our green assets, ensuring their contribution to quality of life, and that the environment and the economy are maximised, rendering a working whole that is far greater than the sum of its parts.*



Image: Greener Places Strategic Design Policy, 2017



## How does 93 Bridge Road respond to the 'Greener Places'?

1

**Integration:** Combine Green Infrastructure with urban development + grey infrastructure

The site contains some minimal tree canopy coverage (4%) within the total site area. Mature trees to within the Nurses Quarters site are located outside of our site, but are in the location of a future road reserve. The proposal seeks to replace the tree canopy to the north of our site which may be lost (subject to the new road), ensuring ecosystem services are promoted and connected to existing green corridors. We integrate a shady public realm, with pockets of comfortable green spaces, vertical greenery with sustainable initiatives (i.e. rainwater reuse for non-potable applications and irrigation & bio-retention filtration system for stormwater and tertiary treatment).

2

**Connectivity:** Create an interconnected network of open space

A local-scale green space network consisting of open spaces of different types and sizes is connected by human-scale and contributes to the greater central green space (to the adjacent Monarco Estate) with internalised walkable links which permeate the site to other areas of Westmead. The Micro Hub plays a vital part in the broader regional and city-scale green network connected by the various blue-green grid networks such as Finlaysons Creek, Domain Creek, Toongabbie Creek and the unnamed creek directly east of our site/ Monarco Estate.

3

**Multi functionality:** Deliver multiple ecosystem services simultaneously

Landscape elements respond to multiple demands of connection and permeability, whilst an improved tree canopy provides a green link to various community, social, economic, health and education anchors. The pedestrian links acts as social connectors bringing people closer to what's happening around them, to destinations such as local shopping, train stations, universities, schools and hospitals. Roof top gardens provide spaces for community gardening and gathering. Green walls link ground floor ecosystems to the roof top terraces and provide natural insulation, oxygen production, natural air filtration and reduce heat island affects.

4

**Participation:** Involve stakeholders in development and implementation

Equitability and accessibility are key principles of the green infrastructure in Westmead, with open spaces and community facilities which allow for community gatherings and offer amenity to the residents of the wider community is essential to our proposal in creating a socially cohesive place. Residents and visitors (particularly patients and families) will be encouraged to participate in the public and private realm through varied programming, weekend and seasonal offering, and communal facilities/spaces.



# LOCAL CHARACTER: FIT FOR PLACE

## PLANNED PRECINCTS: A GUIDE TO COMMUNITY STATEMENTS FOR INFILL PRECINCTS

The Planned Precincts program by NSW Government is actively designing the best-in-class neighbourhoods of tomorrow. Planned Precincts ensure that growth through housing, jobs, and infrastructure does not compromise the local character and key qualities of place that are important to all communities. This will support Sydney expanding in a thoughtful way.

Community Statements for Planned Precincts will be developed through engagement with the local community - the people who live, work, and visit. Community values and aspirations will guide change by recognizing existing local character and establishing a clear vision for the future place.

### THE OBJECTIVE

Equally as important as local character, is a vision for the future of an area. A vision identifies the beliefs and aspirations of a community and guides the way in which a community grows to achieve a desired outcome. Objectives assist in articulating and achieving the vision for a community in more detail.

### WHAT IS LOCAL CHARACTER?

Local character is what makes a neighbourhood distinctive. It is the way a place 'looks and feels'. It is defined by the community, and is often the result of a mix of tangible and intangible factors. Local character is a critical element of design and should underpin and inform planning for Planned Precincts. To ensure retention of local character in areas of change, Planned Precincts adopt a place-based approach to planning. Understanding of local character is an integral element of Community Statements.

### THE THEMES

People are at the heart of the work that we do. Therefore the Community Statement has been designed with five themes that collectively encompass local character, as experienced by people: place, land use, movement, landscape, and built form. Each theme is further defined by a number of sub-themes, which provide further insight into each of the themes.



*Great design in the built environment is informed by and derived from its location, context, and social setting. It is place based and is relevant to and resonant with local character, heritage and communal aspirations.*

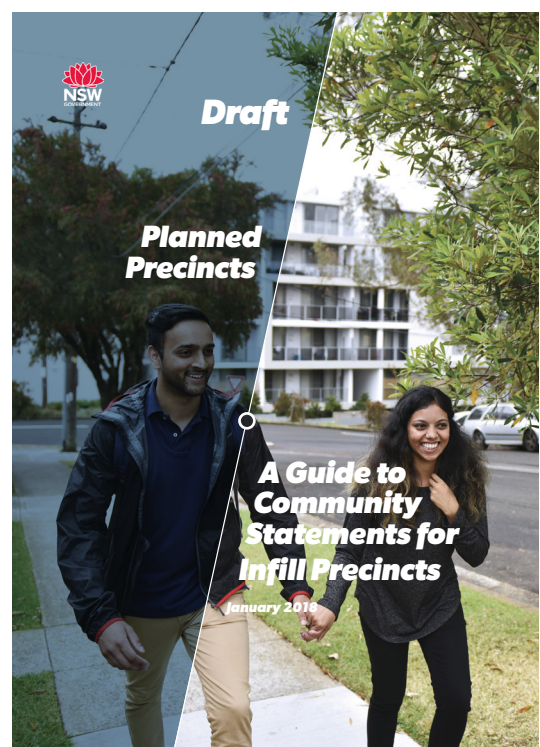


Image: Draft Planned Precincts Document, January 2018

## *How does 93 Bridge Road respond to the 'Planned Precinct Themes'?*

1

**Place:** The way that spaces make people 'feel'

93 Bridge Road has been informed by demographic, public domain, cultural and detailed economic analysis. Through place led design moves, our scheme aims to bring people closer to & connect them with Westmead's strong local economy, iconic retail offerings and the variety of public open spaces. Desktop studies reveal that Westmead is multicultural, ageing, with large expected growth in population & jobs over the next 20 years.

2

**Land Use:** Context sensitive transitions & different land uses

Our land use response to is incorporated into the proposal for 93 Bridge Road. We have analysed the immediate context of Westmead to determine what the community will require given the expected future growth. Whilst Westmead has great access to Health, Education, Retail and Community services, the short term focus will be on creating more housing choice, affordability, NDIS and student accommodation for all ages, families and incomes. Our site is the transition between high-intensity medical uses and neighbouring medium-density housing.

3

**Movement:** The evolution of our urban environment

Movement forms a major part of the proposal for 93 Bridge Road, particularly regarding access, connectivity, public & active transport. The site is within 800m of two stations, light rail & local bus networks, and is well positioned at the fringe Westmead's future improved walking & cycling networks but also has great connection to Wentworthville. Multiple pedestrian through site links will connect people to the wider local network particularly east to the station, emphasising Westmead as a walkable place and great place to live/stay.

4

**Landscape:** An array of environmental systems & functions

The concept is grounded by its connection & proximity to the natural environment (Sydney Green Grid), various public open spaces & a future strategy for enhanced tree canopy. The site is positioned at the nexus of Westmead's landscape offerings, supported by high density residential, this site will be the catalyst for creating a more comfortable & well connected walking environment through greenery and access to public open space, complementing the adjacent Monarco Estate and future enhanced creek line.

5

**Built Form:** The design of the built environment

Retrofitting Westmead for future growth with more efficient, functional and purposeful built form within 800m of two stations. The built form will transition the District Centre of Westmead from high-intensity specialty uses to its suburban context. A density and height model prepared for the site accommodates future growth, whilst the built form improves interfaces, transition as well as streetscape appearance and quality, which is currently lacking in this part of Westmead.



# DRAFT MASTER PLAN

## THE WESTMEAD INNOVATION DISTRICT MASTER PLAN: DRAFT 2019

Parramatta City Council's Draft Master Plan establishes an urban design framework for the public realm and landscapes, and community and cultural facilities, while enabling flexibility for changes in land uses, densities and delivery over 10, 20 and 40 years.

Under the Master Plan, Westmead Innovation District will be a \$43.48 billion economy by 2056. This equates to an additional \$11.3 billion in that year compared to a business as usual growth scenario. In net present value terms, the contribution to the Gross Regional Product of Parramatta and Cumberland local government areas will be \$65.3 billion.

### THE VISION

The vision for Westmead is to develop a connected, productive, vibrant place to live, work, learn and play, with all the features of a world-leading innovation precinct.

To achieve this vision, Westmead must be more than just a health and employment centre. It must demonstrably enhance the urban environment. The investment in new and enhanced transport and infrastructure will catalyse other initiatives and objectives to create a place that offers residents, visitors and workers an attractive and inviting place and public domain outcome including a dynamic night-time economy.

Westmead will be a city of smart jobs supported by multi-disciplinary activities, housing choice and diversity and excellent transport connectivity. It will be a walkable community, with a clear and robust spatial structure, which is safe and welcoming.

### MASTER PLAN OUTCOMES

The Master Plan's outcomes are as follows:

- To enhance Greater Parramatta's built and natural environment;
- To deliver a high quality public domain;
- To protect key spaces, places, destinations and view corridors;
- To improve pedestrian and cyclist amenity and safety
- To preserve and enhance activity along adjacent streetscapes and complementary uses and users;
- To develop a consistent urban character, form and design approach that complements the area's history, heritage and character;

- To retain land for public space or complementary uses that generate activity such as gathering spaces, ideas markets and food and beverage outlets;
- To create a multipurpose, year-round innovation district to cater for the research, education, health, wellbeing, living, recreational and cultural requirements of a growing metropolitan region; and
- To offer a hyper-diverse mix of uses to maximise activation of the precinct day and night.



*This Master Plan for Westmead Innovation District will underpin the area's growth and competitiveness - balancing the need for it to function in a practical sense, while setting ambitions for social, economic and environmental sustainability.*



Image: Draft Master Plan, November 2018



# \* RESPONDING TO THE DRAFT MP

## INNOVATIVE

- Dynamic,
- Exceptional,
- Competitive,
- Challenging,
- Productive

93 Bridge Rd optimises interaction between the organisations within the WID through land use, gathering spaces, destinations & thru-site links. The central open space can be shared by residents, patients, students, workers, research or education facilities that need or want to use the external and internal spaces. These spaces are also social and recreational. We provide opportunity for future intersections and major connections to key local roads building on the pedestrian desire lines outlined in the Master Plan.

## HEALTHY

- Lifestyle,
- Life Cycle,
- Healing,
- Liveable

93 Bridge Road fosters healthy, liveable and healing principles. By providing non-,market housing, whilst contributing space for medical suites, community space, retail and on site food & beverage, we complement the operation of Westmead's hospital, research and educational institutions as well as nearby local centres (Bridge Road & Darcy Road + Hawkesbury Road & Darcy Road). Our concept complements the surrounding context of Westmead through the colocation of precinct friendly uses that create a social, liveable and healthy place. The central garden will be a healing place bringing regional and national wellbeing benefits into our proposal, connecting to multiple nearby green spaces.

## CONNECTED

- Partnerships,
- Walkable,
- Accessible,
- Multi-Modal,
- Regional,
- Global,
- Destination

The Bridge Road Micro Hub will enhance connectivity to the existing and future street network by providing more direct and pleasant connections to the Light Rail stop at Westmead, Sydney Metro West station within a 10min walk. The new street reserve (outlined in the Draft Master Plan), to which we dedicate a 12m wide portion of our site will provide a future direct link to the station. Other direct transport connections catalyse the broader social and sustainability benefits of our concept which assist in Westmead, particularly our site, in meeting ambitions for a 30-minute city.

## INTELLIGENT

- Smart,
- Learning,
- Excellence,
- Research,
- Talent,
- Thought Leaders

Our Micro Hub supports the growth of the Innovation District as a learning and healing organisation, with Precinct Friendly uses (medical, short stay, community) at the core of our proposal. This promotes synergy between innovation and learning but also the growth of these institutions which have an existing and future presence in the WID. The 1000sqm community space will inspire institutions to work closer together, share and collaborate. Our site will attract the best and brightest to live, work and study.

## ENTREPRE-NEURIAL

- Brand,
- Ambition,
- Successful,
- Productive

Opportunities exist within our site to leverage Westmead's health and education assets to attract students, key workers, professionals, patients and families to invest in Westmead. A holistic approach to removing physical/social barriers to collaboration and access to affordable housing has been adopted. We consider our proposal to meet the interest, agendas and aspirations of the various State agencies, Council and the existing and future community, in line with the Draft Master Plan. The micro hub will also provide opportunities for local businesses (retail and food & beverage spaces) to establish themselves and support the operation and productivity of Westmead.

## GREEN

- Green Grid,
- Environment,
- Water,
- Trees,
- Energy,
- Habitat,
- River

Our site protects, enhances and utilises the District's green assets, by providing greater permeability and access to the regional open spaces and various ecological networks. Our concept connects the fringe of the WID to beyond immediately neighbouring creeks and open spaces to Parramatta River and Parramatta Park. This complements the Draft Master Plan's future vision for green grid connections, new public open space, increased tree canopy and integrating built form and greenery to allow ecosystems to flourish. Ground plane is largely given to public access. The concept successfully contributes to reduced water usage through rainwater reuse for non-potable applications as well as a bio-retention filtration system for stormwater and tertiary treatment measures.

## How does 93 Bridge Road respond to the 'Draft Master Plan'?

<b>RESILIENT</b> <ul style="list-style-type: none"> <li>• Agile,</li> <li>• Responsive</li> </ul>	<p>Our design solution for 93 Bridge Road enables the agility and flexibility of infill land to cater to changing technologies and trends, readying the gateway to Westmead to be a best practice example development in construction, architecture, living, transport and education. Our Micro Hub, within the fringe context of the greater WID, aims to set an example for a place response, innovative, sustainable precinct that brings social and commercial benefits to the broader community. Rainwater reuse will be employed on this site for non-potable applications including toilet flushing and irrigation. A bio-retention filtration system is proposed for stormwater and could function as the tertiary treatment measure.</p>
<b>CULTURAL</b> <ul style="list-style-type: none"> <li>• Unique,</li> <li>• Identity,</li> <li>• Demography,</li> <li>• Place,</li> <li>• Creativity,</li> <li>• Heritage,</li> <li>• Arts/ Craft/ Design</li> </ul>	<p>The Innovation District is transforming Westmead, however it is important to maintain culture, built heritage, place and identity. Thru-site links will link this corner of the WID to Aboriginal and European Heritage significant discovery trails, acting as educational and experiential elements along Toongabbie Creek (Redbank Trail). The Bridge Rd Micro Hub will define the edge of WID and collaboratively create a modern gateway and social place that combines great housing, local business space, community space and small scale business opportunities within an attractive setting. Unique and creative built form design positioned on the fringe of the WID will create a gateway and anchor to the precinct which will a local icon and visually appealing addition to the future skyline of Westmead.</p>
<b>INCLUSIVE</b> <ul style="list-style-type: none"> <li>• Accessible,</li> <li>• Social,</li> <li>• Legacy,</li> <li>• Heritage,</li> <li>• Diversity</li> </ul>	<p>Cohesion and human connectivity are at the core of the of our proposal. Accessible, social, affordable and alternative accommodation and open spaces will encourage collaboration between institutions, medical professionals, patients, students and the resident community. Our concept caters for all backgrounds and family types in order to enhance inclusivity, diversity and equitability. Providing affordable, student, key worker and patient housing is key to our proposal.</p>
<b>PLAYFUL</b> <ul style="list-style-type: none"> <li>• Vibrant,</li> <li>• Active,</li> <li>• Fun,</li> <li>• Events,</li> <li>• Recreation,</li> <li>• Family,</li> <li>• Community</li> </ul>	<p>Our concept encourages meeting places and gathering spaces to provide space for students, workers and residents to use the public realm and community space with a range of activation and programming opportunities. We provide a flexible local community space for study, co workings and functions for students, medical professionals, academics and community groups for collaboration. Through the provision of public open space we aim to connect to larger recreational spaces and public areas for people and enable active edges particularly along public realm interfaces.</p>
<b>ATTRACTIVE</b> <ul style="list-style-type: none"> <li>• Magnetic,</li> <li>• Welcoming,</li> <li>• Active,</li> <li>• Talent</li> </ul>	<p>Attracting residents and talent requires a safe, welcoming community. The Draft Master Plan highlights the need for high amenity spaces, housing diversity, affordability and new land use opportunities. Our site responds to the gaps found within local precinct analysis; demand for additional social infrastructure and new public realm, orientating active land uses to key public, community spaces and highly active pedestrian connections (thru-site links). This creates an active and welcoming place, where students and workers with commitments in Westmead want to live. The public park welcomes all to the Micro Hub.</p>
<b>SAFE</b> <ul style="list-style-type: none"> <li>• Practice,</li> <li>• Environment,</li> <li>• Spaces</li> </ul>	<p>Much like the Draft Master Plan, our concept evokes vibrancy and safety for those seeking a diverse and culturally rich lifestyle. We consider the public domain, how people use and what they would like to use it for. The built form design creates the space for pedestrian movement and clearly defines spaces. It expands and frames a lush, green central park which responds to Monarco Estate and provides opportunities for active play and passive relaxation. At night, we envision our site will complement the 24 hour operation of the WID, through lighting, active retail and food and beverage, public art and spaces for university students.</p>



# SOCIAL INFRASTRUCTURE

## DRAFT SOCIAL INFRASTRUCTURE STRATEGY

The draft strategy identifies and assesses existing social infrastructure provision in City of Parramatta Local Government Area (LGA). It identifies contemporary challenges faced in order to realise quality social infrastructure, and finally key opportunities and directions by asset type and for City of Parramatta's 13 high growth areas. This draft Strategy applies to the unique and diverse neighbourhoods as well as the CBD.

The document will be used by City of Parramatta Council to identify priorities for future social infrastructure, direct sound decision making about planning, funding, delivering and negotiating for social infrastructure. It will also assist with a coordinated approach within Council to undertake this work.

### THE PURPOSE

This draft Social Infrastructure Strategy outlines the City of Parramatta Council's long term direction for social infrastructure provision. The strategy focuses on social infrastructure over which Council has primary responsibility, has chosen to play a role in delivering, or seeks to advocate for on behalf of the community.

### WHAT IS SOCIAL INFRASTRUCTURE?

Social infrastructure is the glue that holds communities together. Social infrastructure is "the interdependent mix of facilities, places, spaces, programs, projects, services and networks that maintain and improve the standard of living and quality of life in a community (Department of Planning Western Australia, 2012). Social Infrastructure is a combination of hard and soft infrastructure. Hard social infrastructure includes the facilities, buildings and spaces and soft infrastructure includes the programs, services and networks that run from and occur in these spaces.

### COMMUNITY GOALS

- LIVEABILITY
- PRODUCTIVITY
- SUSTAINABILITY
- LEADERSHIP

Image: Draft Social Infrastructure Strategy, 2017



*We want to capitalise on the City of Parramatta's growth to ensure our CBD and neighbourhoods have the necessary social infrastructure to help people's standard of living maintain and improve, and their sense of belonging and community strengthen."*



## SOCIAL INFRASTRUCTURE STRATEGY AUGUST 2017

DRAFT



CITY OF PARRAMATTA

# \* OUR PROPOSAL

## delivers eight of ten of Westmead's social infrastructure needs

*How does 93 Bridge Road respond to the 'Social Infrastructure Strategy'?*

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

- short-medium term residential accommodation for families of patients and patients staying at hospital,
- increased provision of shared working (flexible office) space,
- more community space through shared use arrangements,
- affordable rental housing to support low to moderate income households (key workers),
- improved way finding, navigation and accessibility throughout the precinct,
- increased open space within Westmead, increased pedestrian and bike connections to riparian corridors,
- provision of open space and recreation facilities within new private development to support the needs of residents and wider community,
- a new multipurpose community space of 1000sqm with management for either non-for-profit or businesses invested in Westmead.
- It is noted that long day care services are earmarked for the Nurses Quarters future development site, within walking distance and immediately north of our site (Draft Master Plan, 2018).

### Through advocacy, partnerships and the resources of many, seek to realise:

- ☒ A new multi-purpose community space in the range of 1,000sqm.
- ☒ Short-medium term residential accommodation for families of patients and/or outpatients staying at hospital.
- ☐ Increased provision of subsidised office space.
- ☒ Increased access for the community to more community spaces through shared use arrangements with not-for-profits and businesses in the precinct.
- ☐ Increased provision of long day care services including a mix of private and not-for-profit managed centres.
- ☒ Affordable rental housing to support low to moderate income households including key workers.
- ☒ Improved wayfinding, navigation and accessibility throughout the precinct.
- ☒ Revitalisation and increased open space along the Parramatta River foreshore and elsewhere within Westmead.
- ☒ Increased pedestrian and bike connections to natural assets including Parramatta Park and Parramatta River.
- ☒ Provision of open space and recreation facilities within new private development to support the needs of residents.
- ☐ A comprehensive aquatics facility within the Mays Hill precinct, subject to further feasibility testing. Ideally this would also include indoor recreation offerings.

N/A

Specific opportunities for Council-owned assets and criteria for potential new social infrastructure are detailed further in Sections 1 and 2.

Source: Draft Social Infrastructure Strategy (2017, 215)



# OTHER RELEVANT POLICY, STRATEGIES & GUIDELINES

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

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

The interim Plan is intended to evolve and be updated as planning within the growth area progresses over the next 20 years. In particular, the Plan will be updated to capture the exciting new opportunities for revitalisation and urban renewal in the growth areas generated by Parramatta Light Rail and Sydney Metro West.



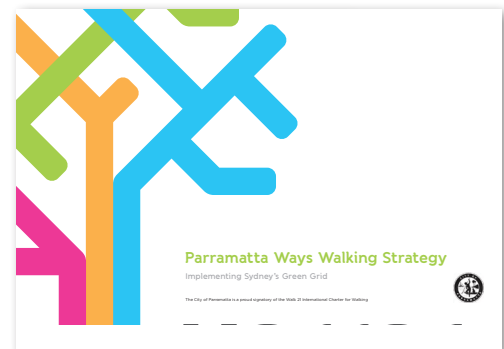
### RELEVANCE:

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

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

## PARRAMATTA WAYS WALKING STRATEGY (2017)

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



### RELEVANCE:

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

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

The Sydney Green Grid proposes the creation and consolidation of a network of high quality green areas that connect town centres, public transport networks and major residential areas. The Sydney Green Grid contributes to the development of a liveable city by setting the framework for the enhancement of open space throughout Metropolitan Sydney. The aim of this project is an overarching scheme that approaches them in a connected way, ensuring that their contribution to our quality of life, the environment and the economy are maximised, rendering a working-whole that is far greater than the sum of its parts.



### **RELEVANCE**

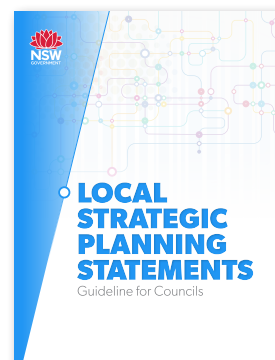
Opportunity to connect the site to the Parramatta River Foreshore, Parramatta Park & Lake Parramatta.

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

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

## **LOCAL STRATEGIC PLANNING STATEMENTS GUIDELINES FOR COUNCILS DPE (2018)**

The guideline provides councils with a suggested process to help develop their first statement. The statements will act as a unifying document. Drawing together and summarising planning priorities identified through State, regional, district and local strategic work. They provide the local context and local-scale expression of actions and priorities from these plans. In practice, the statements will shape how the local environmental plan (LEP) and development control plans (DCP) evolve over time. This future direction should be framed in the LSPS as a 20-year planning vision for the LGA, which builds on the 10-year vision in council's Community Strategic Plan, in line with community consultation and feedback.



### **RELEVANCE**

Whilst an LSPS has not yet been drafted for the City of Parramatta and specifically Westmead, we anticipate that our concept will inform the outcome of this Statement. Westmead will undergo significant transformation, however must retain its human scale, community and access to open space/enhanced creek corridors. We envision that majority of the growth (residential) will take place on the fringes of the WID, and will require a minimum of 4.5:1 Residential FSR at key renewal sites to meet the anticipated growth, contributing to a dynamic and visually interesting skyline of slender towers.

# site & context analysis

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*"Starting with a scan of the regional innovation economy to understand how and, importantly, where it is missing, growing and concentrated, if at all. Such a scan will reveal how best to target resources toward innovative and inclusive economic development tailored to an area's unique strengths and challenges."*

BROOKINGS INSTITUTION



# \* GREATER SYDNEY BUILT FORM

Kellyville

20

Bella










## HEIGHTS FOR TRANSIT ORIENTED PLACES

With the projected population and employment growth in Sydney over the next 40 years, well-located housing, public spaces, transport, local infrastructure and planning that is people and place focused will be key to ensuring that the liveability of the city is enhanced. The emerging activity centres sit within Sydney's framework of metropolitan, strategic and local centres. The highest density and heights are focused in the Sydney and Parramatta CBD's as the key metropolitan centres. The strategy for higher densities in well-connected centres will bring greater vibrancy, reduced travel times and increased economic opportunities by locating people closer to jobs and education, particularly in Westmead. Changing the heights and densities along transit corridors supports this growth strategy, with heights at or around stations (outside of Central Sydney and Parramatta CBD) ranging from 25 to 60 storeys.

This study allows us to understand current and future trends, applying an appropriate density & height model to the Bridge Road Micro Hub, ensuring future growth expected for Westmead and the City of Parramatta is met. These high density transit oriented models, better respond to high frequency transport and the growth of Greater Sydney over the coming decades. Trends reveal built form of 40-60 storeys are being pursued, proposed and approved.

As the western gateway to the Westmead Innovation District, Parramatta CBD, and greater Parramatta Growth Corridor, The Bridge Road Micro Hub proposes a contextually appropriate density and height model, one which contributes to a diverse skyline of building rhythms and inspired by purposeful built form which prioritises place over product.

## LEGEND

-  Westmead & Future Metro
-  Sydney Metro Station
-  Light Rail Station
-  Train Station
- 25** Existing Maximum Number of Storeys
- 48** Proposed Maximum Number of Storeys
- 27** Interstation Development Proposed Max Storeys
-  Existing Building
-  Bridge Road Micro Hub
-  Proposed Buildings near stations
-  Proposed Interstation Development
-  Transit interchange Station Development

Liverpool

32  
36

## BUILDING HEIGHTS HISTOGRAM

90 Storeys

60 Storeys

40 Storeys

30 Storeys

15 Storeys

Liverpool

Bella Vista  
Kellyville

Norwest

Westmead  
Innovation  
District

Parramatta

Castle  
Hill

Bankstown

Epping

Syd Olympic  
Park

Rhodes  
E+W

the bridge rd micro hub | planning proposal

Vista  
20

Norwest  
15

Castle Hill  
20  
22

NTS

25  
40  
Westmead

55  
67  
Parramatta

Wentworth Point  
25  
40

Epping  
10  
29

Macquarie Park  
22  
60

North Ryde  
14  
27

Chatswood  
40  
27  
60  
17  
Crows Nest

St Leonards  
28  
50

North Sydney  
42  
39  
35

Sydney Olympic Park  
34  
48

Barangaroo  
75  
40

Martin Place  
39  
Pitt Street  
75  
66  
43

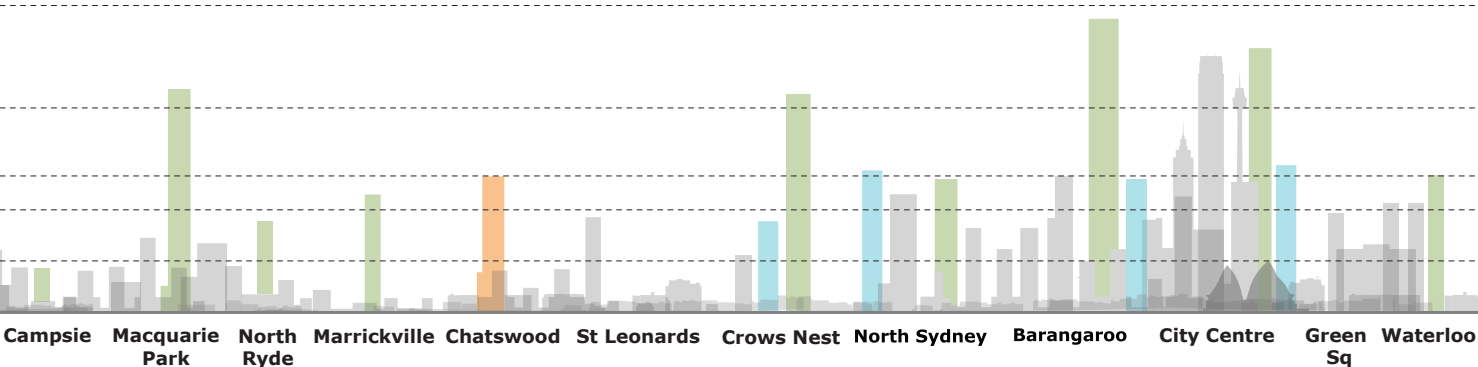
12  
24  
Bankstown

12  
8  
Campsie

Marrickville  
7  
35


Waterloo  
31  
40

Green Square  
29



# \* DISTRICT INNOVATION

The Micro Hub at 93 Bridge Road will catalyse the new phase of transformation of the gateway to the Westmead Innovation District (WID) within the greater context of the Greater Parramatta Olympic Peninsula. The below diagram depicts our site as the gateway to the WID sitting at the fringe on the District. Neighbouring innovation hubs/precincts, as well as the surrounding strategic context and extent for existing and future pedestrian/transport connections place our site in a highly strategic position. Our site is encompassed by green space, and nestled amongst multiple water bodies traversing from Toongabie Creek & Parramatta, creating opportunities for a more liveable place.

-  HETI Health Education and Training Institute
-  Parramatta Female Factory
-  Cumberland Hospital
-  University of Sydney

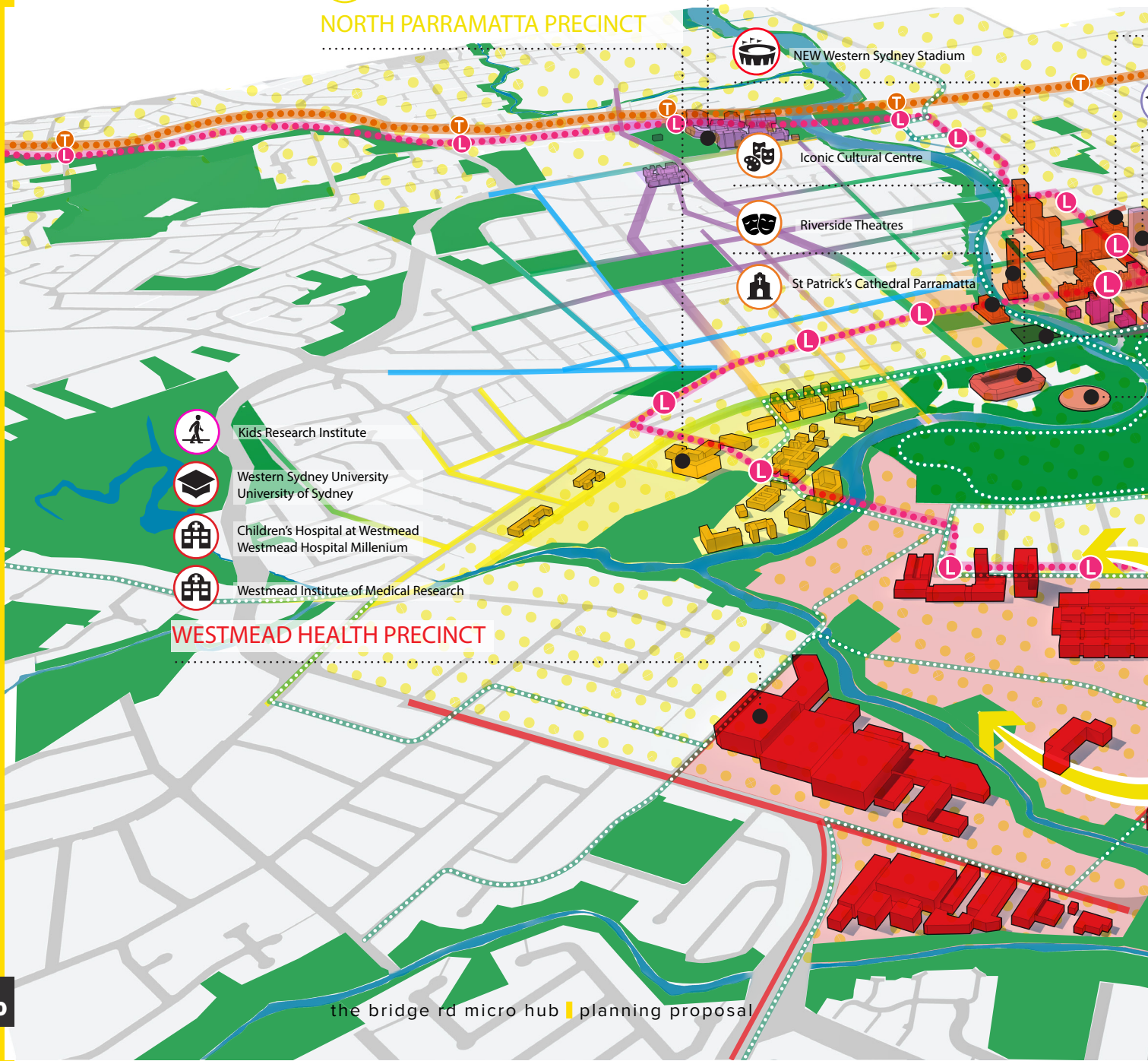
-  WSU Centre for Western Sydney
-  WSU Institute for Arts and Culture
-  NSW Institute of Sport

## WSU PARRAMATTA CAMPUS





## NORTH PARRAMATTA PRECINCT

-  Kids Research Institute
-  Western Sydney University  
University of Sydney
-  Children's Hospital at Westmead  
Westmead Hospital Millennium
-  Westmead Institute of Medical Research




## WESTMEAD HEALTH PRECINCT

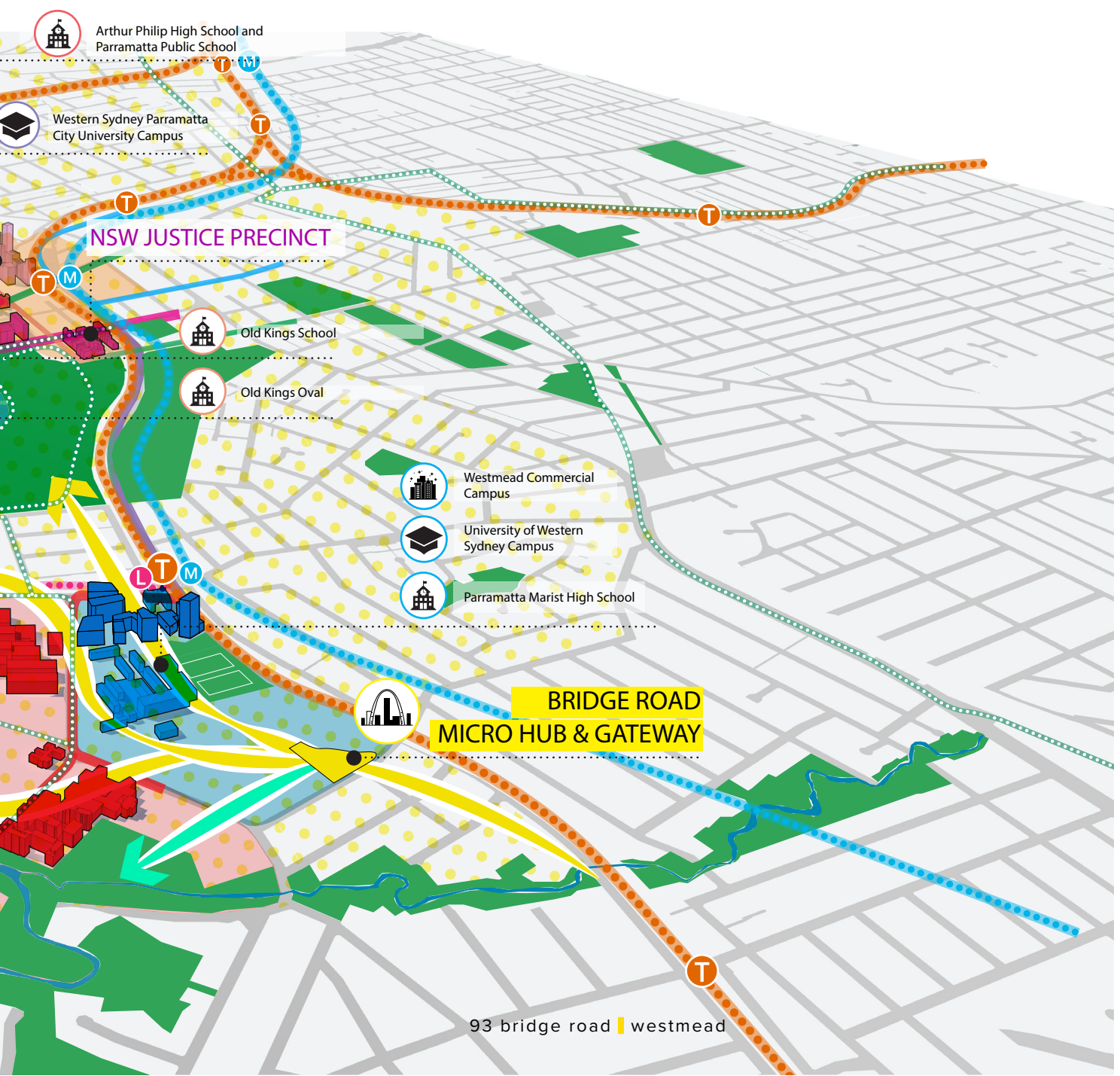


## LEGEND

-  93 Bridge Road
-  Green Spaces
-  Water Body
-  GPOP Area

-  Train Station
-  Light Rail Stop
-  Potential Metro West Stop

-  Bicycle Route
-  Gateway Connection
-  Green Grid Connection



# \* DISTRICT TRANSPORT

The proposed concept for the Bridge Road Micro Hub will catalyse the future transformation and anticipated growth of the gateway to the Westmead Innovation District. Our site is positioned on the fringe of the WID, able to positively contribute to the City of Parramatta's role in meeting future demand for housing, population, job and student growth over the next 20 years and beyond, whilst building upon its strong existing accessibility to public transport and regional network connections.

The subject site, sits amongst the convergence or crossroads of the east-west transit corridor and the future indicative Metro West.

Westmead & Wentworthville Stations are both located within a 10min walk (800m) from the site, connecting us with the South, West and Eastern City Districts. The strategic merit of the site is further amplified by the future Metro West alignment.

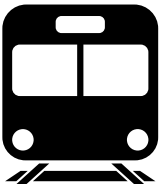
A wide range of services and amenities such as schools, universities, open spaces, shopping centres, health and medical services well as cultural & retail offerings can be readily accessed. Multiple educational and health establishments lie within walking distance from the site.











\* **WALK SCORE** Subject to increase

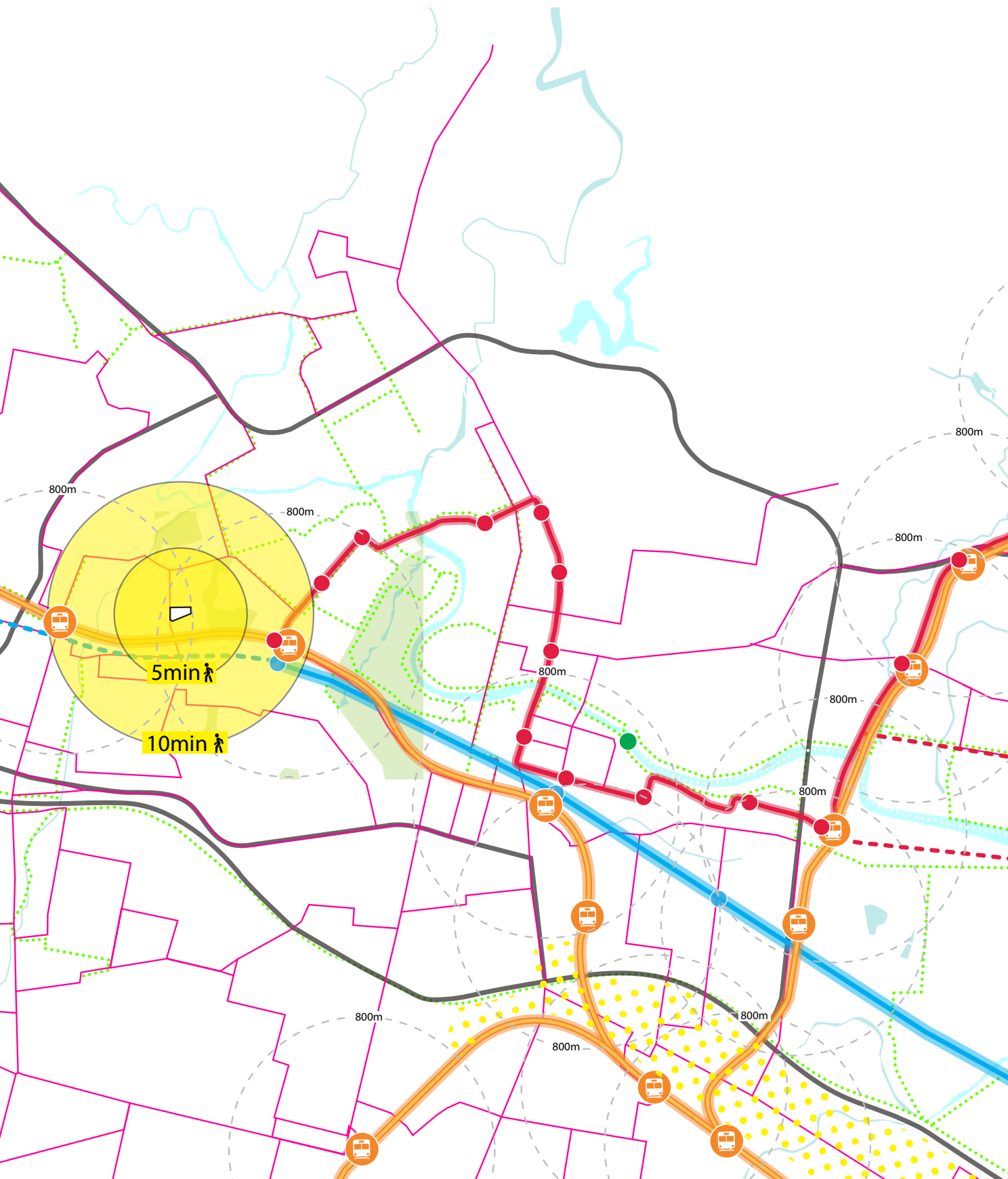
 **71**  
VERY WALKABLE

\* **TRANSIT SCORE** Subject to increase

 **64**  
GOOD TRANSIT

## LEGEND

- |  |                |   |                       |   |            |
|--|----------------|---|-----------------------|---|------------|
|  | 93 Bridge Road |  | Parramatta Ferry      |  | Metro West |
|  | Heavy Rail     |  | Bus                   |  | Bicycle    |
|  | Light Rail     |  | Key Distributor Roads |   |            |





# DISTRICT GREEN GRID

The existing West Central Green Grid network connects Westmead with the Parramatta River foreshore, Parramatta Park and Lake Parramatta, further north-east. Our Site sits within this extensive network of green spaces, parks, riparian corridors and creeks. The Micro Hub has a high level of accessibility to a variety of green spaces within a 10min walk, surrounded by the strong north south green corridors which traverse from Toongabbie Creek & Parramatta River.

The West Central Green Grid Strategy outlines opportunity to assist in creating a contiguous open space network by enhancing east west connections of the existing green grid, through various initiatives. The Micro Hub at Bridge Road is nestled comfortably within the centre of the expanding network and will positively contribute to creating a stronger east west connection to Parramatta Park and beyond (Governor Phillip Walk) whilst enhancing connections north south to Finlaysons Creek and indigenous trails along Toongabbie Creek (Redbank and Pelmulwuy Loop).

## EMBEDDED CULTURE + HISTORY

The existing green grid is complemented by some significant Indigenous and European trails and tracks along Toongabbie Creek and the Parramatta River.










Redbank Track traverses Toongabbie Creek through the open vistas of Northmead and Wentworthville. This central section of the greater Toongabbie Creek walk is 3.5km from Hammers Road to the Governor Philip Camp; The Redbank Trail showcases the context of the large rock shelves in Toongabbie Creek; used by the First Australian tribes for more than 40,000 years to sharpen tools and collect aquatic foods.

Further north the Pelmulwuy Loop travels from Moxham Road in Northmead, to Edison Avenue, Winston Hills. It crosses Toongabbie Creek at Oakes Road, Old Toongabbie and travels along the south bank to Hammers Road, Northmead, then back up the east bank of Quarry Branch Creek. Pelmulwuy was a Darug First Australian man who led the resistance against the Europeans spreading west from Sydney Cove. Pelmulwuy was regarded as a great warrior by both the Darug and Europeans alike as he defended his people and his lands.

Governor Phillip Walk traverses through some of Australia's oldest Government lands and vibrant heart of Parramatta, where surrounding areas were set aside for government land for farming in 1780.



## LEGEND

- |  |                |   |                   |   |                       |
|--|----------------|---|-------------------|---|-----------------------|
|  | 93 Bridge Road |  | Future Green Grid |  | Pelmulwuy Loop        |
|  | Green Space    |  | Existing Rail     |  | Redbank Track         |
|  | Water Body     |  | Key Roads         |  | Governor Phillip Walk |



# \* LOCAL CONTEXT ANALYSIS

## A 10 MINUTE NEIGHBOURHOOD

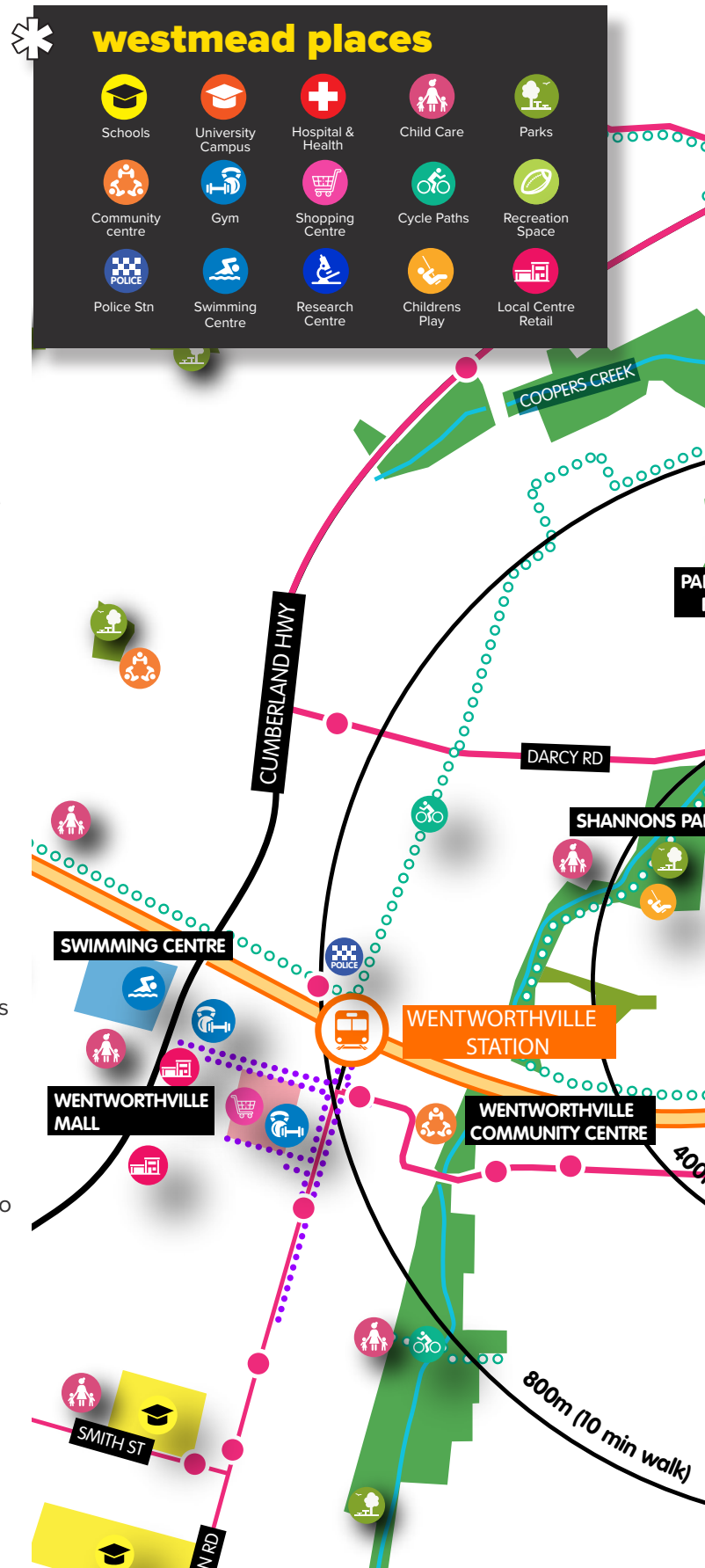
A 30 minute neighbourhood allows its residents to access their day to day needs within a 30 minute commute (Central City District Plan, 2018). In this instance, a model 10 minute neighbourhood is considered an appropriate model given the proximity and connectedness to Parramatta CBD, green space, the future Town Centre, major health, education and research employment institutions as well as various public transport networks (train, light rail, metro, cycle, bus and pedestrian connections). We envision that WID will become a 10 minute neighbourhood with the full incorporation of the Bridge Road Micro Hub.

## THE LOCAL RESPONSE

The site occupies multiple street frontages, Bridge Road (west), a private access road (south) and a future envisioned street along the northern boundary of our site connecting Bridge Road and Hawkesbury Road (Draft Master Plan, 2018). The site totals 8,663m<sup>2</sup> and is zoned R4 High Density Housing by the LEP. The site is centrally located between Westmead and Wentworthville Stations, and within a 10min walk from various health, medical and education services, open spaces and multiple transport connections. Whilst we sit in between two stations, the Micro Hub is located within the southwestern fringe of the WID boundary.

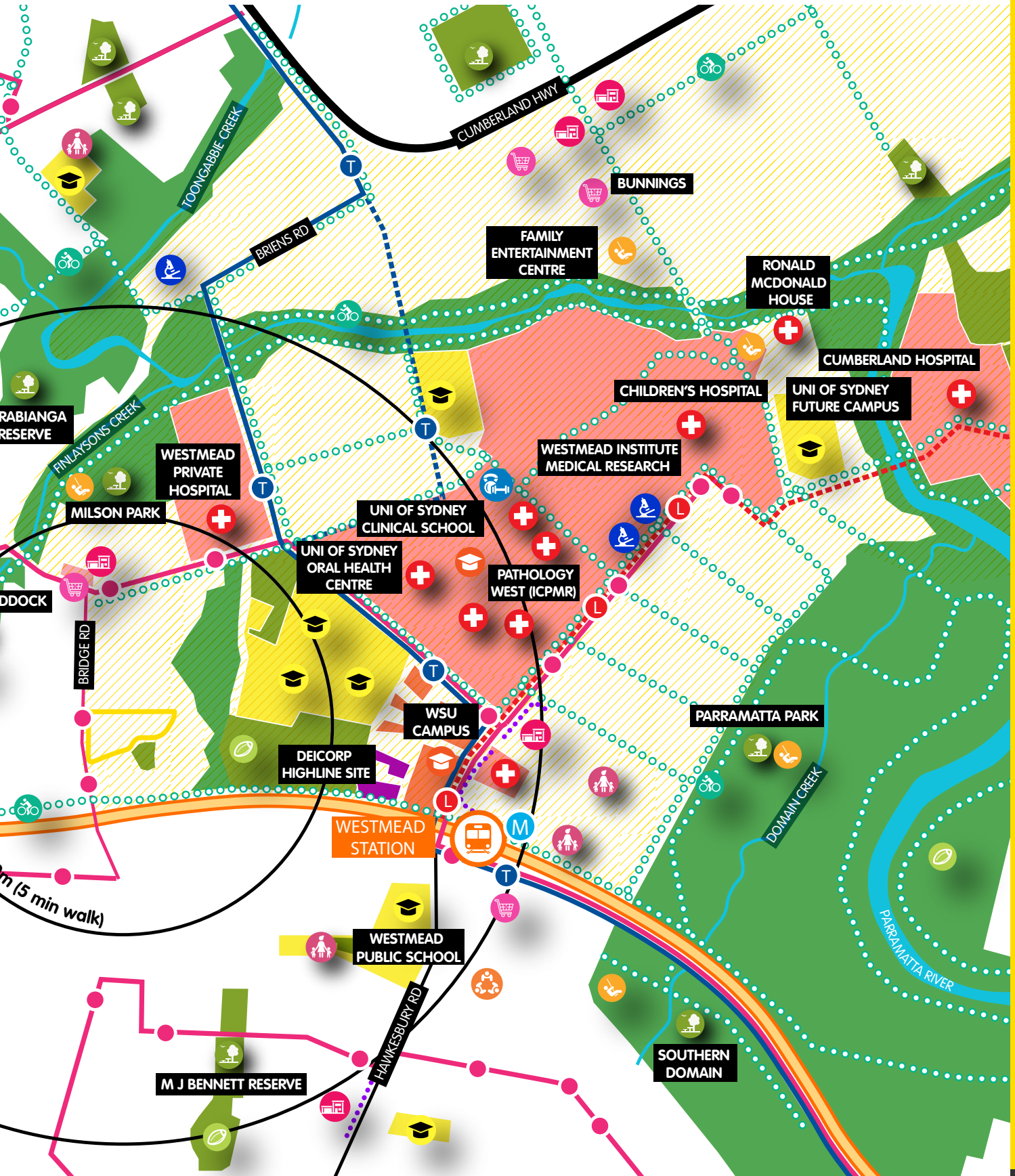
The site enjoys access to some community and social facilities, including schools, childcare centres, recreational facilities and playgrounds. Several parks provide opportunities for active and passive activities in a range of open space typologies within walking distance.

However there is a lack of precinct supportive services and commercial offerings within a 400m radius our site, creating a gap or hole of non-active land uses. There is opportunity for our site to improve this, and also support the 24 hour function of Westmead by promoting retail, food and beverage, student housing, medical, community, as well as other precinct friendly uses at a micro scale. The Westmead Local Centre also lacks a large amount of fine grain along Hawkesbury Road, although it is envisioned to transform into a future Main Street, with high amenity & sidewalk activity (Draft Master Plan, 2018).



## LEGEND

- |                 |              |                  |             |
|-----------------|--------------|------------------|-------------|
| 93 Bridge Road  | Water Body   | Future T-Way     | Major Road  |
| WID Master Plan | Bicycle Path | Light Rail       | Retail Edge |
| Green Corridor  | Bus          | Future Metro Stn | Heavy Rail  |
| Open Space      | T-Way Bus    |                  |             |





# THE SITE & SURROUNDS

## THE SITE

Contained within the boundary of the site (8,663m<sup>2</sup>) are 1 storey semi-detached dwellings, approximately 20-30 years old with nil heritage value. The site is dominated by hardscape and driveways (18% of total site) which provide internal circulation to individual dwellings. Some small-medium sized trees within the site boundary exist however tree canopy is minimal. The site is adjacent to a group of native semi-mature trees (Lemon Scented Gums) along the northern boundary. The site experiences a topographical change, decreasing in slope from south west to north east. Adjacent to the site to the east are 3 storey apartment blocks in perimeter style format, north of our site is a group of twelve individual 3-4 storey apartments (Nurses Quarters). Directly west of our site is an accessible detention basin which is fenced off along the northern boundary, this framed to the west by the Monarco Estate and creek line. The Monarco Estate is a resort style apartment complex (9-16 storeys) which frames a central open space area comprising of green space, gazebo's, pool and tennis courts. The entire site frames our site to west and south. Whilst the Estates open space areas are publicly accessible, it is privately titled.

## EXISTING SITE ACCESS

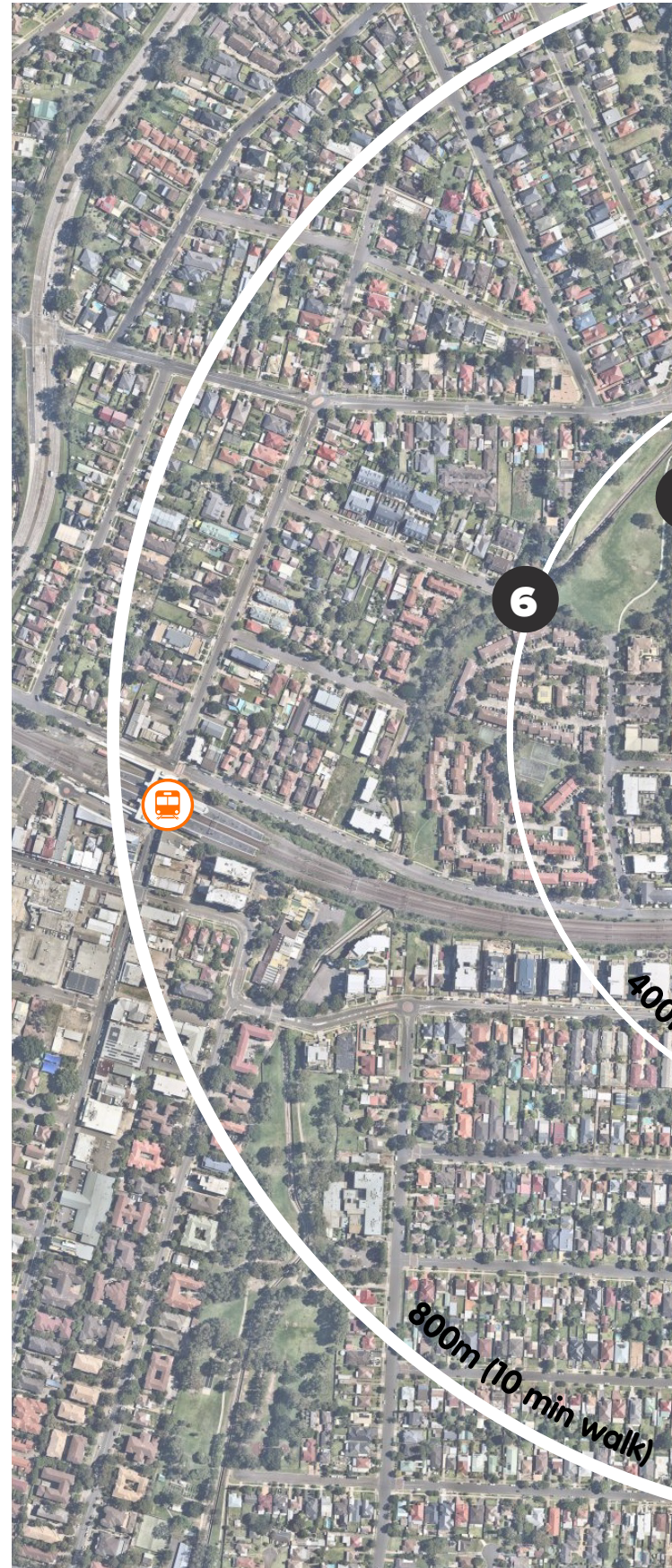
The current large land ownership and subdivision pattern represents an irregular layout. There is only one access point to our site from Bridge Road, this internal road is located within the adjacent site and partially within the subject sites boundary, particularly to the western end. This private access road has two driveways into our site.

## CHARACTER & STREETSCAPE

The immediate adjacent properties vary in density form a medium to high density residential built form, consisting mainly of 3-4 and 9-16 storey apartments buildings. The surrounding streetscapes also comprise of street parking and residential frontages with unengaging and unattractive streetscapes. Bridge Road currently has poor streetscape conditions, and does not feel walkable.

## THE PRECINCT

Fine grain, mixed use and food and beverage is scattered into two centres in Westmead, one north of the station and the other south of the station. Larger retail spaces are located along Darcy Road to the north of our site. Major open space destinations are within walking distance however the journey is unpleasant.





5 min (5 min walk)

# \* THE SITE & SURROUNDS

**1** Bridge Rd Streetscape, looking north towards the south western corner of our site



**2** Single Storey Semi-Detached Units and internal circulation currently on Site



**3** Riviera Park & Monarco Apartments



**4** Detention Basin on the eastern boundary of our site



**5** Adjacent Monarco Estate Tennis Courts



**6** Shannons Paddock & Children's Playground



**7** 3 Storey apartment buildings (nurses quarters) adjacent to the site



**8** View north along Bridge Road towards Darcy Road



**9** Coles Supermarket Mixed Use on Darcy Road



**10** Westmead Mixed Use & Local Centre, Hawkesbury Road



**11** A Typical 3 Storey Walk up Flat Building



**12** Single Storey Detached Dwellings within Westmead, Monarco Estate Apartments in view



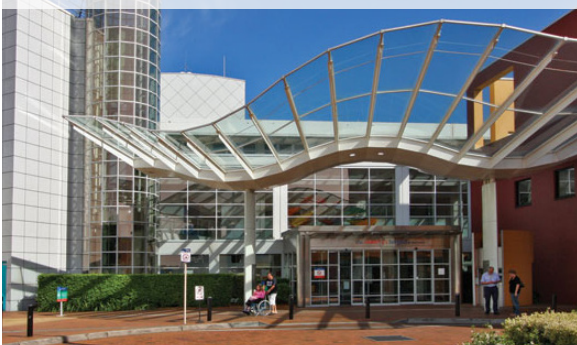
**13** Westmead North Local Shops & Cafes, Hawkesbury Road



**14** Westmead South Local Shops & Cafes, Hawkesbury Road



**15** Westmead Children's Hospital



**16** Old St. Vincents Boys Home Building, Western Sydney University Westmead Campus





# WESTMEAD DEMOGRAPHICS

The vision is underpinned by an understanding of local user groups and their needs.

\* Statistics sourced for City of Parramatta LGA

## POPULATION

12,400



CURRENT  
POPULATION (2016)

LIVING IN 3,391  
DWELLINGS

POPULATION  
DENSITY OF  
64.79 P/HA



1ha

BY 2036  
29,000



LIVING IN  
11,500+  
DWELLINGS

POPULATION IS  
**FORECAST  
TO GROW  
134%**

BY  
2036

(Strategic Vision by Deloitte,  
2016; Draft Master Plan 2018)

## CULTURE



**42%** OF THE  
POPULATION ARE  
INDIAN

**2/5** PEOPLE



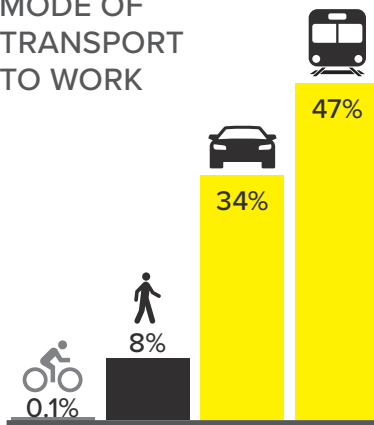
**69%** OF THE  
POPULATION ARE  
BORN OVERSEAS

### POINT OF INTEREST:

**A GROWING POPULATION** ON LIMITED LAND IN WESTMEAD, INCREASES HOUSING DEMAND & PLACES PRESSURE ON LOCAL COMMUNITY FACILITIES AND REGIONAL INFRASTRUCTURE. IN ORDER TO FURTHER ENHANCE WESTMEAD'S LIVEABILITY IT IS IMPORTANT TO FOLLOW EXISTING DEVELOPMENT PATTERNS OF URBAN CONSOLIDATION, COMBINING RESIDENTIAL, MIXED USE & COMMUNITY VALUES. **PROVIDING HIGH DENSITY HOUSING** OPTIONS IN THE WESTMEAD WILL ASSIST IN MEETING FUTURE GROWTH, **PARTICULARLY FOR MIGRANTS.**

## WORK

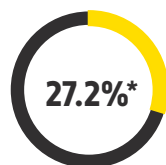
MODE OF  
TRANSPORT  
TO WORK



**50,000  
JOBS  
BY 2036**

**177%  
Growth**

(Strategic Vision by Deloitte, 2016; Draft  
Master Plan 2018)



OF LOCAL  
WORKERS  
LIVE IN THE  
AREA



**69.2%\***

OF RESIDENTS  
TRAVEL  
OUTSIDE OF  
THE AREA FOR  
WORK



MOST PEOPLE WORK IN

**17.2%**

PROFESSIONAL,  
SCIENTIFIC AND  
TECHNICAL SERVICES



**20.2%**

HEALTH &  
SOCIAL ASSISTANCE



### POINT OF INTEREST:

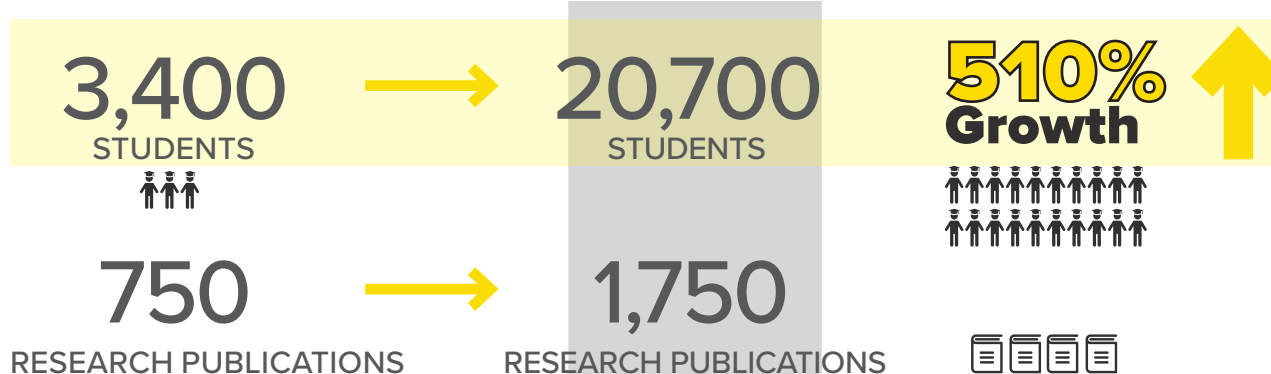
A GROWING POPULATION & **32,000** NEW JOBS BY 2036 WILL  
**REQUIRE ADDITIONAL DWELLINGS & PLACES TO WORK.**

## EDUCATION & RESEARCH

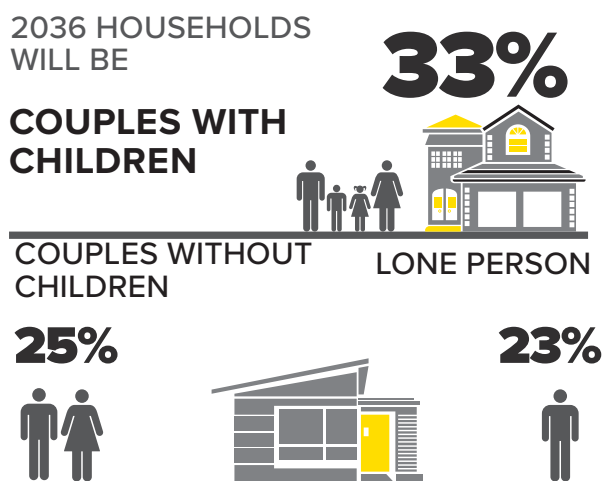
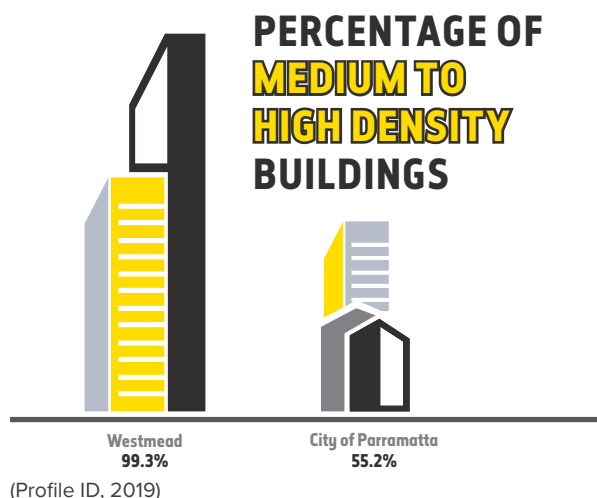
(Strategic Vision by Deloitte, 2016)

WESTMEAD NOW...

WESTMEAD 2036...



## LIVE

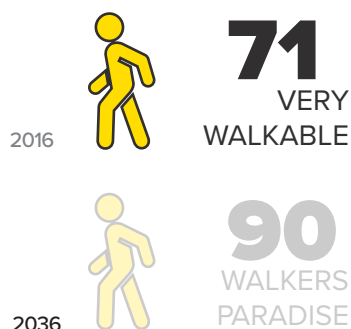


### POINT OF INTEREST:

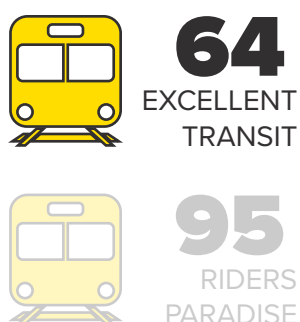
WESTMEAD IS CURRENTLY A YOUNG FAMILY AREA & IS ANTICIPATED TO **BE 1/3 COUPLES WITH CHILDREN BY 2036 REQUIRING FLEXIBLE AND DIVERSE DWELLING TYPOLOGIES.**

## ACCESS

### WALK SCORE



### TRANSIT SCORE



### POINT OF INTEREST:

WESTMEAD IS **VERY WALKABLE** AND MOST SERVICES & PUBLIC TRANSPORT OPTIONS ARE FOUND NEARBY. INCREASING DENSITY & HOUSING AVAILABILITY IN THESE AREAS WILL ENHANCE WESTMEAD'S WALKABILITY. **THE POTENTIAL FUTURE METRO, LIGHT RAIL AND T-WAY LINES WILL DRASTICALLY INCREASE THE TRANSIT SCORE, WHILST WALK SCORE WILL IMPROVE WITH DENSITY & PRECINCT SUPPORTIVE USES.**

(Above predictions for 2036 are indicative only)

93 bridge road | westmead



# FUTURE WESTMEAD

Whilst the Micro Hub focuses mainly on improving the liveability and productivity factors of the WID (through residential, open space and other non-residential micro uses) , RobertsDay acknowledges the future place identity and character, built form and open spaces will change significantly. A place identity study has been conducted on the envisioned changes within the Westmead Innovation District. As seen in the adjacent images, a mixture of building typologies and uses with a quantum of floor space will be injected into the Innovation District.

Westmead Hospital & Innovation Centre



Westmead Innovation Precinct



Westmead Innovation District Street View



Westmead Hospital & Innovation Centre



2036 Vision for Hawkesbury Road, Westmead



2036 Vision for Hawkesbury Road, Westmead



Deicorp Highline, Westmead (FSR 4.5:1)



Western Sydney University Westmead Campus Aerial by Deicorp



Western Sydney University Westmead Campus Street View by Deicorp



Western Sydney University Westmead Campus Street View by Deicorp



Westmead University of Sydney Campus



Westmead University of Sydney Campus



University of Sydney Westmead Campus




University of Sydney Westmead Campus



# best practice design

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**Precedent case studies at the District and Place scale have been sourced from best practice Innovation District examples, drawing inspiration from successful built form, functional and urban design principles which create place led design outcomes. Worlds best practice innovation district precedents currently sit at a similar scale to the Westmead Innovation District, whilst place based precedents are more relative to our site in the finer grain/micro scale. The study of both scales of precedents enables the design team to assess our concept against the key highlights revealing what makes the District an Innovation District and how these innovation powerhouses are supported at smaller, more local scale. We identify the merits of our proposal in line with these examples.**





# INNOVATION DISTRICTS

The Brookings Institution describes Innovation Districts as: geographic areas where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators, and accelerators. They are also physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail [and] unlike convention centres or suburban malls, innovation districts are not cookie cutter developments; rather, they leverage distinct economic strengths in each metropolitan area. Innovation districts contain:

- Economic assets - the firms, institutions and organisations that drive, cultivate or support an innovation-rich environment.
- Physical assets - the public and privately-owned spaces—buildings, open spaces, streets and other infrastructure—designed and organised to stimulate new and higher levels of connectivity, collaboration and innovation.
- Networking assets – the relationships between individuals, firms, and institutions that have the potential to generate, sharpen, and/or accelerate the advancement of ideas.

Most innovation districts adhere to one of three general models:

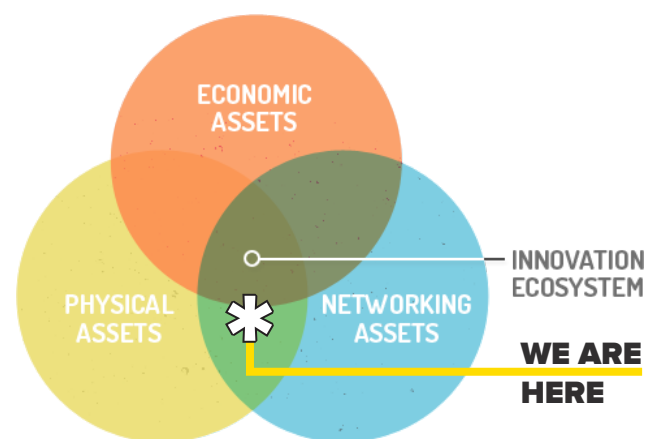
1. The “anchor plus” model, primarily found in the downtowns and mid-towns of central cities, where large-scale mixed-use development is centered around major anchor institutions and a rich base of related businesses, entrepreneurs and spin-off companies involved in the commercialisation of innovation. Examples: Kendall Square in Cambridge, Philadelphia’s University City, St. Louis flanked by Washington University, Saint Louis University and Barnes Jewish Hospital
2. The “re-imagined urban areas” model, often found near or along historic waterfronts, where industrial or warehouse districts are being transformed to chart a new path of innovative growth. Examples: Boston’s South Waterfront, San Francisco’s Mission Bay, Seattle’s South Lake Union Area, and Brooklyn Navy Yard
3. The “urbanised science park” model commonly found in suburban and exurban areas, where traditionally isolated, sprawling areas of innovation are urbanising through increased density and an infusion of new activities (including retail and restaurants) that are mixed as opposed to separated. Examples: North Carolina’s Research Triangle Park.

Westmead fits the “anchor plus” model of Innovation Districts with the presence of many major health, education and research institutions, as well as allied health related services, spin-offs and, increasingly, more mixed-use developments.

An assessment by the Brookings Institution of 12 global precedents of Innovation Districts identifies critical elements to the success of Innovation Districts:

- clustering of innovation sectors and research strengths
- melding of disparate sectors and disciplines
- diversity of institutions, companies and start-ups
- connectivity and proximity
- a range of large and small, long term and immediate strategies
- programming – a range of activities to grow skills, strengthen firms and build networks
- social interactions
- visible and public innovation
- diversity and inclusion
- affordability
- innovative finance
- collaborative approach to governance.

## THE PATH TO INNOVATION



(Brookings Institute, 2018)

The Bridge Road Micro Hub provides community anchor spaces which create networking, sharing, healing but also provides the physical built form generates liveability through affordable and diverse dwelling typologies. As a result we contribute to the greater productivity of the WID, but also generate economic return through on site retail and food/beverage, medical suites and short stay accommodation.

The Brookings Institute considers residential an essential component of an innovation district with benefits including:

- permanent population that ensures the area is activated after employees finish work;
- inclusion of amenities, such as retail, hospitality & recreational and lifestyle uses;
- opportunity live close to employment, reducing travel times
- capitalise on young & talented workforce
- people are more likely to want to live & work within a vibrant neighbourhood
- does not risk displacement of existing residential community; inclusive growth

## THE KEY ELEMENTS

- 

**Critical Mass**  
✱ **ACHIEVED**
- 

**Innovation Capacity**  
✱ **ACHIEVED**
- 

**Diversity & Inclusion**  
✱ **ACHIEVED**
- 

**Quality of Place**  
✱ **ACHIEVED**
- 

**Leadership**  
✱ **ACHIEVED**

## HOW WE FIT IN

The delivery of a future Metro service and Light Rail will increase the demand of greater accessibility and amenity; providing greater reach to more workers and users; and catalyse investment in business, research and health services, as well as in amenity and landscape. Our combination of new public realm, a finer grain of streets and connections, a rehabilitated site development, with accessible open space frontage and recreational trails linked to new community and cultural facilities and attractions would underpin the attractiveness of our site as a place to live, play, heal and work, in close proximity to major institutions of the WID.

In order for our site to succeed amongst the WID and from what we have learnt from Global comparisons, we have incorporated the following:

- A central, permeable and legible public domain and street/pedestrian networks for residents, workers and visitors (QUALITY OF PLACE);
- Leveraging the District's advantages, particularly micro scaled precinct friendly uses and housing to support the working, patient and student population (INNOVATION CAPACITY, CRITICAL MASS);
- Flexibility in future space programming and understanding the requirements to support the WID (INNOVATION CAPACITY, CRITICAL MASS)
- Reducing urban heat island through vertical greenery, open space, tree canopy (LEADERSHIP, QUALITY OF PLACE, DIVERSITY & INCLUSION).
- An early implementation programme for our site which would cater for the existing population and immediate growth (INNOVATION CAPACITY, DIVERSITY & INCLUSION, LEADERSHIP).
- An understanding of the existing population and the demand they generate on housing (LEADERSHIP).
- A central public open space that creates high quality amenity and welcomes people to stay and linger (QUALITY OF PLACE).
- Facilitating an innovation ecosystem within our site with complementary uses to the greater WID (LEADERSHIP, CRITICAL MASS, INNOVATION CAPACITY).
- The delivery of affordable and diverse urban living models which enhance the innovation district (DIVERSITY & INCLUSION, QUALITY OF PLACE).



# BEST PRACTICE INNOVATION DISTRICTS

## SCHUYLKILL YARDS BUSINESS CENTRE, PHILADELPHIA (USA)

Schuylkill Yards' is a next-generation innovation community, intentionally designed and holistically created from the ground up. As part of the larger Philadelphia innovation ecosystem, Schuylkill Yards' location in University City is unmatched due to its connection to the City's economic and education centers, and proximity to the region's major transportation hub.

This nexus drives economic activity and growth, and is buoyed by access to talent and capital. The site is committed to embracing a culture of ideas and to ensuring that this community of startups, established companies, researchers, artists, residents, and visitors is inclusive and diverse so that innovation, creativity, and opportunity is available to all.

The economic impact of Schuylkill Yards will be unmistakable; it has the potential to add 25,000 new jobs and create millions of dollars in new tax revenue. Schuylkill Yards is part of the Keystone Opportunity Zone, giving residents and businesses tax benefits that will further stimulate investment and growth in the community. The following principles have guided the Master Plan and inform the Bridge Road Micro Hub:

- Attractive, iconic and authentic social infrastructure and public space to shape identity, enhance real liveability value, and attract people to live, work and stay on site;
- Improve station capacity and viability by locating more people in closer proximity to major transit infrastructure, assisting the region in meeting future growth & preserve existing characteristics of its history;
- Enhance multi-modal connections;
- New and connected neighbourhood through improved pedestrian connections and local streets;
- A greater connections to the environment and water bodies;
- Fringe areas used primarily residential development with precinct supportive uses incorporated at a smaller scale.





**10K**  
new residents

**15ha**  
residential  
space

**18ha**  
innovation  
space

**\$3.8b**  
revenue

**60ha**  
public open  
space

**40K**  
new jobs  
by 2050





# BEST PRACTICE INNOVATION DISTRICTS

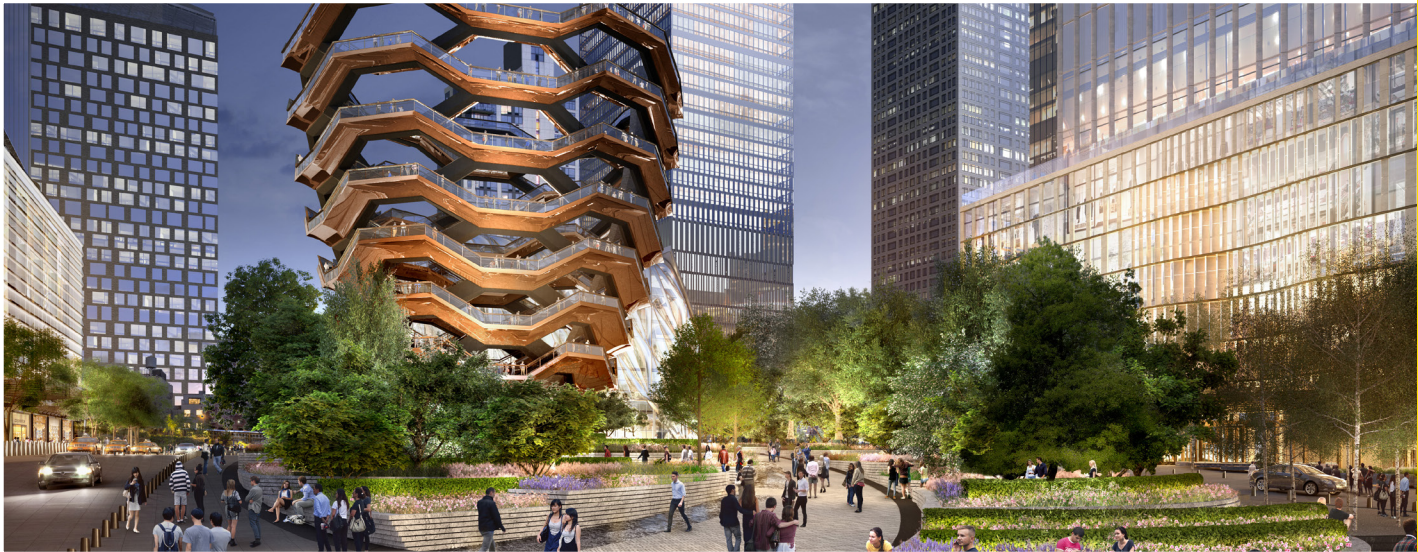
## HUDSONS YARD & INNOVATION PRECINCT, NEW YORK CITY (USA)

The Hudson Yards project is a comprehensive long-term planning proposal designed to capitalise on the potential of Manhattan's Far West Side and to accommodate the continued growth of the residential community that has expanded in recent years in adjacent locations zoned for residential use. New housing has reinforced an older Hell's Kitchen residential neighbourhood divided many years ago by the construction of the Lincoln Tunnel and Port Authority Bus Terminal. Hudson Yards further facilitates the knitting together of this neighborhood through new residential development. Despite its strategic location, there has been limited development in Hudson Yards over the past 40 years. Four key public sector actions have been identified as necessary to transform the area and attract private investment. The following principles have guided the Master Plan and inform the Bridge Road Micro Hub:

- Providing seamless transit access to the heart of the area with enhanced walkable connections,
- Incorporate a significant amount and varied scaled commercial uses to support residential development,
- Create a new open space network to make the area attractive with programming, public art, supported by active ground floor uses, and
- Attract more events and increase tourism through short stay accommodation.

Hudson Yards is ideally located to allow for the expansion of the Midtown Central Business District and to help secure New York City's economic future. The project includes a series of actions to transform Hudson Yards into a dynamic, transit-oriented urban center, permitting medium- to high-density development and a mix of uses, including commercial, residential, open space, cultural and entertainment.





<b>9.3ha</b> mixed use	<b>4K</b> apartments
<b>167ha</b> commercial + residential space	<b>100</b> stores
<b>5.6ha</b> public space	<b>23K</b> jobs





# BEST PRACTICE INNOVATION DISTRICTS

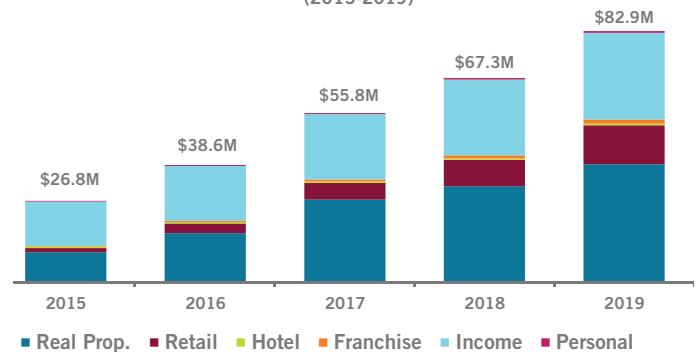
## NoMA BUSINESS IMPROVEMENT DISTRICT, WASHINGTON DC (USA)

Central Washington is thriving with a dynamic mix of uses and vigorous development activity. As part of Central Washington, the NoMA neighborhood aims to extend that momentum by building on its significant strengths and opportunities. NoMA is the location of several ambitious redevelopment projects, currently in varying stages of development, and it is poised to fill one of the few remaining 'voids' in the compact fabric of the Downtown area.

The NoMA BID has the potential to develop hectares of space in any number of directions in the next 5 – 15 years. This could occur in a relatively short period of time given the large number of cleared and developable sites, establishing in the near term the type of area this will become in terms of uses and character. The potential impact of market shifts in this sensitive environment is great, however market forces may also be influenced through a variety of public sector interventions, including catalytic incentives, in order to accomplish the goal of a dynamic mixed-use neighborhood as is recommended.

The principles which have guided the the Master Plan and the improvement of NoMA resemble significant similarities to WID, particularly with the education focus, amount of residents with high education, thus student housing makes up a high proportion of the housing in NoMA. Students make up a high proportion of the resident population, and activate the precinct 24/7.

PROJECTED NET NEW MUNICIPAL REVENUES  
NoMa Station Impact Study Area  
(2015-2019)



### RESIDENTS

**NOMA MARKET AREA**  
44,000 people live within NoMa market area  
224% growth in median housing value between 2000 and 2015

**NOMA BID CORE**  
64% of residents are 18-34 years of age  
60% of households earn more than \$100,000 per year  
84% of area residents are employed full-time

**94%** OF RESIDENTS  
HAVE A COLLEGE  
DEGREE OR HIGHER



### APARTMENTS (NEW)

\$3.09 average multifamily rent per square foot  
7,000 current population

**6,398** APARTMENTS INCLUDING  
1,595 UNDER CONSTRUCTION

**86%**

NoMa BID residents  
get to work  
without a car

**92**

WALK SCORE

**44,000+**

residents live within  
two square miles of  
First & K streets NE

**8.2**  
**Million**

Class A office  
square footage

**23**

NOMA-SPONSORED  
POP-UP EVENTS  
IN 2017

### TRAVELING TO NOMA

**NoMa-Gallaudet U Metro  
Station (Daily Exits & Entrances)**  
2016: 8,991

**Union Station  
(Daily Exits & Entrances)**  
2016: 31,068

**#1**  
ridership in  
the Metro  
system

79% OF NOMA EMPLOYEES  
WALK, BIKE, OR TAKE PUBLIC  
TRANSIT TO WORK

**92**  
WALK  
SCORE

**8-mile**  
METROPOLITAN  
BRANCH TRAIL

**3 HOURS TO  
NYC ON AMTRAK**



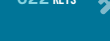
**ALL REGIONAL RAIL  
(MARC, VRE & AMTRAK)  
COMES TO NOMA AT  
UNION STATION**



**8 CAPITAL  
BIKESHARE  
STATIONS**



**3 HOTELS WITH  
622 KEYS**



**MINUTES FROM INTERSTATE 395 &  
ROUTE 50 FOR GREAT HIGHWAY ACCESS**



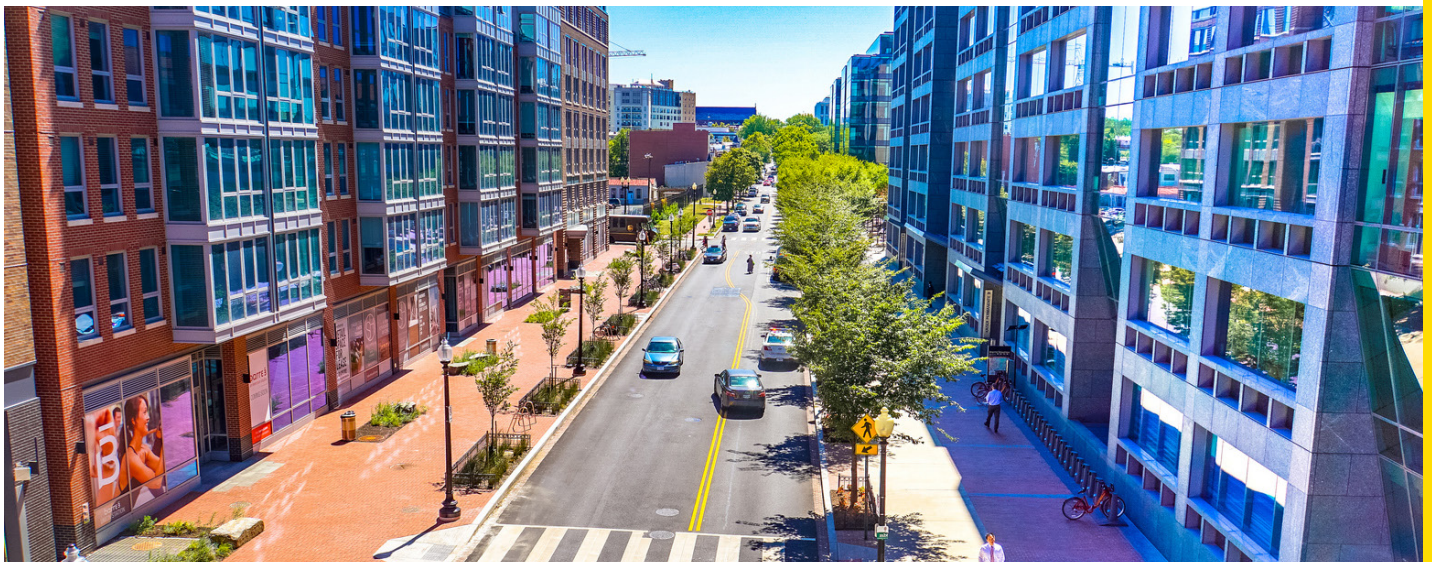
**8k**  
dwellings

**3.3ha**  
retail space

**44k**  
people

**94%**  
residents have a  
college degree  
or higher

**86%**  
residents use  
public transport





# PLACE PRECEDENTS

Aligned with the philosophy of Gehl Architects in creating places for people, the intent of the proposal is to strengthen identity, improve public life, enhance walkability and create a urban destination within the fringe of the WID.

**DEICORP HIGHLINE,  
WESTMEAD**



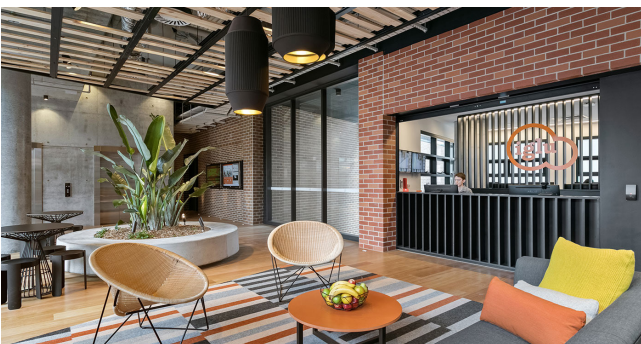
- FSR 4.5:1
- 2MIN WALK TO STATION
- 99.8% RES GFA
- 556 APARTMENTS
- 24 STOREYS

**THE CONNECTION LEARNING SPACE &  
COMMUNITY CENTRE, RHODES**



- 1000M2 GFA APPROX.
- SUPPORTS A FSR RANGE OF 5 - 12 : 1 WITHIN RHODES
- MULTIFUNCTIONALITY WITH EVENTS LEARNING SPACES, PROGRAMMING, PLAYGROUND AND RESTAURANT.

**IGLU STUDENT HOUSING,  
REDFERN**



- 370 BEDS PROVIDED
- FSR 7:1 @ 18 STORIES
- ACTIVATED GROUND FLOOR W/ FOOD & BEVERAGE

**ACTIVE PEDESTRIAN LANES, SPICE  
ALLEY, CHIPPENDALE**



**CIVIC SPACE IN CENTRAL COURTYARD,  
MONASH UNIVERSITY, MELBOURNE**





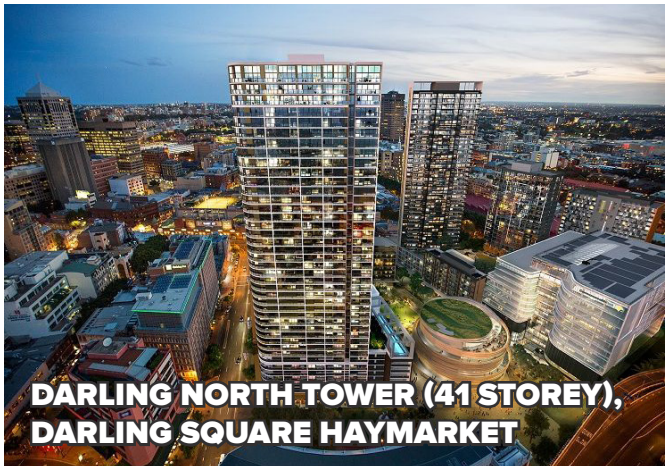
**FLEXIBLE COWORKING & COMMUNITY SPACES, SAN FRANCISCO**



**VERTICAL ECOSYSTEMS, BOSCO VERTICALE, MILAN**



**STEAM MILL LANE FOOD ALLEY, DARLING SQUARE HAYMARKET**



**DARLING NORTH TOWER (41 STOREY), DARLING SQUARE HAYMARKET**



**COVERED PEDESTRIAN THRU-SITE LINKS, CENTRAL PARK CHIPPENDALE**




**BUILT FORM & PUBLIC SPACE INTERFACE, CENTRAL PARK CHIPPENDALE**

# urban design framework

"Design thinking has much to offer... It provides not just a useful and rigorous process of coming up with creative ideas but also a synthesising, holistic way of looking at the world around us, making connections and seeing relationships among things we often treat as separate and distinct."

THOMAS FISHER, BETTER PLACED. 12





**the following urban design analysis establishes a robust framework and local merit for 93 Bridge Road, highlighting the key moves and design techniques incorporated throughout the design and refinement process to provide evidence on the place specific merits of this proposal.**



SKATEBOARD SHOP



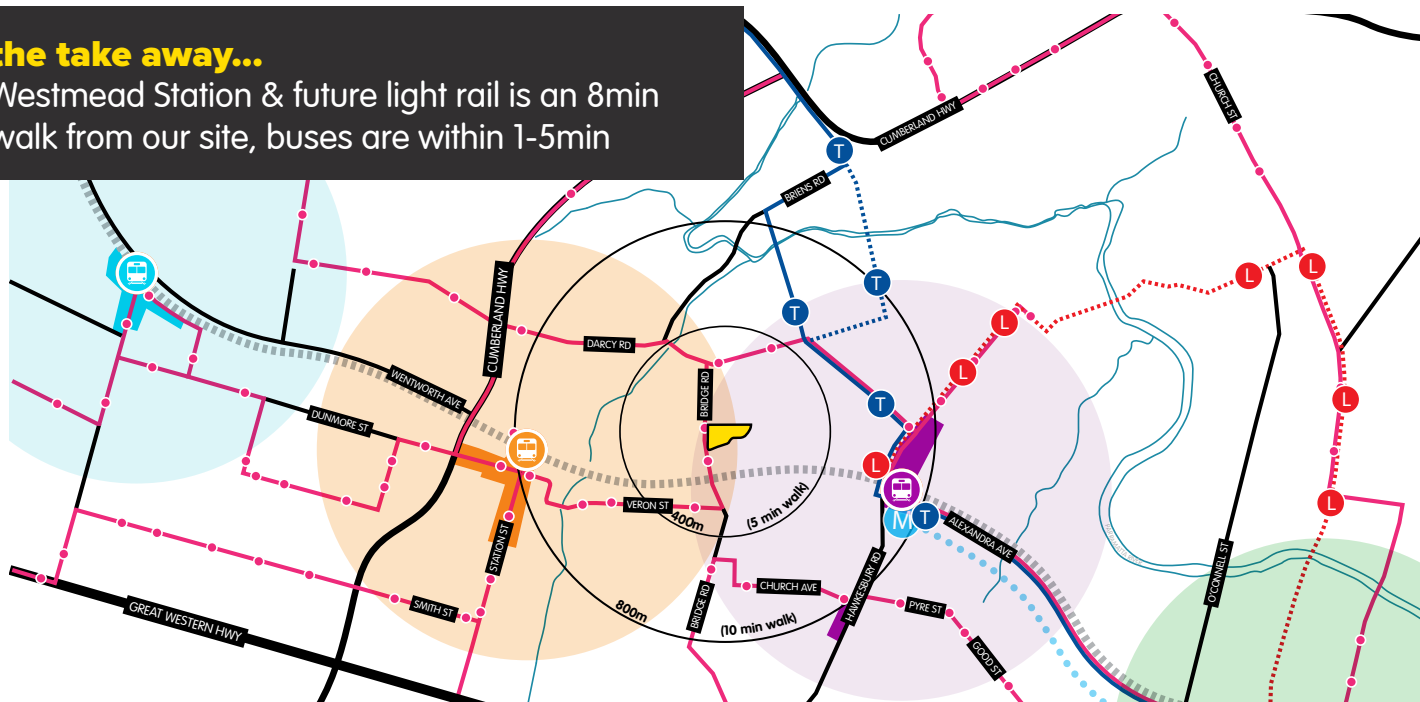
# \* OPPORTUNITIES

## AN ABUNDANCE OF TRANSPORT CONNECTIONS

Located in a highly strategic position, in the centre of Westmead and Wentworthville's growing transport network, our site is within walking distance to bus, train and future light rail services, connected to multiple town centres. The WID is highly accessible by existing & future transport but requires growth and renewal to realise its full potential.

### the take away...

Westmead Station & future light rail is an 8min walk from our site, buses are within 1-5min

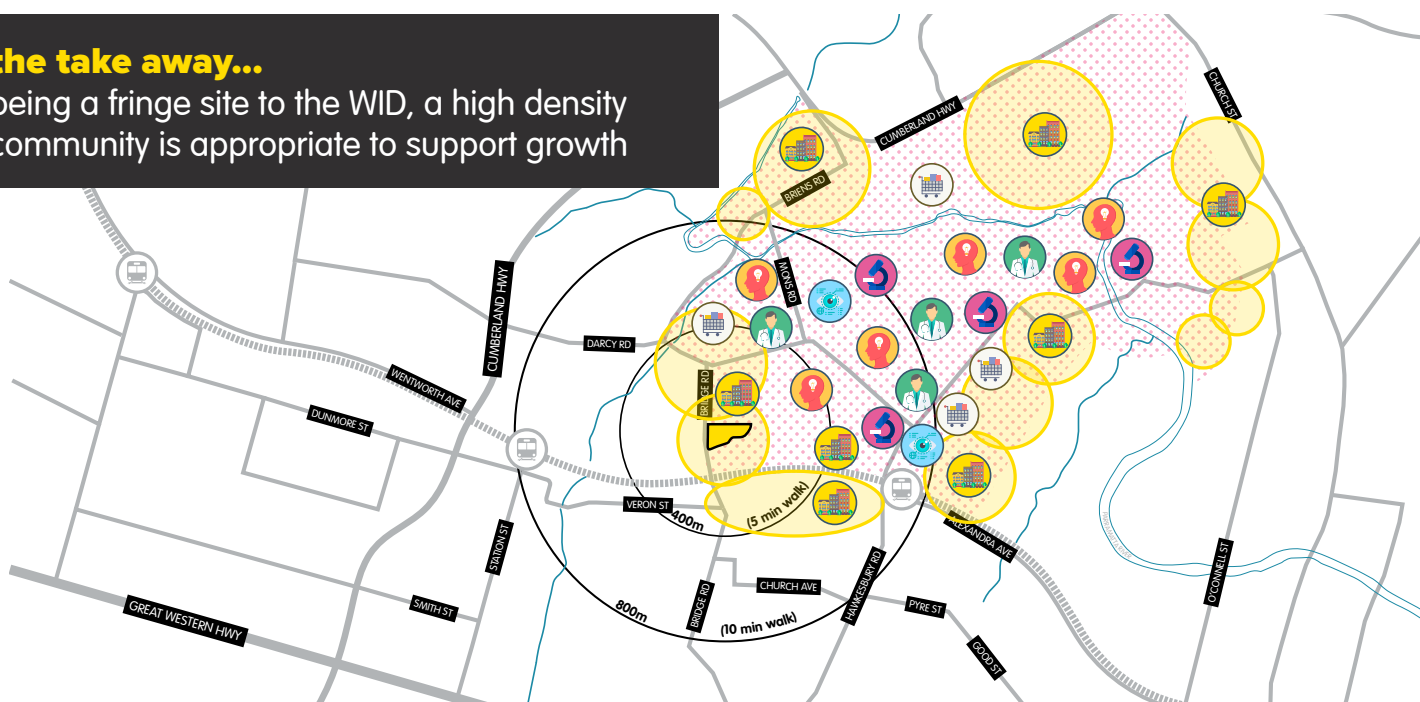


## CREATING LIVEABILITY, SUPPORTING PRODUCTIVITY

Innovation hubs (health, research, education) reveal a clustering at centre of the WID. With future growth in population, students and jobs WID will need to provide high density housing models on the fringes of the precinct. This will ensure a more vibrant, liveable and productive place, retaining a local workforce within Westmead.

### the take away...

being a fringe site to the WID, a high density community is appropriate to support growth



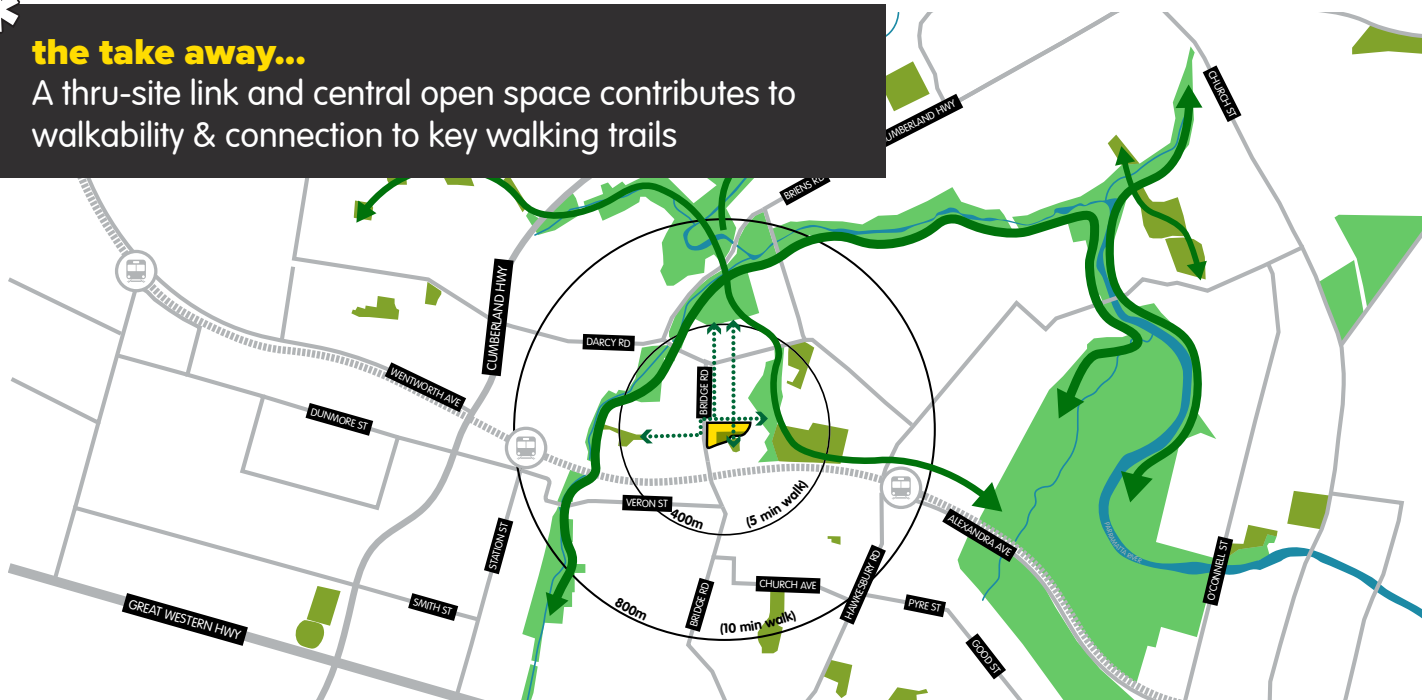
## WESTMEAD'S FUTURE GREEN NETWORK

Informed by the Draft Master Plan and future green links, tree lined pedestrian connections and additional open space, our site will become an integral part of the improved network of green spaces that contribute to the Westmead/Parramatta Green Grid, tree canopy & river corridors, providing more enjoyable walking conditions.



### the take away...

A thru-site link and central open space contributes to walkability & connection to key walking trails



## A PEDESTRIANISED WESTMEAD

Traveling through Westmead on foot or by bike is pleasantly convenient. Throughout Westmead, there are buzzing streets and public spaces with high levels of foot traffic. Existing and future pedestrian/cycle connections will tie into Westmead's existing and future walkable network, particularly walking trails along Toongabbie creek.



### the take away...

A pedestrian/cycle network on our doorstep promotes the 30min city model

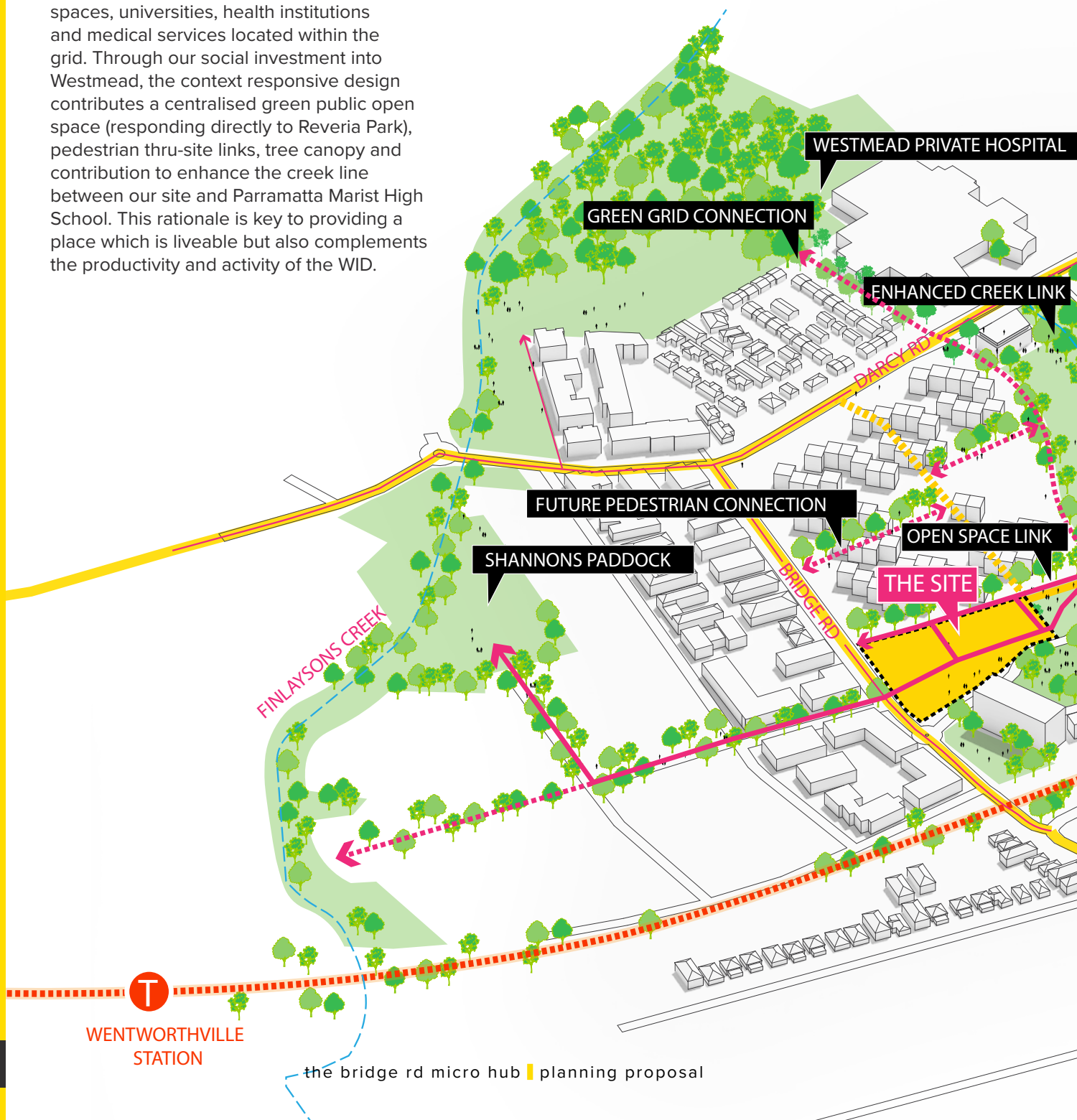


# \* LOCAL DESIGN FRAMEWORK

## i INVESTING IN PLACE

The Micro Hub responds to the existing network of green spaces. In line with the intent of the Green Grid and the Draft Master Plan. The addition of future walkable networks (streets and thru-site links) will enhance the existing network whilst providing improved east-west and north-south connections to the nearby open spaces, universities, health institutions and medical services located within the grid. Through our social investment into Westmead, the context responsive design contributes a centralised green public open space (responding directly to Reveria Park), pedestrian thru-site links, tree canopy and contribution to enhance the creek line between our site and Parramatta Marist High School. This rationale is key to providing a place which is liveable but also complements the productivity and activity of the WID.

There is opportunity in the future to open up the detention basin to be permeable and publicly accessible enhancing east west connections from our site, Monarco Estate and Bridge Road to the adjacent creek and green spaces south of the high school and further west to the Highline and Hawkesbury Road.





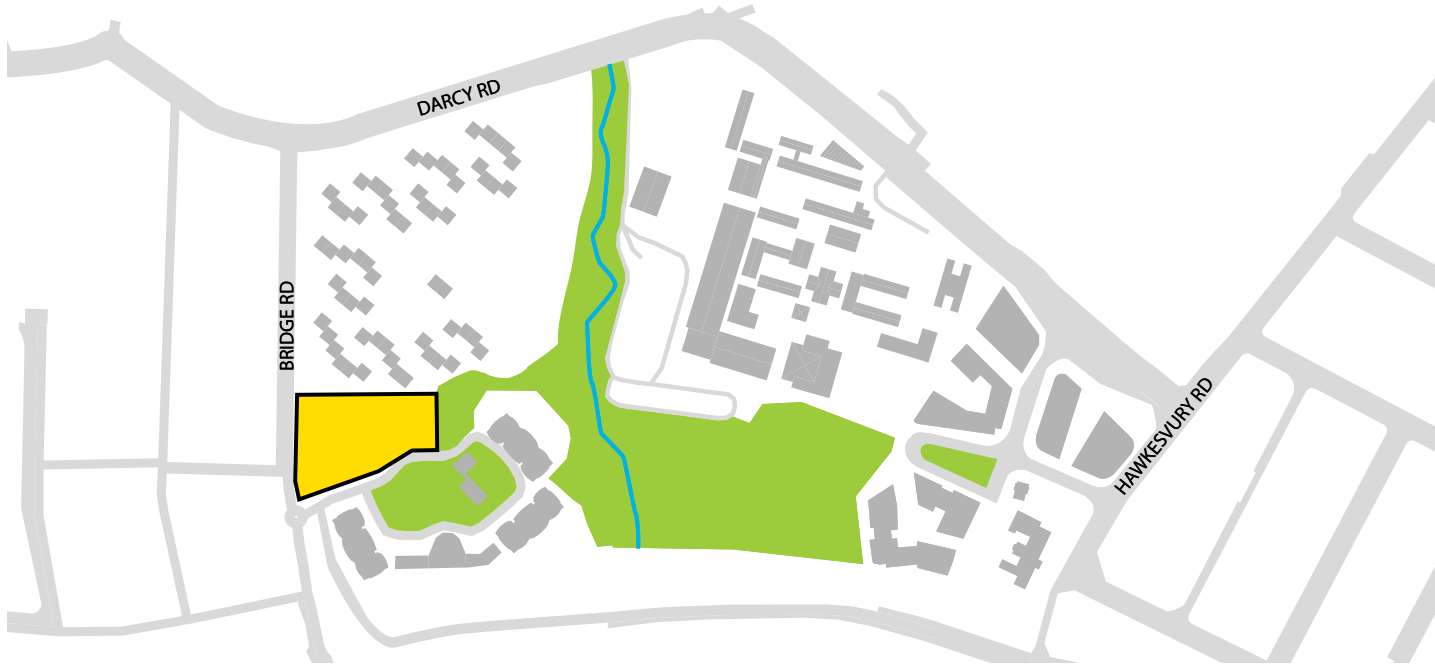


# LOCAL DESIGN FRAMEWORK



## THE SITE & SURROUNDS

Within this south western corner of the Innovation District, the internal street network, particularly surrounding our site, has limited connection between the key local roads. Development patterns reveal that our site is framed by the adjacent built form at Monarco Estate and open space.



## OUR OPPORTUNITY

The eastern side of the existing creek has reached its full potential as it is currently undergoing transformation. There is opportunity to support the WID's liveability and productivity and nearby education through the full realisation of the area to the west of the creek, creating a more urbanised, residential focused and complete community within the south western fringe of the WID. The Micro Hub's built form, green space and future connections will enable this potential to be unlocked.





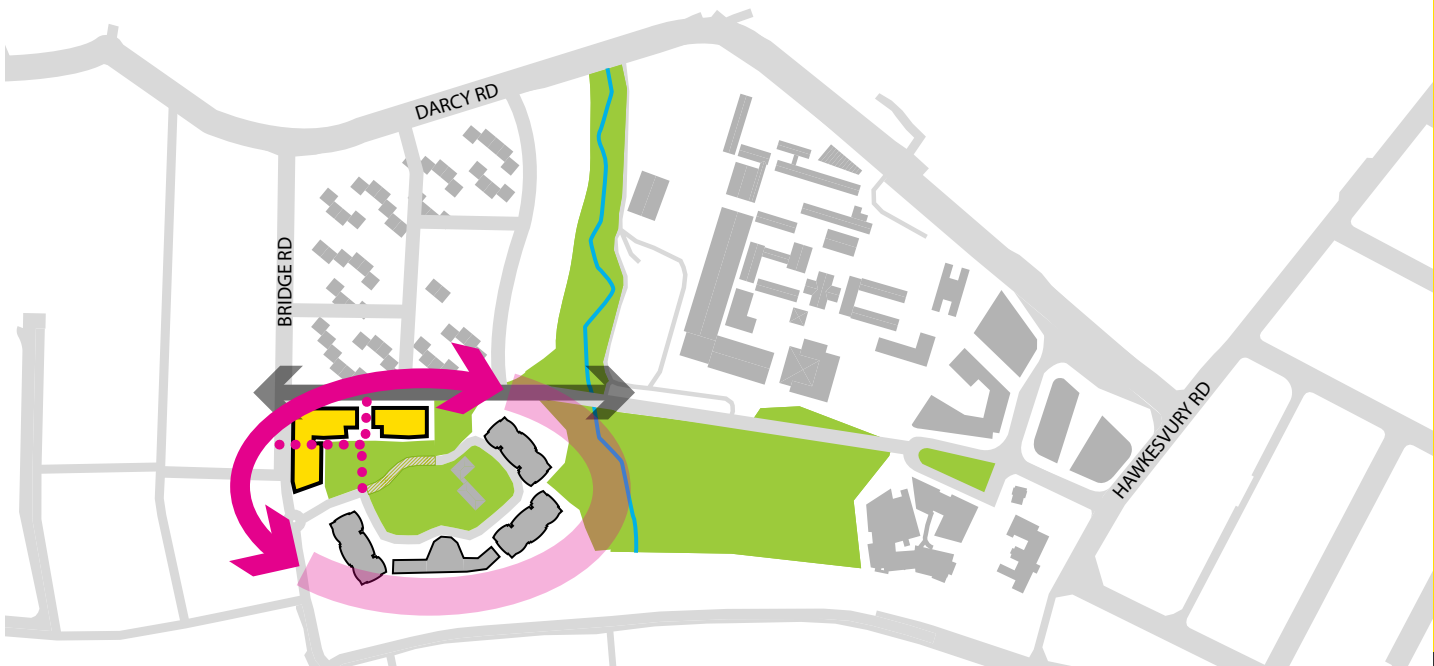
## IMPROVE LOCAL NETWORKS

We can unlock the full potential of the south-west gateway with the addition of future east-west and north south connections, creating a more logical and permeable network. The development and growth potential of our site and adjacent sites (north) within this corner of the WID can facilitate micro precinct uses whilst focusing on providing more housing.



## COMPLETING THE LOOP

Built form is articulated and positioned around a central green space, responding directly to the the adjacent site and completing the urban fabric loop. To maximise permeability, thru-site links are added providing connection to the future envisioned network.

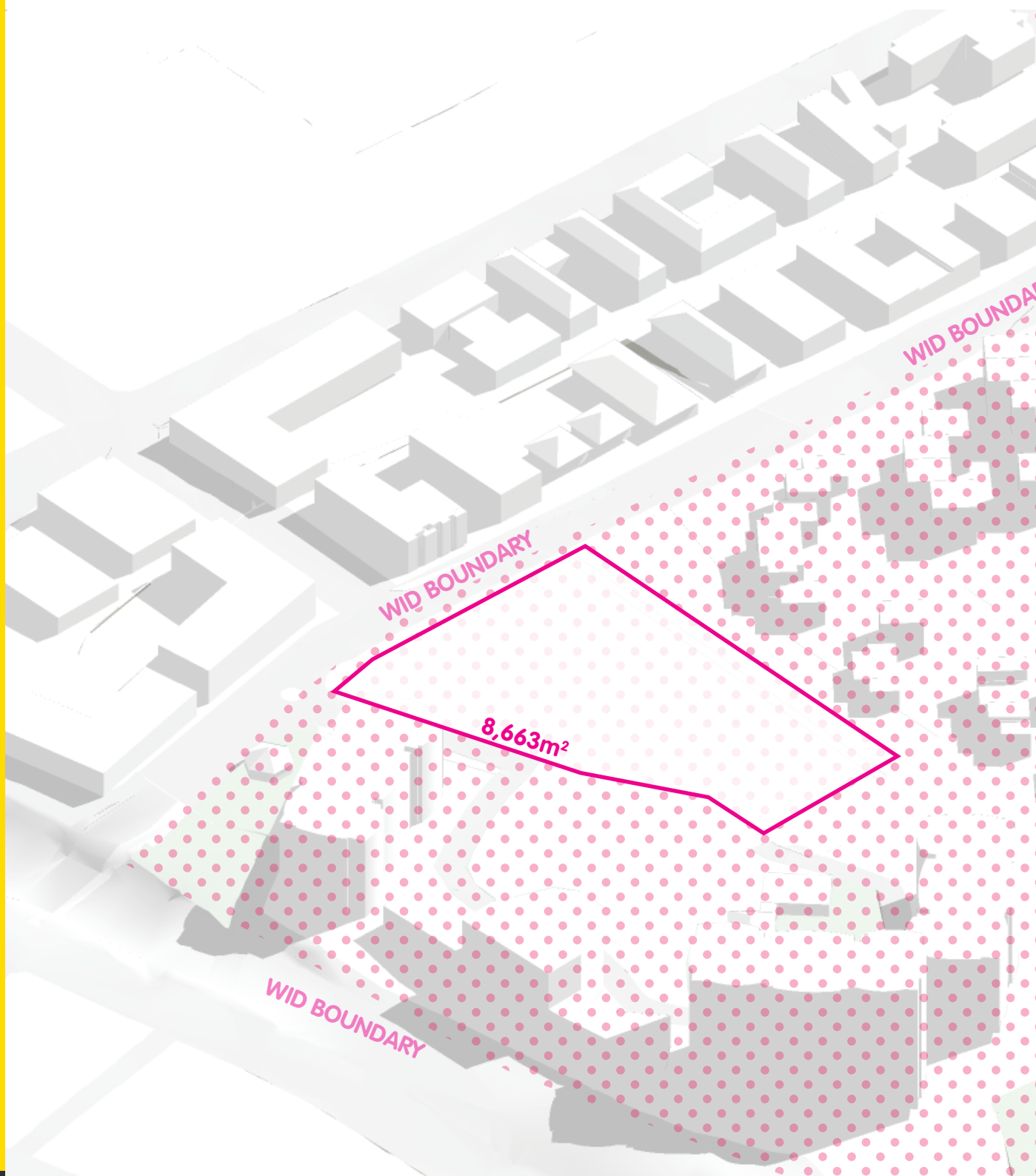


# \* BUILT FORM FRAMEWORK



## OUR SITE

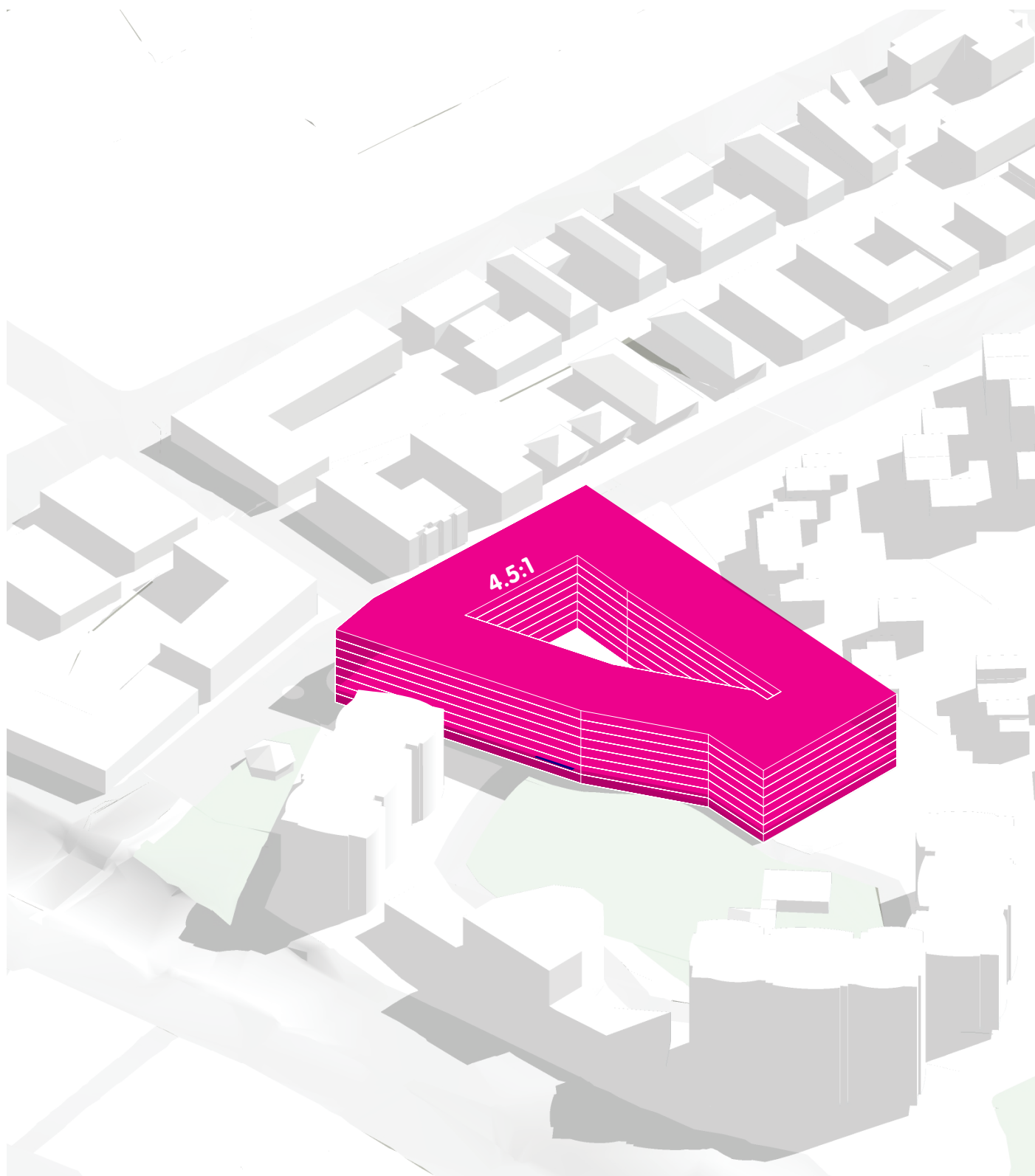
Our site is located within the south west fringe (corner) of the Westmead Innovation District Area (hatched area) and is framed by the site to the south (Monarco Estate), which comprises of 9-16 storey resort style built form with a central open space for residents. The sites location lies with a transition from high-intensity medical uses and neighbouring medium-density housing.





## **BUSINESS AS USUAL @ 4.5:1**

We begin testing design possibilities by extruding the building envelope to an achievable 4.5:1 FSR (as approved nearby at the Highline) based on a business as usual scenario perimeter style development. Whilst this envelope does not fit contextually into its surroundings or create a good design outcome, it allows us to refine the envelope moving forward and make the perimeter form more appropriate given its context.

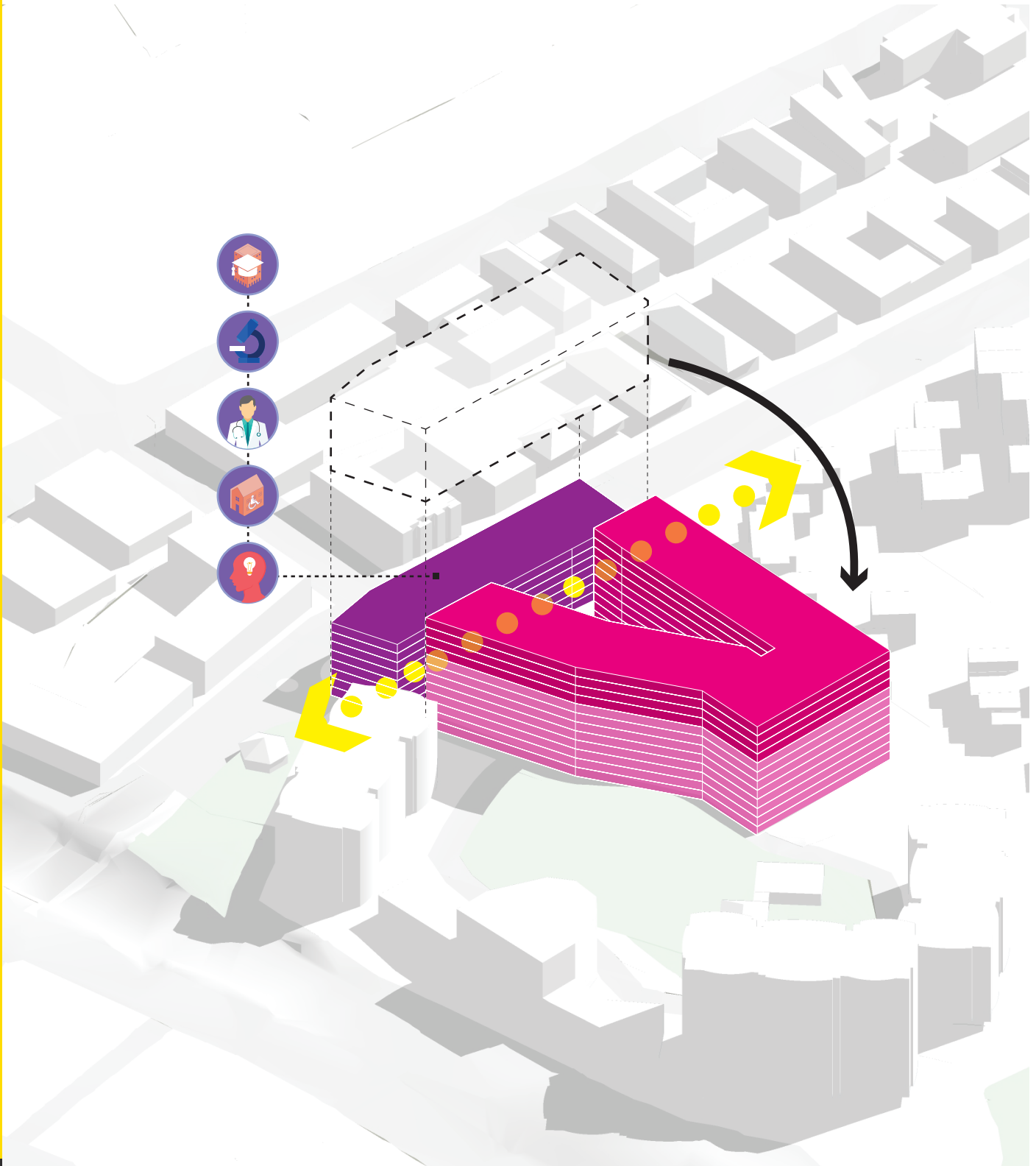


# \* BUILT FORM FRAMEWORK



## CREATION OF A MICRO HUB

With the addition of future north south pedestrian link we create permeability through our site. This maximises the opportunity for usable public space. We also introduce innovation opportunities through non residential uses (medical, education, health etc) on Bridge Road, activating the public realm (FSR 1.5:1). Massing from western envelope is relocated to the eastern envelope to maintain Residential FSR of 4.5:1.





## PLACE OVER PRODUCT

Relocating mass to provide public open space, complete perimeter block & reduce bulk against Monarco Estate. As a result, a central courtyard is created which provides a central communal gathering space forming a more holistic urban park with Monarco Estate. Like all worthy civic spaces, the public domain will be designed as a non-exclusive series of places that invite people from different generations and socio economic backgrounds together for interaction and recreation. Colocating a diverse range of people in the one development incentivised opportunity for the development of deep social capital.



# \* BUILT FORM FRAMEWORK

## V LOCAL CONNECTIONS & CREATING COMMUNITIES

The internal street network of the south western gateway is enhanced with the inclusion of a new east-west local street (12m reserve) linking Bridge Road to Hawkesbury Road, in line with the Draft Master Plan. This superior public benefit will provide a greater accessibility and relationship to the Town Centre, transport interchange as well as education, medical and research institutions along the way. Massing is also relocated to reduce impact on neighbouring sites, create a better outcome and increase green connections.

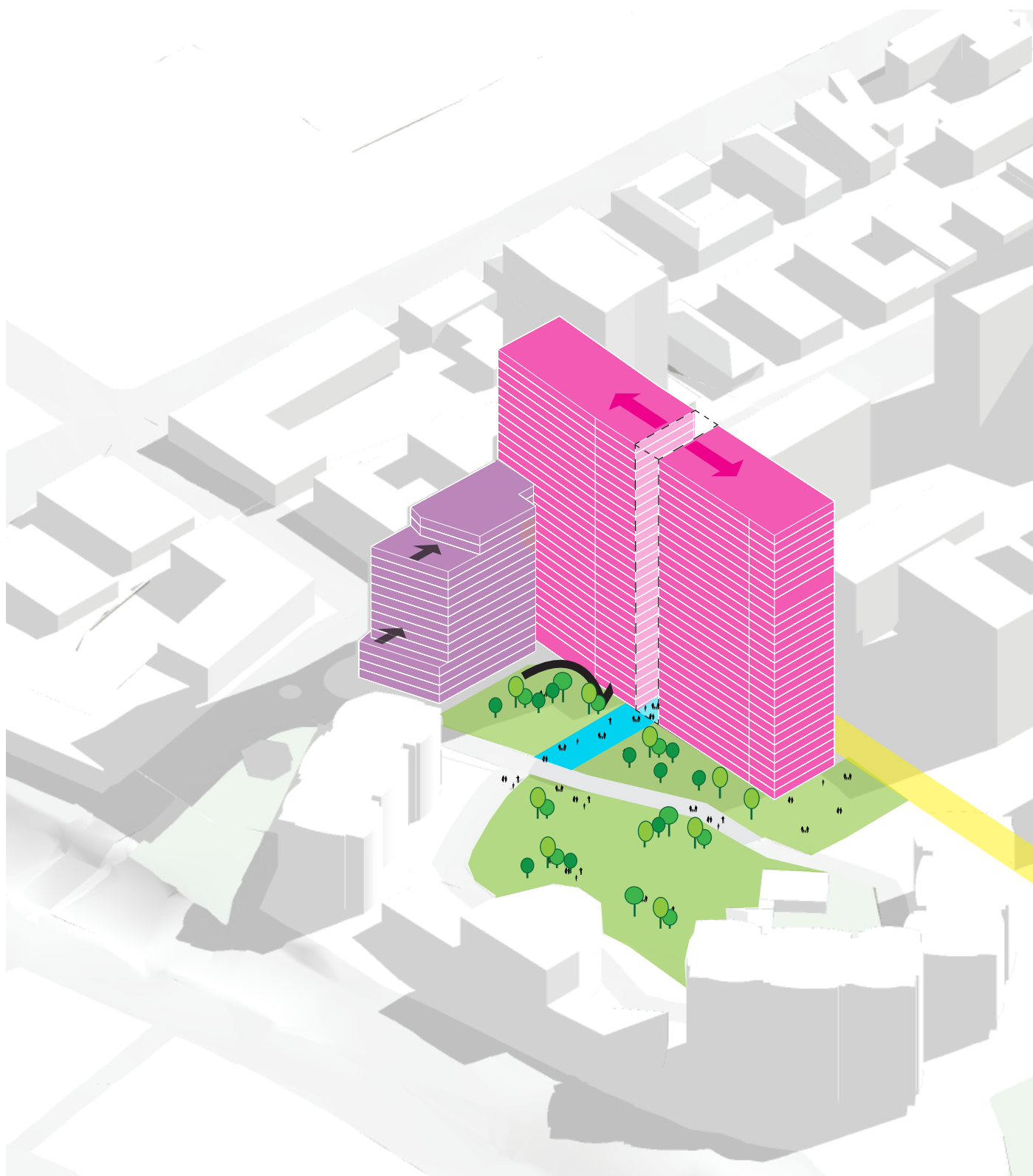
The community centre is located to a key corner location to ensure visual prominence. The centre visually marks the start of the new street and anchors the micro-hub. Located at the threshold between current and future communities, this centre will act as a "social bridge", drawing together existing & future communities. The centre will be a positive visual feature in the daily movement of workers and residents as they move through their place. Through architectural resolution and transparency it is hoped that the centre will be embraced as a beacon of community inclusivity, diversity, accessibility and support





## DEFINITION & PERMEABLE LINKAGES

The thru-site link is relocated to create a more logical and permeable movement network which will tie into the future redevelopment and envisioned street network of the existing Nurses Quarters site. The thru-site link creates a building break. Massing is again transferred to increase the prominence of built form to the corner of Bridge Road and the new street provided.



# \* BUILT FORM FRAMEWORK

## vii OPTIMISING SOLAR ACCESS

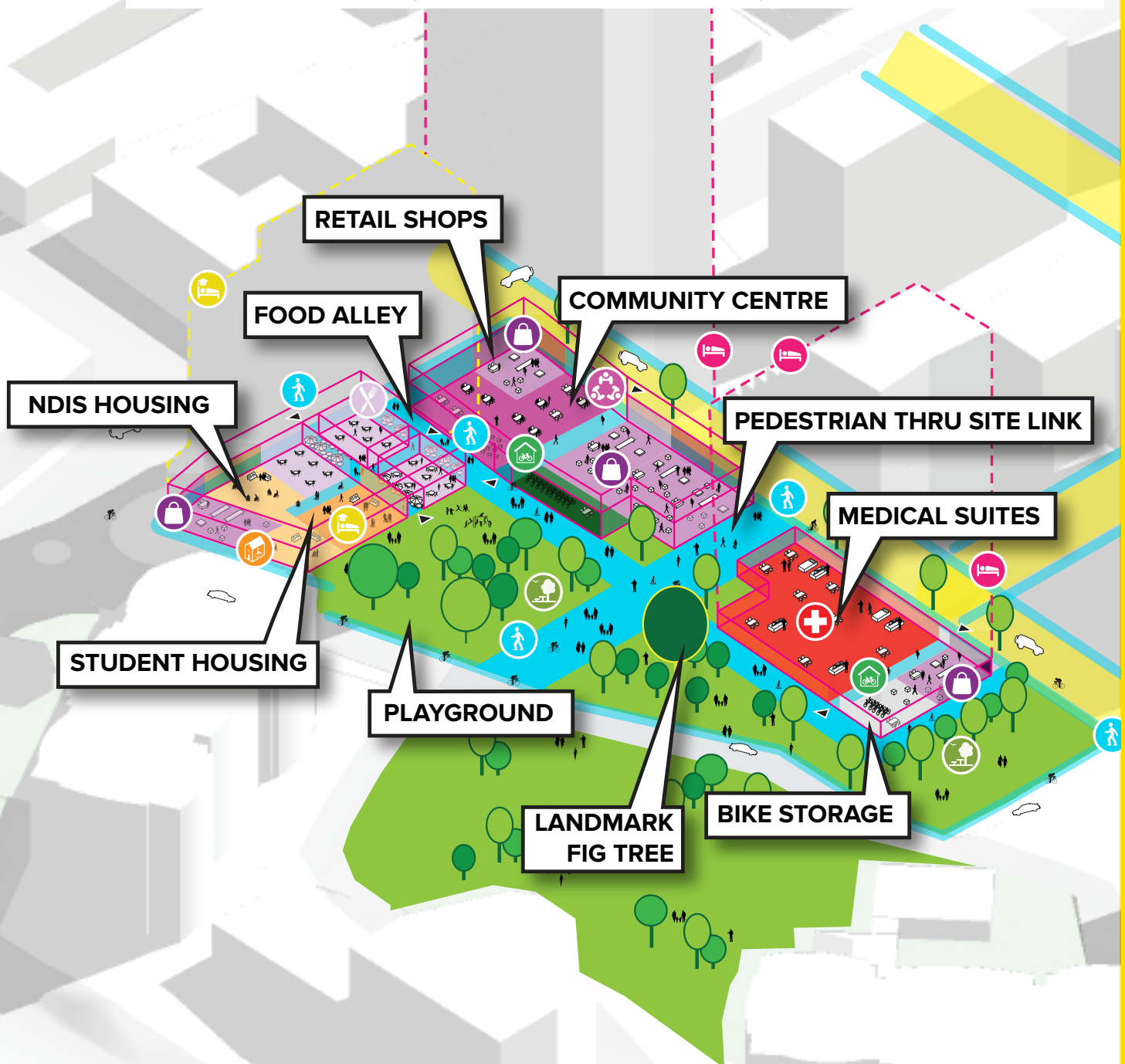
By analysing solar amenity data in more detail, the built form is refined, cut, setback and staggered to maintain appropriate solar amenity to the central combined open space and adjoining properties south of our site (Monarco Estate). The pedestrian lane is widened additional building separation distances but also to maximise the opportunity for usable public space within the pedestrian lane. Additional space can accommodate alfresco dining, street display, planting and street furniture. The built form also provides a good transition between high-intensity medical uses, neighbouring medium-density housing and future development sites.





## STRONG SENSE OF PLACE & IDENTITY

Building massing prioritises a fine-grained and activated ground plane to deliver a diversity of civic and naturally positioned frontages. The interactions between different users in place will generate a vibrant and unique precinct. Building massing is calibrated to make immediate sense of existing urban form in the Monarco Estate, whilst anticipating future connections with significant densification earmarked for the site immediately to the north. A ground floor activation plan, details the nature of uses proposed at the ground and first levels. Pedestrian thru-site links are activated by a mixture of commercial and retail uses, open space, playground, medical suites and entrances to student accommodation. Retail activates the key corners, whilst food and beverage creates intimate and vibrant laneways.



## \* EXPERIENCES OF THE MICRO HUB

*"...community-focused uses, urban actors and carefully crafted building massing"*

"There seems to be something different going on in the community centre every day I cycle by. I must look into getting involved one day soon."

"This place is so busy but I can still find a sunny spot in the park to quietly read my book."

"The kids love living here. One minute they're busking outside the cafe, the next they're with their mates mucking around in the creek by the bridge."



"My view is breathtaking!"

"It's great having a small place to live so close to work."

"It's funny... University is so intense by day that the thing I really value the most is the late-night noodle bar off the courtyard. - Small things..."

"The building is tall but the streets and lanes are full of life."

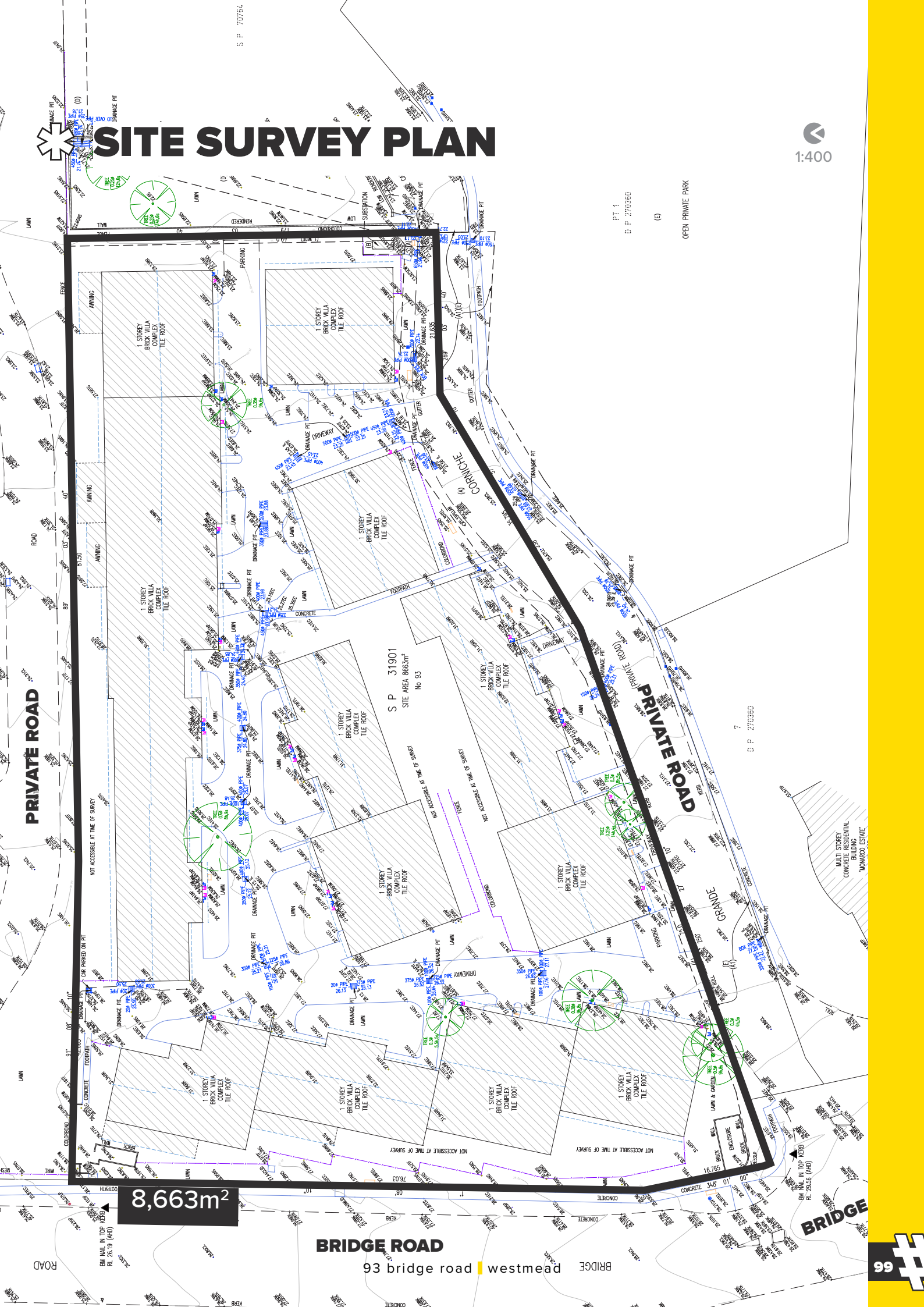


# technical analysis

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

BROOKINGS INSTITUTION

# SITE SURVEY PLAN

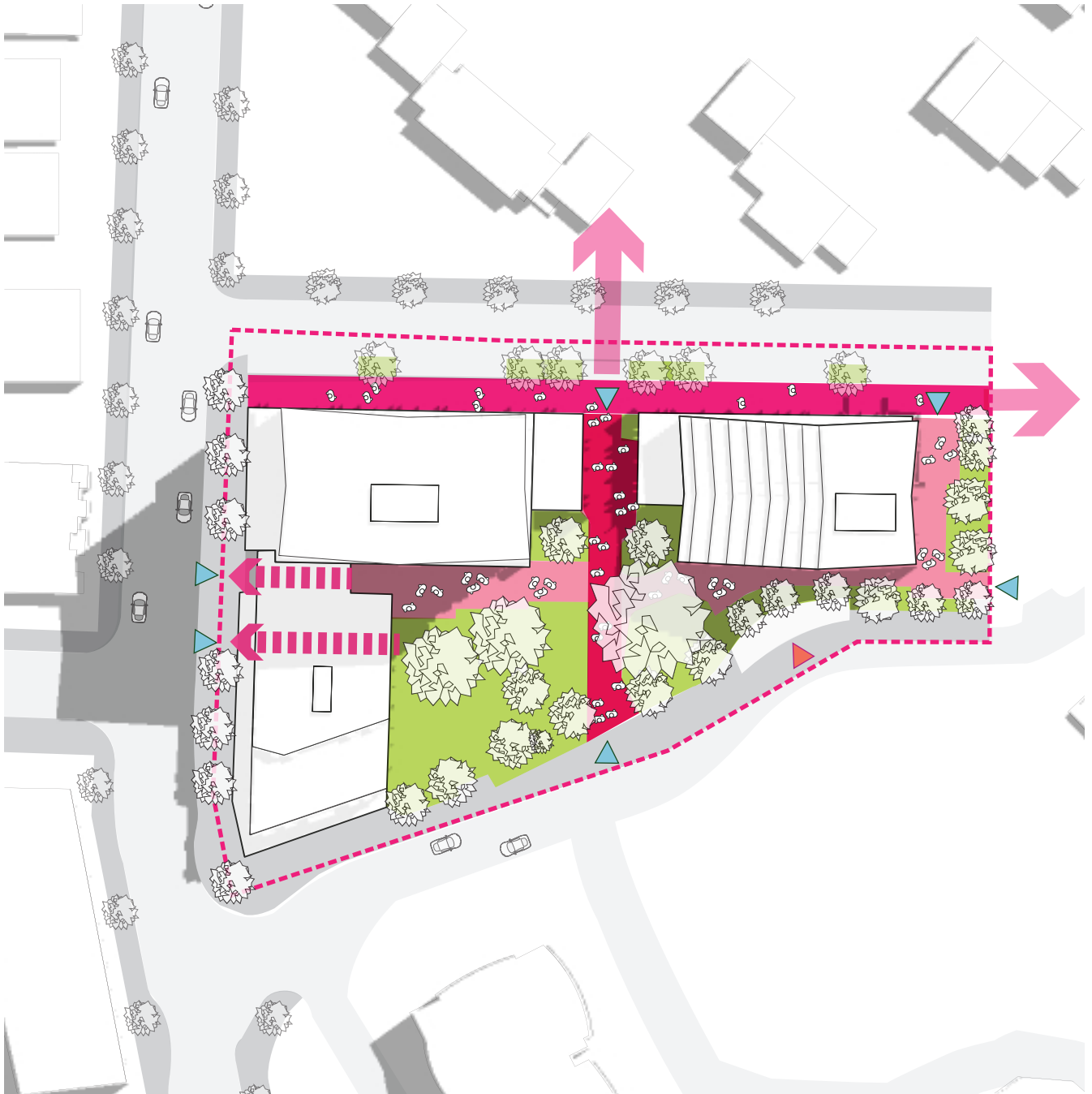


# BRIDGE ROAD

93 bridge road | westmead

# \* SITE PLAN

1:1,000



## FEATURES

- Site Boundary
- ▨ Pedestrian Connection below
- ➡ Future Connection
- Pedestrian Connection
- Open Space
- ▲ Pedestrian Entry
- ▲ Vehicle Entry

# \* BUILDING HEIGHT PLAN

1:1,000



## LEGEND

- |            |            |
|------------|------------|
| 40 storeys | 13 storeys |
| 20 storeys | 12 storeys |
| 18 storeys | 5 storeys  |
| 14 storeys | 4 storeys  |

# \* GROUND FLOOR PLAN

1:1,000



## LEGEND

--- Site Boundary	Community Centre	Residential	Bike Parking, Storage & Services
Open Space	Retail	Food	Pedestrian Entry
Pedestrian Connection	Medical Centre	Student Housing	Vehicle Entry
	NDIS Housing	Lift Space	

# \* LEVEL 1

1:1,000



## LEGEND

- |                                    |                  |                                  |                  |
|------------------------------------|------------------|----------------------------------|------------------|
| - - Site Boundary                  | Community Centre | Food                             | Pedestrian Entry |
| Open Space                         | Retail           | Student Housing                  | Vehicle Entry    |
| Pedestrian Connection              | Medical Centre   | Lift Space                       |                  |
| 1 Bedroom (50 - 70m <sup>2</sup> ) | NDIS Housing     | Bike Parking, Storage & Services |                  |
| 2 Bedroom (70 - 90m <sup>2</sup> ) |                  |                                  |                  |
| 3 Bedroom (90m <sup>2</sup> +)     |                  |                                  |                  |

# \* LEVEL 2

1:1,000



## LEGEND

--- Site Boundary	Community Centre	Food	Pedestrian Entry
Open Space	Retail	Student Housing	Vehicle Entry
Pedestrian Connection	Medical Centre	Lift Space	
1 Bedroom (50 - 70m <sup>2</sup> )	NDIS Housing	Bike Parking, Storage & Services	
2 Bedroom (70 - 90m <sup>2</sup> )			
3 Bedroom (90m <sup>2</sup> +)			

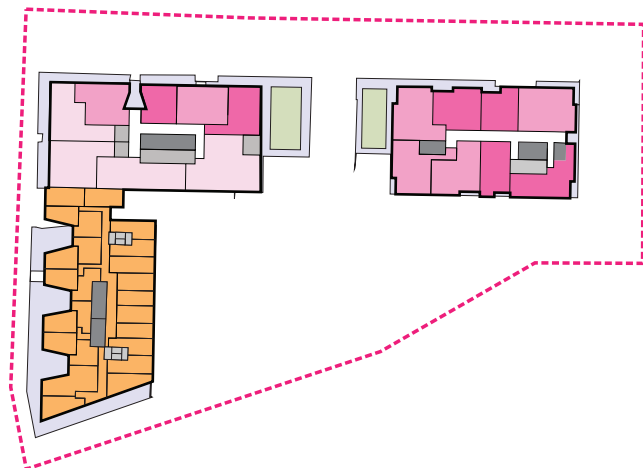
# \* TYPICAL FLOOR PLANS

Below are typical floor plans, which are applied to multiple levels. Example floor plans have been chosen which best represent typical plans. These are subject to change within the range that they are applied to.

1:1,500

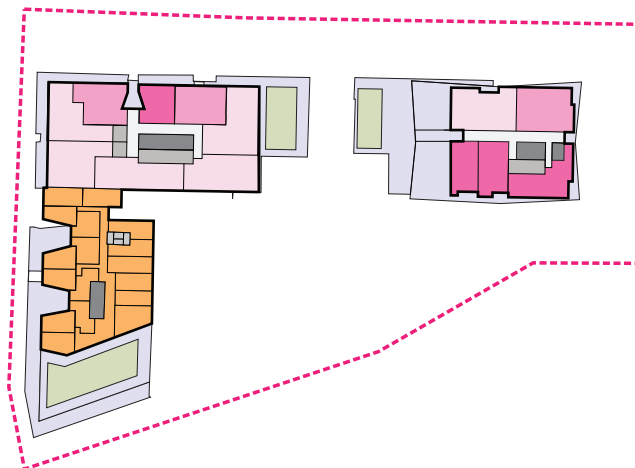
## LEVELS 4 - 11: STUDENT HOUSING+ RESIDENTIAL

Level 4 example shown below



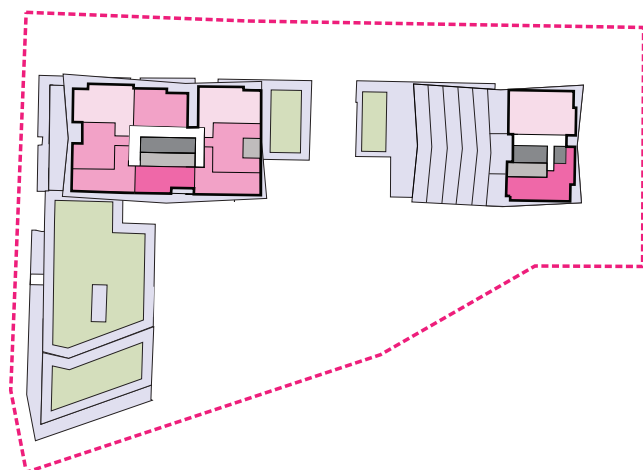
## LEVELS 12 - 13: STUDENT HOUSING+ RESIDENTIAL

Level 13 example shown below



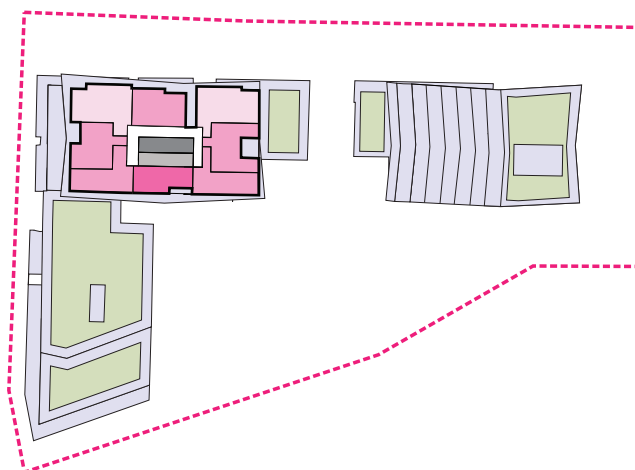
## LEVELS 14 - 19: RESIDENTIAL

Level 18 example shown below. Floor plans vary for Building 1A and Building 2,



## LEVELS 20 - 40: RESIDENTIAL

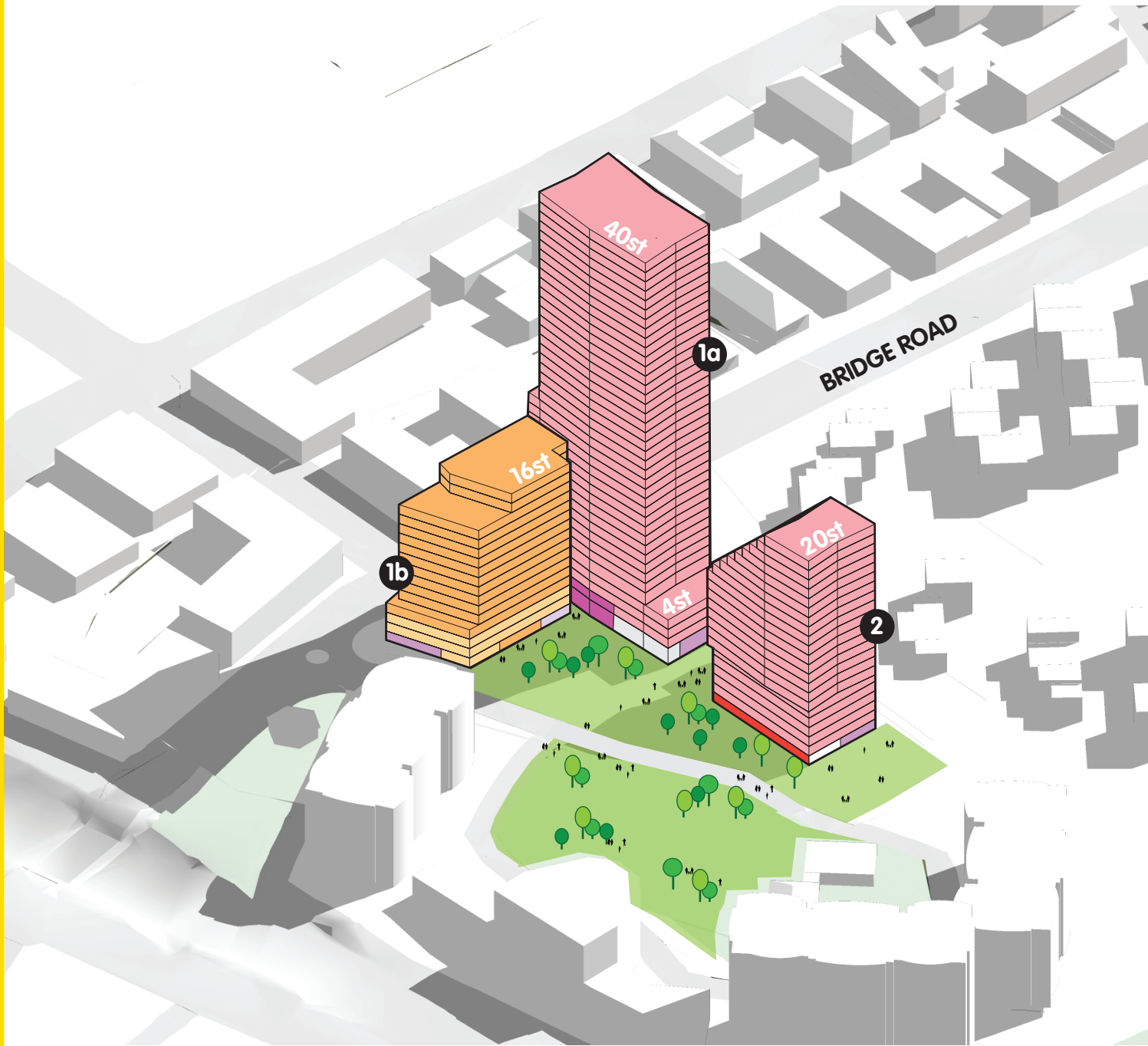
Level 40 example shown below



### LEGEND

Student Housing (25m <sup>2</sup> )	3 Bedroom (90m <sup>2</sup> +)	Private Open Space	Communal Open Space
1 Bedroom (50 - 70m <sup>2</sup> )	Lift Space	Internal Access	Lift Space
2 Bedroom (70 - 90m <sup>2</sup> )		Roof Space	

# \* LAND USE PLAN



## LEGEND

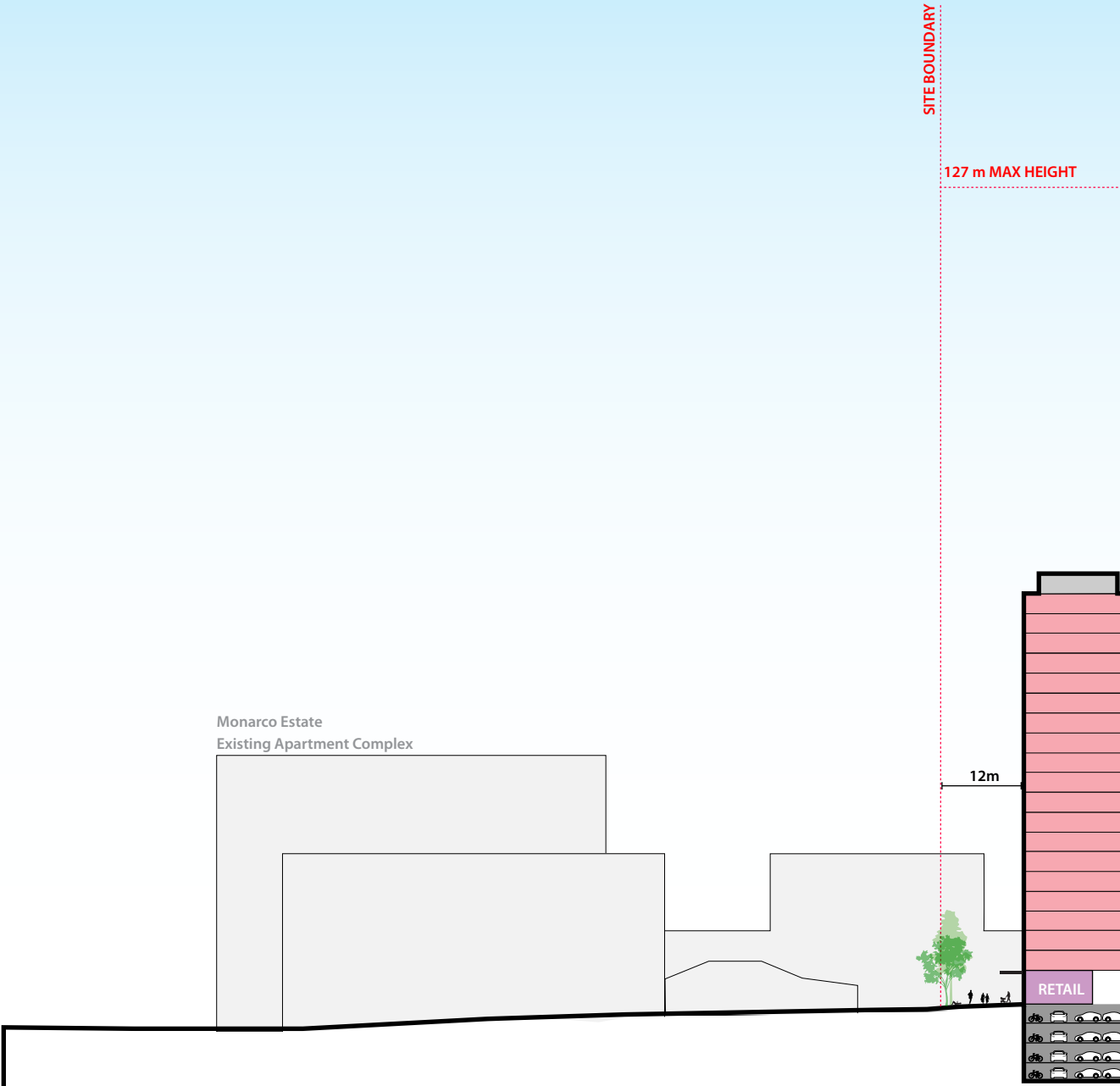
- |  |   |   |
|--|---|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Open Space      | <span style="display: inline-block; width: 15px; height: 15px; background-color: #DDA0DD; border: 1px solid black; margin-right: 5px;"></span> Community Centre | <span style="display: inline-block; width: 15px; height: 15px; background-color: #D3D3D3; border: 1px solid black; margin-right: 5px;"></span> Bike Parking, Storage & Services |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #FFB6C1; border: 1px solid black; margin-right: 5px;"></span> Residential     | <span style="display: inline-block; width: 15px; height: 15px; background-color: #DDA0DD; border: 1px solid black; margin-right: 5px;"></span> Retail           |   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #DDA0DD; border: 1px solid black; margin-right: 5px;"></span> Food            | <span style="display: inline-block; width: 15px; height: 15px; background-color: #FF0000; border: 1px solid black; margin-right: 5px;"></span> Medical Centre   |   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> Student Housing | <span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> NDIS Housing     |   |



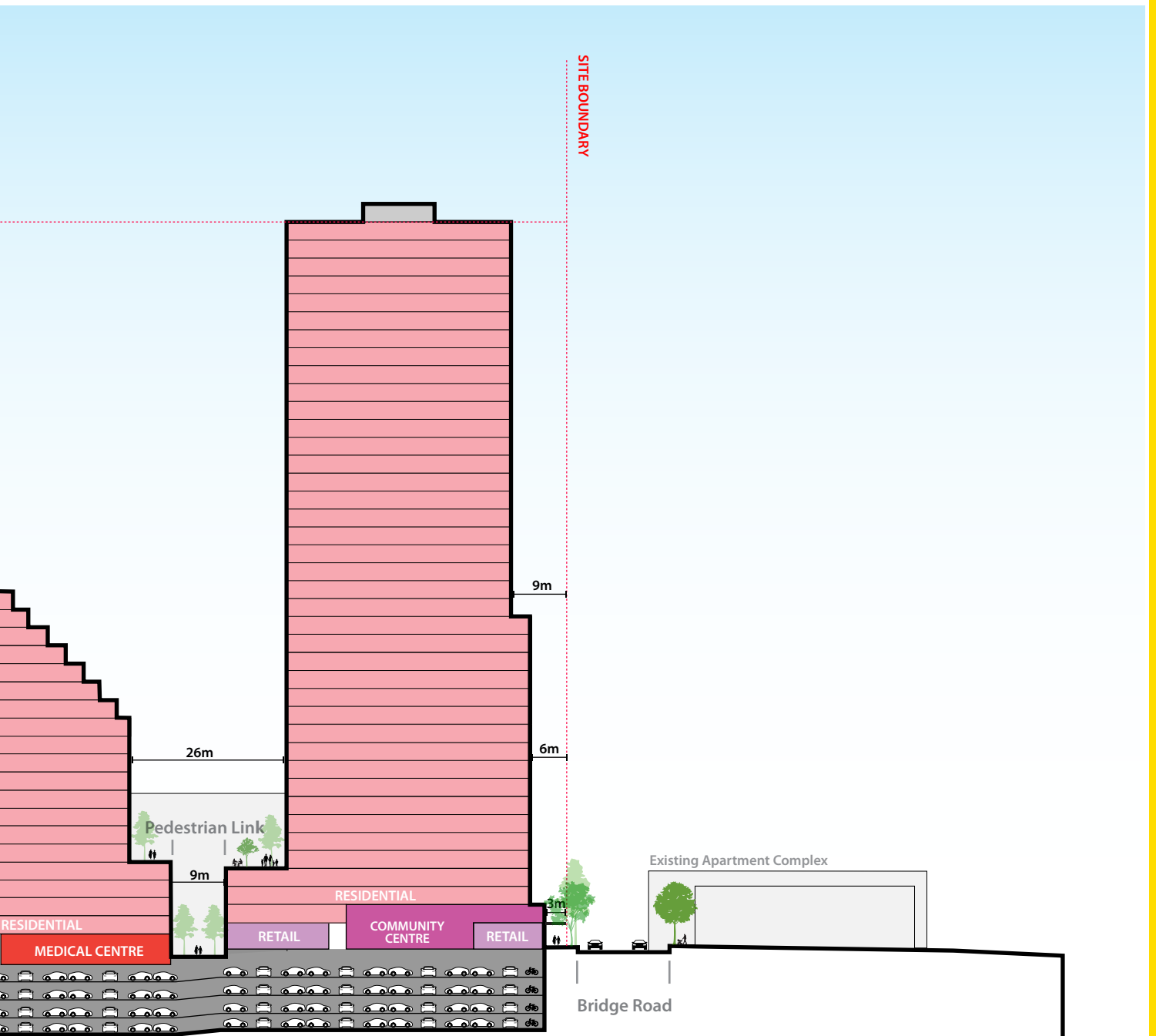
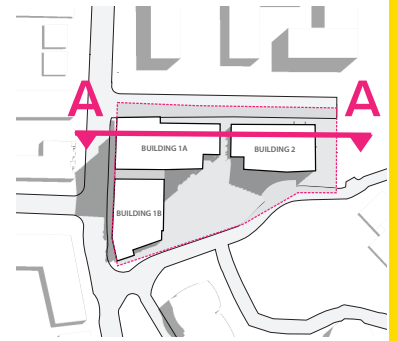
# \* SITE SECTIONS

## SECTION A-A:

1:1,000



## LOCATION PLAN

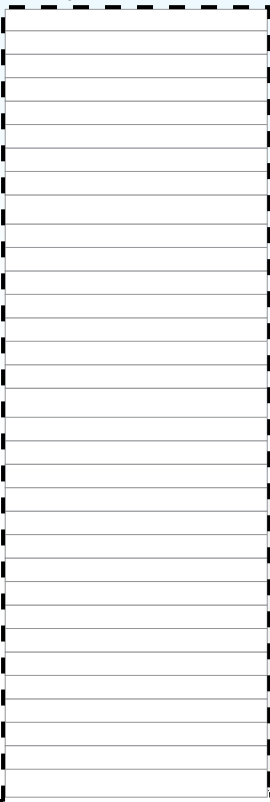


# \* SITE SECTIONS

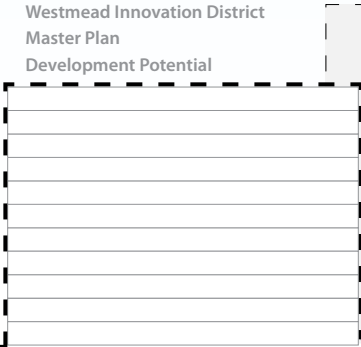
## SECTION B-B:

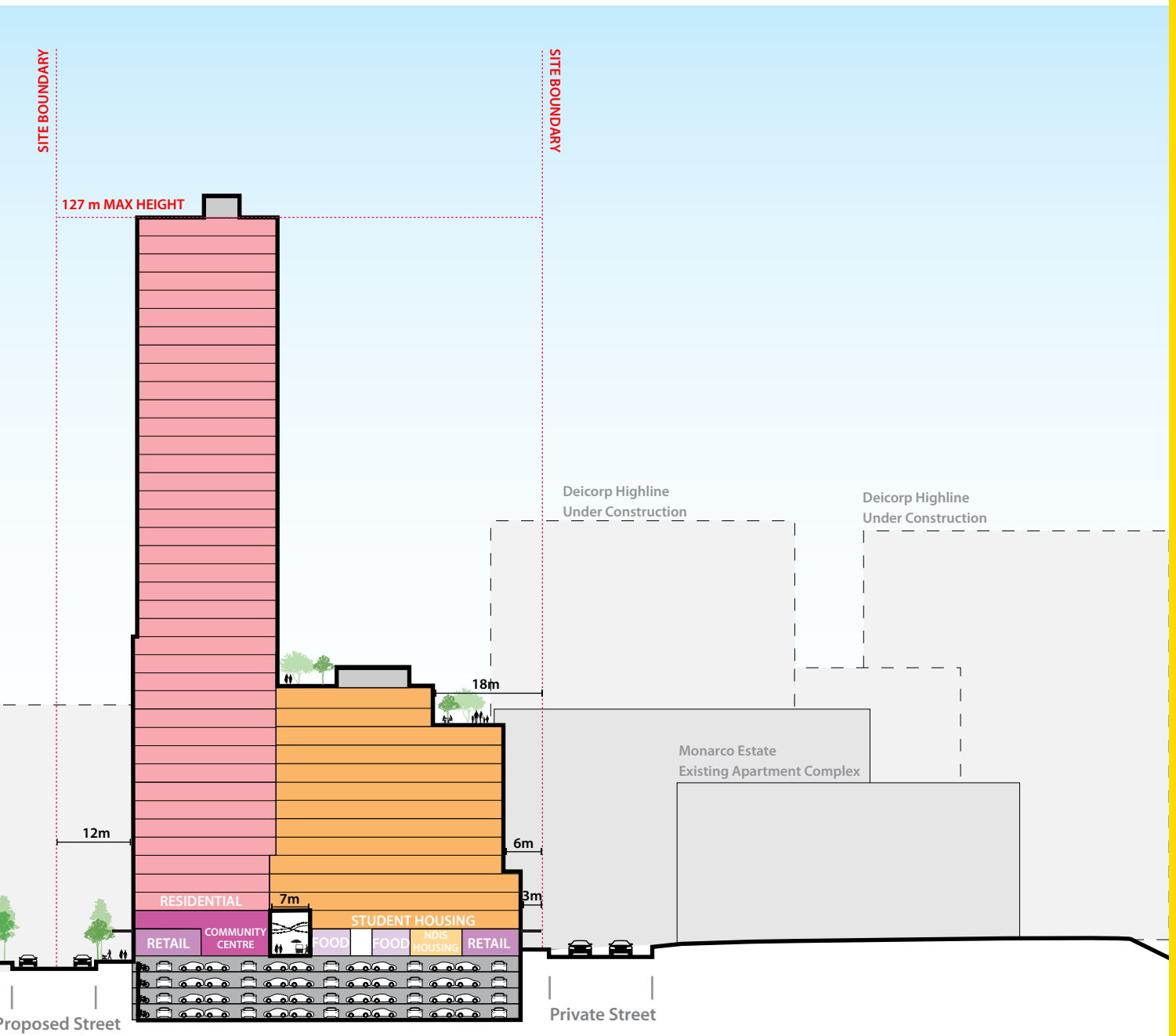
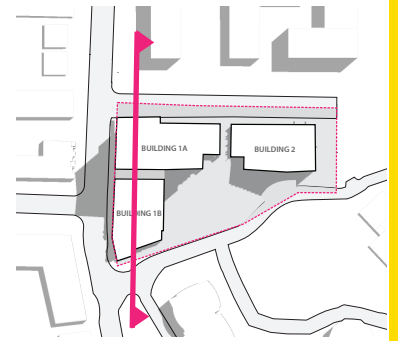
1:1,000

Westmead Innovation District  
Master Plan  
Development Potential



Westmead Innovation District  
Master Plan  
Development Potential

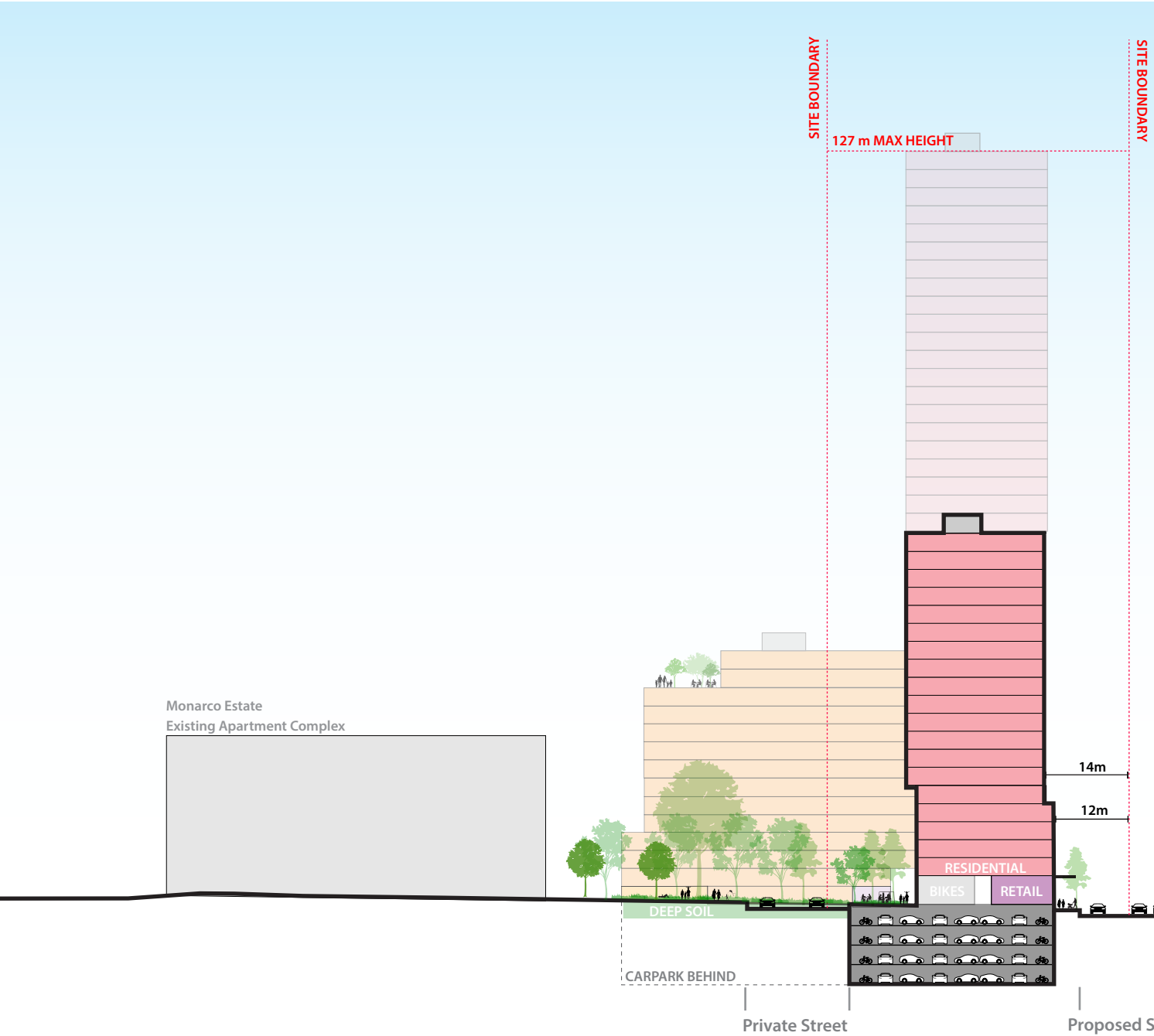




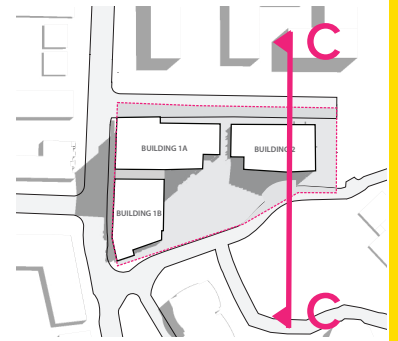
# \* SITE SECTIONS

## SECTION C-C:

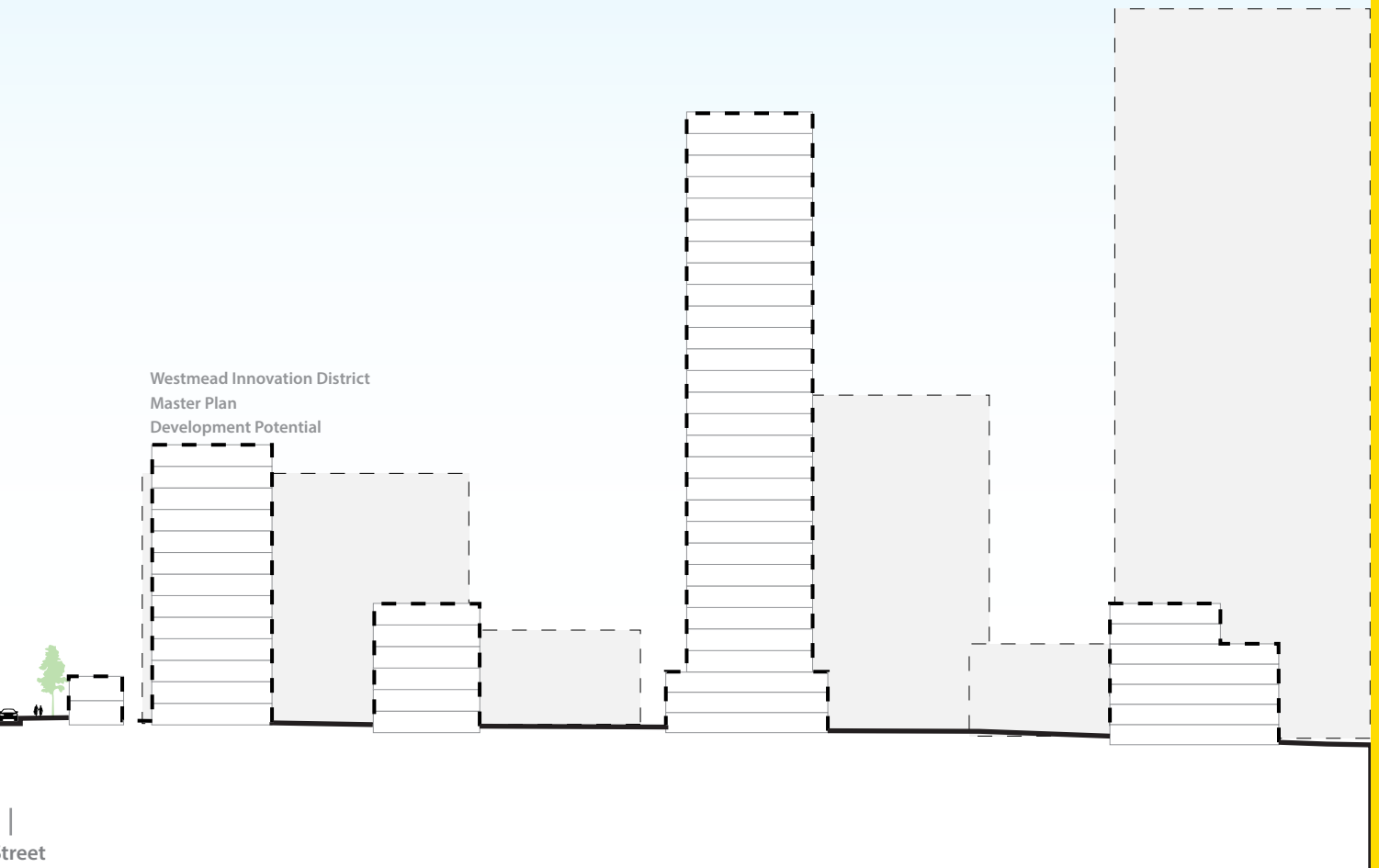
1:1,000



## LOCATION PLAN



Westmead Innovation District  
Master Plan  
Development Potential



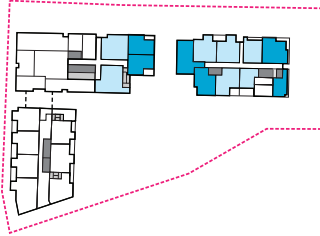
street



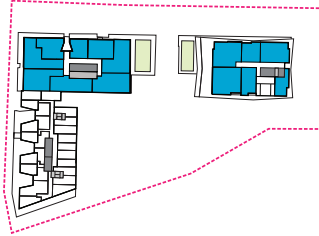


# RESIDENTIAL ADG ANALYSIS

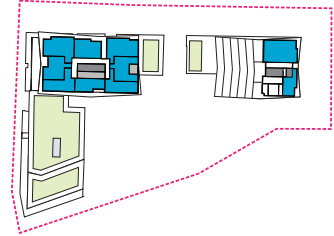
## CROSS VENTILATED APARTMENTS



Level 1



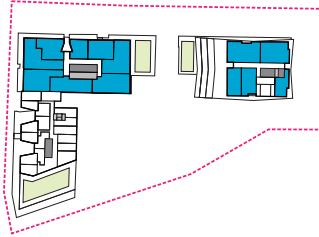
Levels 12-13



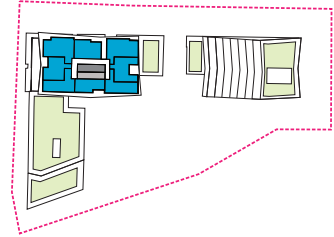
Levels 18-19



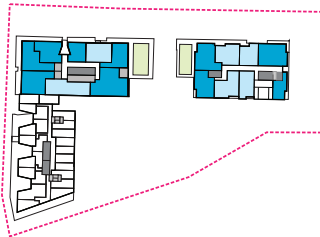
Levels 2-3



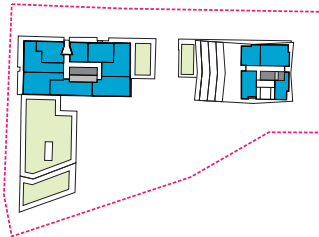
Levels 14-15



Levels 20-40






Levels 4-11



Levels 16-17

**90%** apartments are cross ventilated

### LEGEND

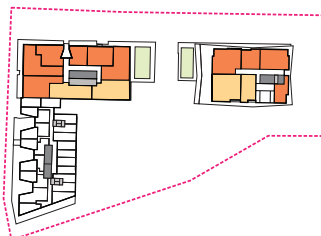
-  Cross-ventilated Apartments
-  Non Cross-ventilated Apartments
-  Non Residential Land Uses



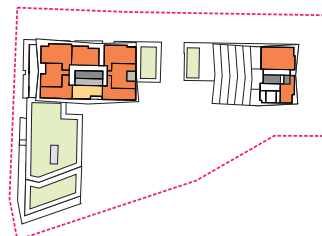
## SOLAR ACCESS TO APARTMENTS



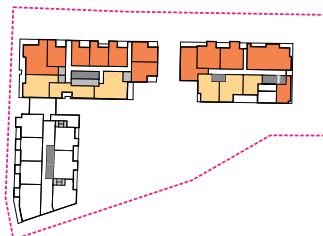
Level 1



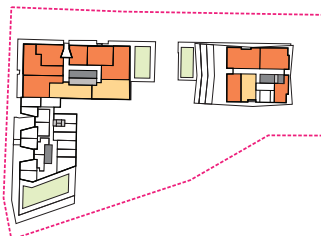
Levels 12-13



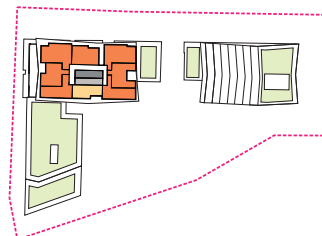
Levels 18-19



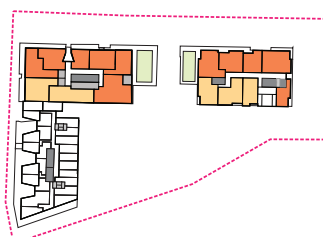
Levels 2-3



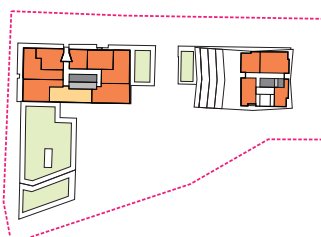
Levels 14-15



Levels 20-40



Levels 4-11



Levels 16-17

**77%** apartments receive  
>2 hrs sun per day

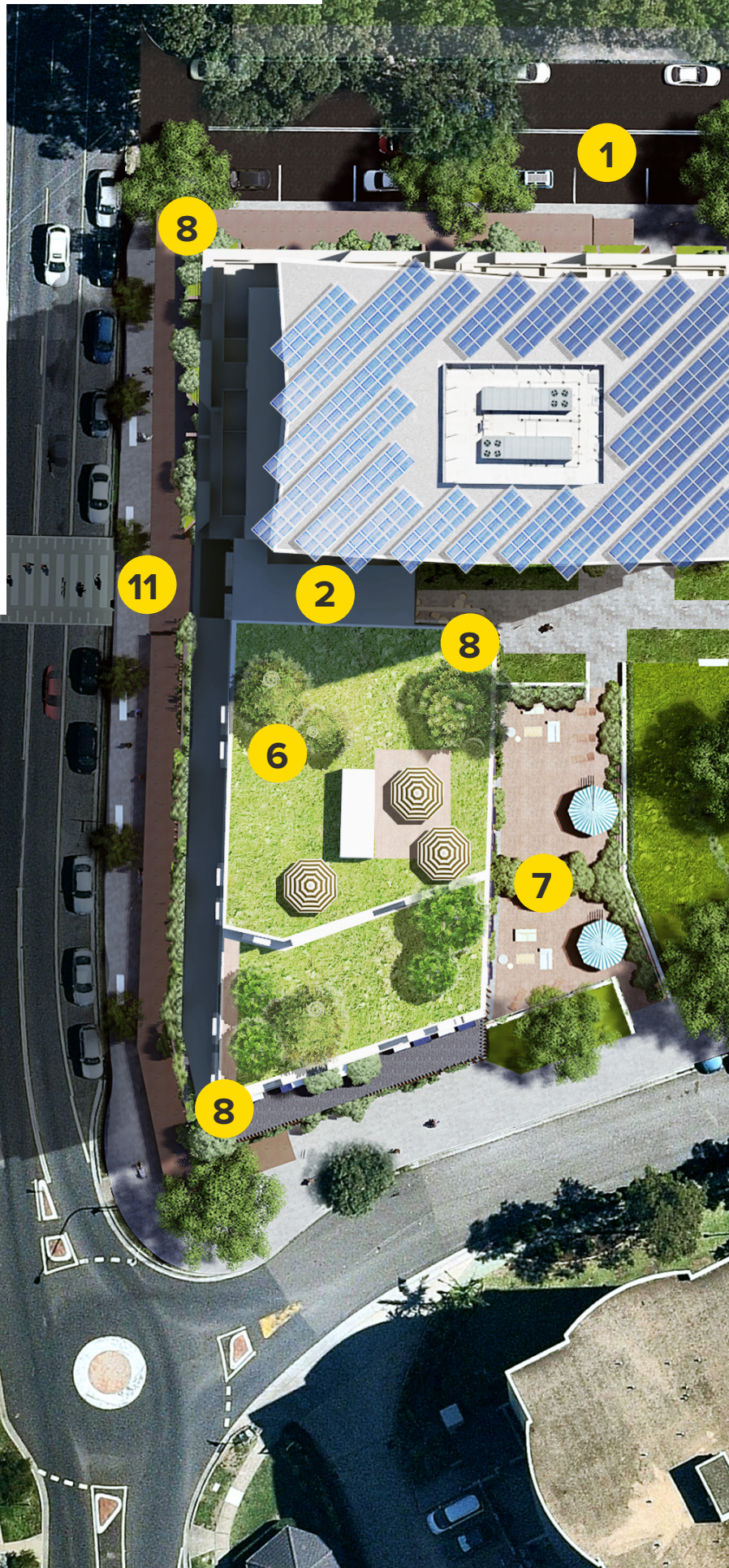
### LEGEND

- > 2 hrs solar access
- < 2 hrs solar access
- Non Residential Land Uses

# landscape plan

1:500

- 1 New local street
- 2 Thru-site link
- 3 Feature/Landmark Figtree
- 4 Turf Area + Playground
- 5 Deep Soil Planting
- 6 Roof Terraces
- 7 Outdoor plaza & hangout
- 8 Activated Corners
- 9 Catenary Lighting
- 10 Future Development Site
- 11 Pedestrian Crosswalk





Thru-site Link



WSUD Bioswales



Pockets of green spaces & green link



Feature seating & porous paving



Catenary Lighting/Art Installation



# \* SOLAR AMENITY STUDY

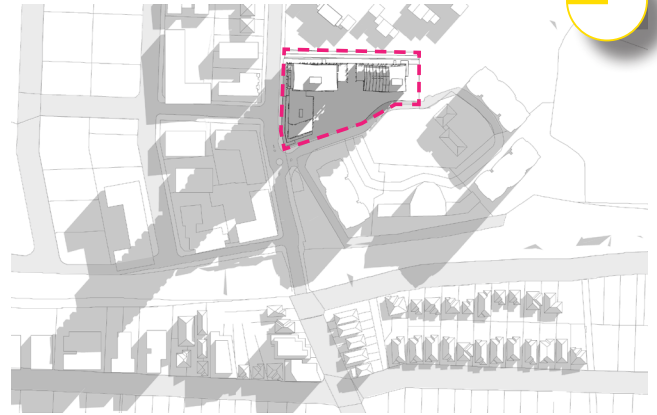
The adjacent diagrams illustrate solar amenity for mid-winter between 9am-3pm on 21 June, detailing the shadow cast with the proposed development.

By analysing this we can better understand how the proposed concept will affect existing overshadowing at each hour. Whilst there is overshadowing to adjoining properties & to the residential properties on the south of the train line, the overall solar objectives of the ADG's are satisfied by the proposal in light of future development, ensuring communal open spaces and adjoining properties receive adequate solar access, particularly apartments to the south west of our site and the Monarco Estate and associated open spaces.

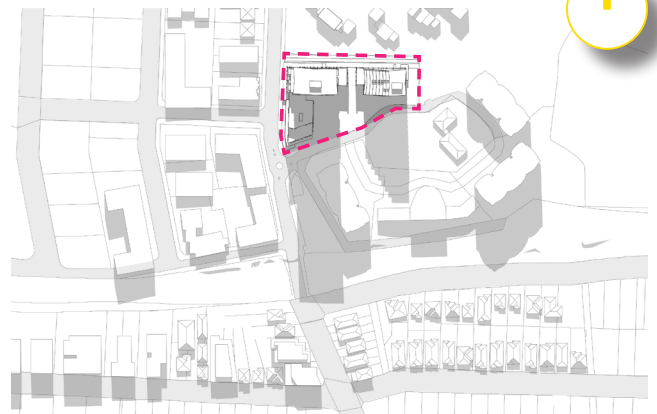
The largest periods of overshadowing to adjoining properties occurs particularly between the hours of 9-10am and 2-3pm. Shadows decrease around midday allowing adjacent properties, apartments and open spaces to receive over two hours of sunlight. Built form south of the rail line, is slightly overshadowed in some parts of the day, however in these locations the extent of overshadowing is minimal, given the access to solar amenity throughout the day. The same can be considered with apartments immediately west of our side, achieving the required solar access from 11am onwards.

The Monarco Estate, receives solar access from 9-11am and is slightly affected at 12pm. Overshadowing increases from 1pm to 3pm. As the apartments are orientated in different directions, each building benefits from solar access at different times of the day. In order to understand the impact of the proposed shadow in more detail we analyse the amount of sun accessible to each building at Monarco Estate on the following spread comparing existing condition with the proposed scenario.

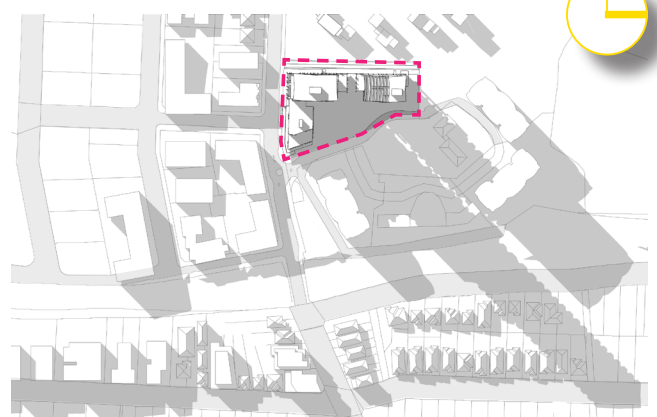
9 AM



12 PM



3 PM

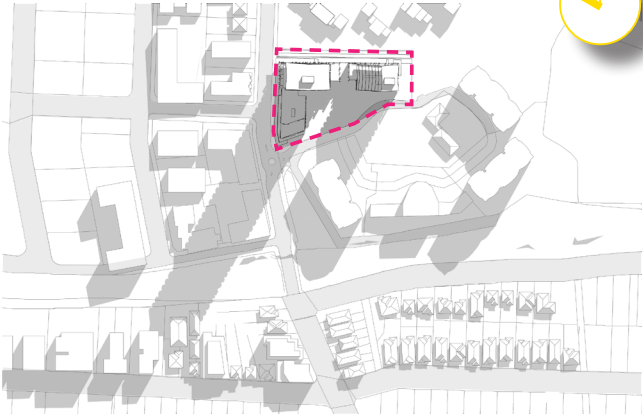


## LEGEND

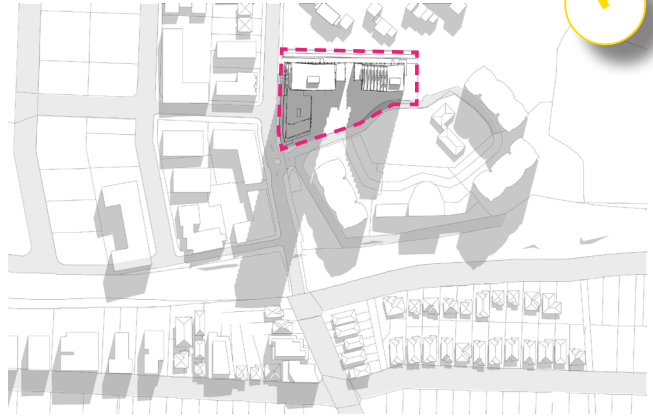
--- Site Boundary



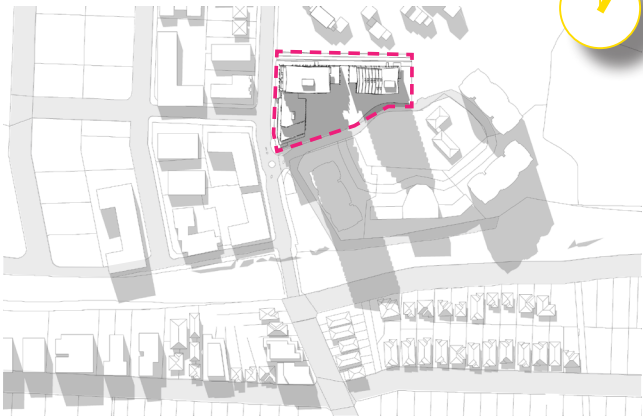
**10 AM**



**11 AM**



**1 PM**



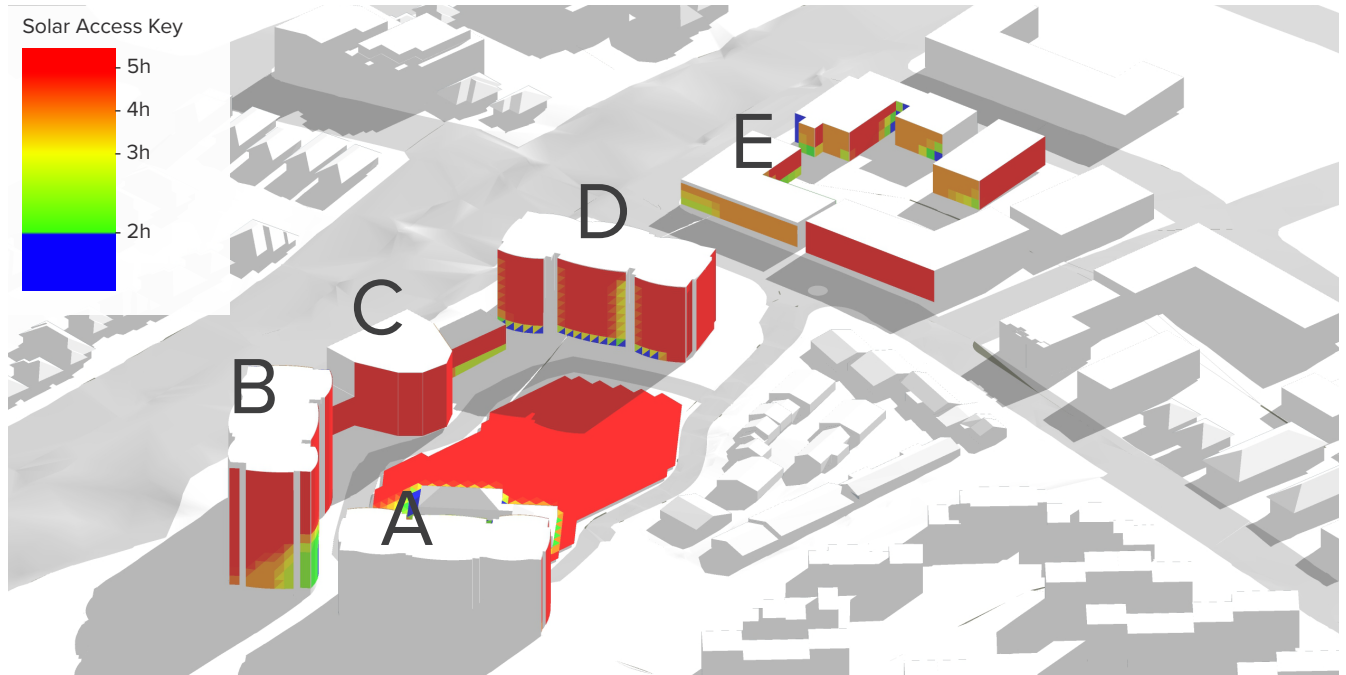
**2 PM**



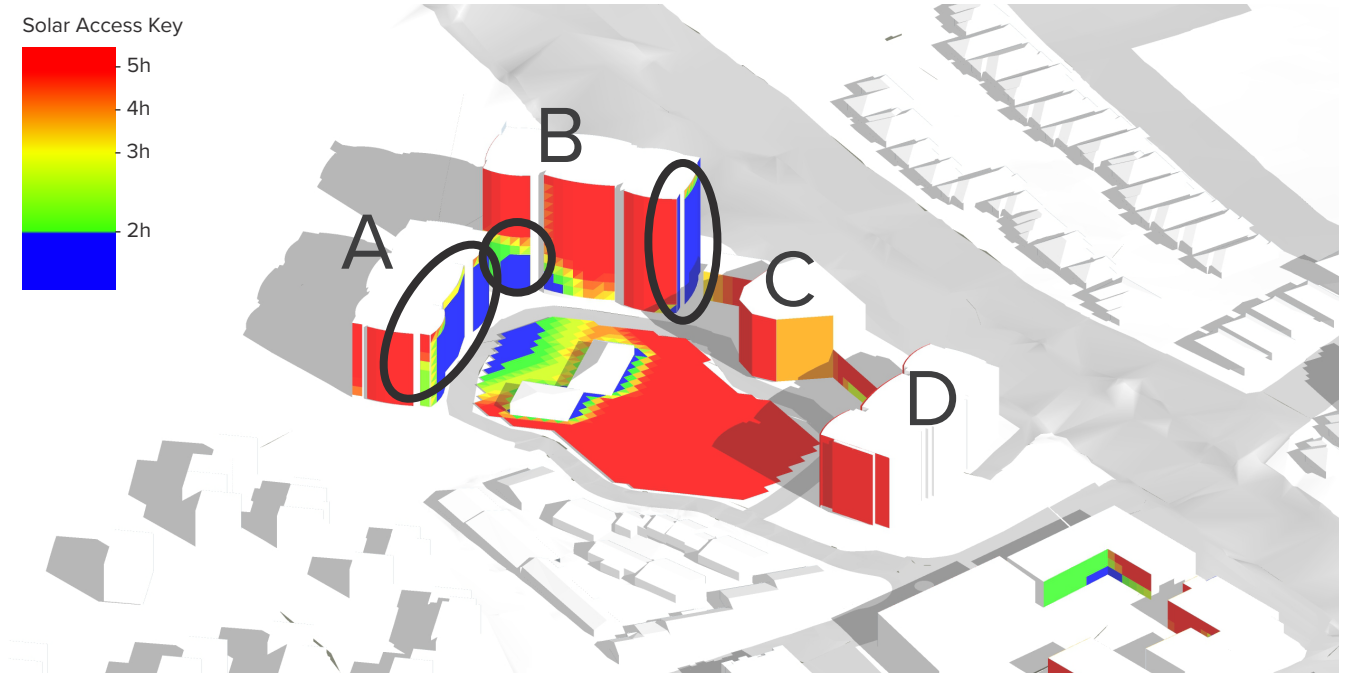
# \* SOLAR AMENITY ANALYSIS

The following diagrams illustrate the proposed overshadowing for 93 Bridge Road to adjacent apartment buildings on 21 June, comparing the existing condition versus our proposed concept. The proposal impacts solar amenity, as seen below, however maintains minimum solar access requirements as per the ADG's. Currently, certain facades oriented south and west of the Monarco Estate receive less than 2 hours of sun on 21 June (Buildings A & B), our proposed built form doesn't effect these facades further.

## EXISTING OVERSHADOWING (SOUTH WEST)



## EXISTING OVERSHADOWING (SOUTH EAST)

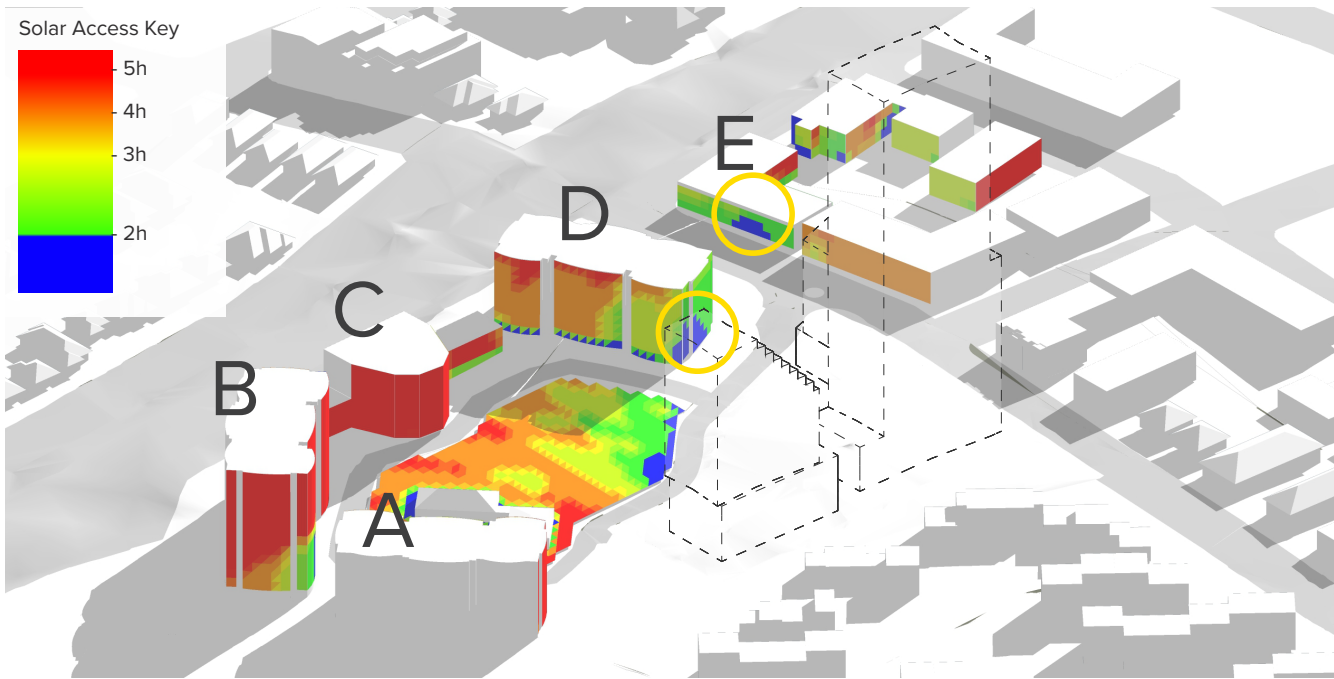


## LEGEND

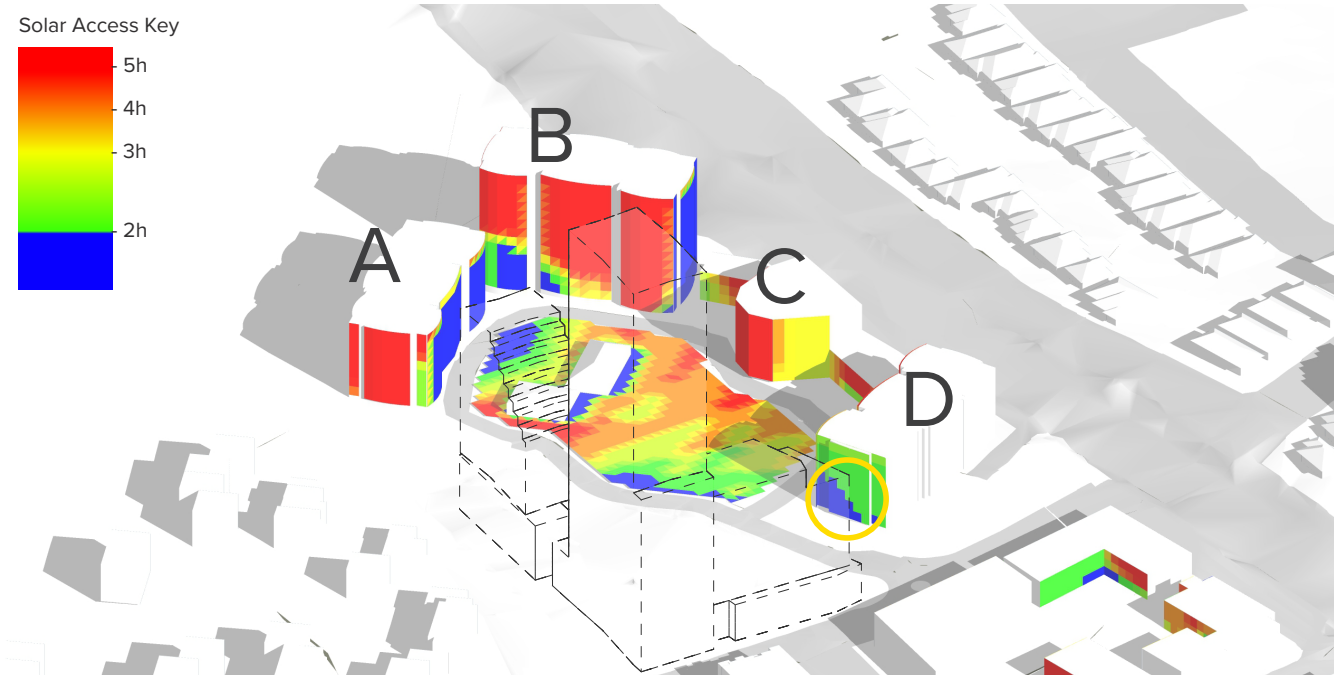
○ Facades Currently Receiving <2 hours of sun

As seen below there is some impact to neighbouring apartments (compared with the existing condition) in two examples. We analyse the floor plans of these apartments to determine how many apartments are affected. Whilst there is some additional impacts to adjacent/nearby buildings, it is considered minimal due to building layout and floor plan design. The buildings affected by the Micro Hub scenario are apartments in Monarco Estate (Building D) as well as apartments on corner of Bridge Rd/Wentworth Ave (Building E).

**PROPOSED OVERSHADOWING (SOUTH WEST)**



**PROPOSED OVERSHADOWING (SOUTH EAST)**

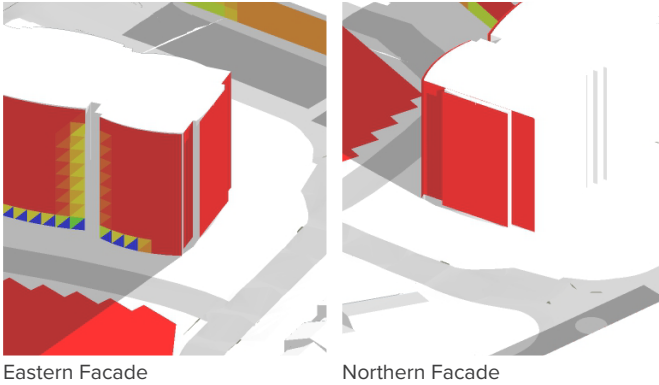


**LEGEND**

 Impacted Facades Receiving <2 hours of sun

# \* SOLAR AMENITY IMPACT ANALYSIS

## 1. MONARCO ESTATE (BUILDING D)



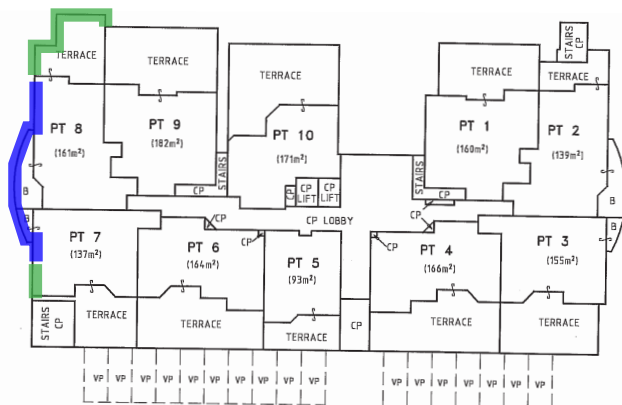
### EXISTING

Solar Amenity >2 hrs sun <2 hrs sun

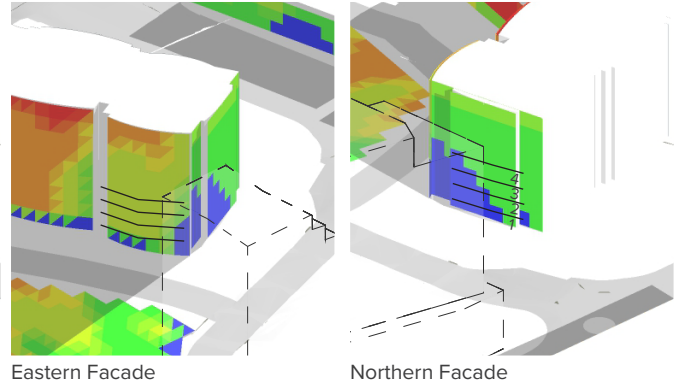
Habitable Rooms **Apart 18** All Other

Private Open Space

The impact of overshadowing to the northern side of the Block D is increased from the existing scenario. The northern facade features balconies and openings to habitable rooms (bedroom and living). However as the some affected apartments have primary private outdoor open spaces (terraces and living) orientated east, these spaces achieve more than two hours sun (green), therefore remaining compliant as per ADGs. Majority of apartments adjacent are shown to have some living bedrooms affected. Thus it is considered that from this analysis that only apartment 18 is directly affected and experiences a reduction of solar access to primary living spaces.

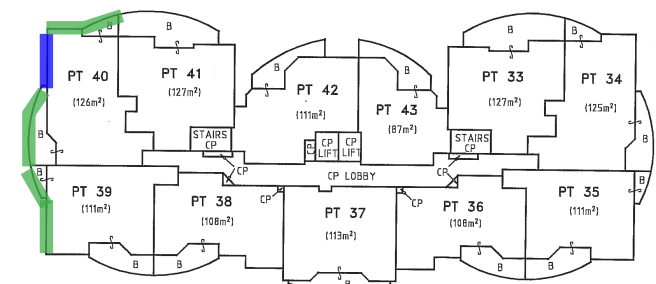
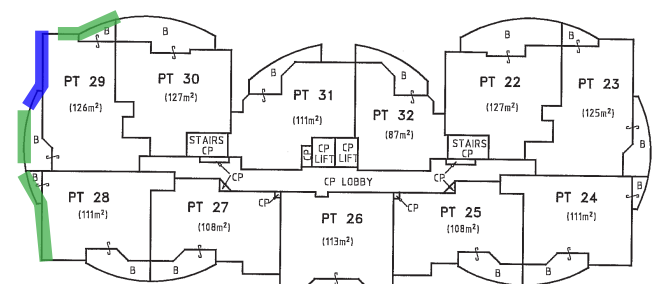
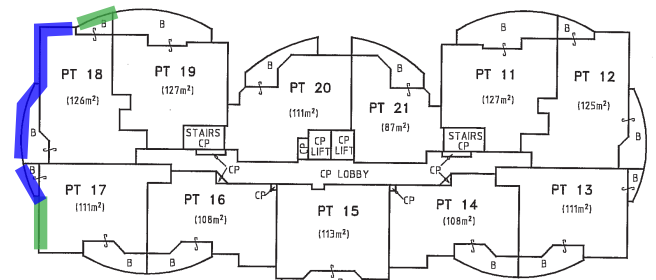


Basic Floor Plan Configuration for Block D



### PROPOSED

**1/98** Dwellings **AFFECTED**



Basic Floor Plan Configuration for Block D

Reduction Ratio 1:

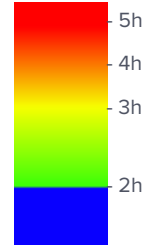
KEY for adjacent floor plan analysis:

- 5+ hours sunlight
- 4 hours sunlight
- 3 hours sunlight
- 2-3 hours sunlight
- <2 hours sunlight

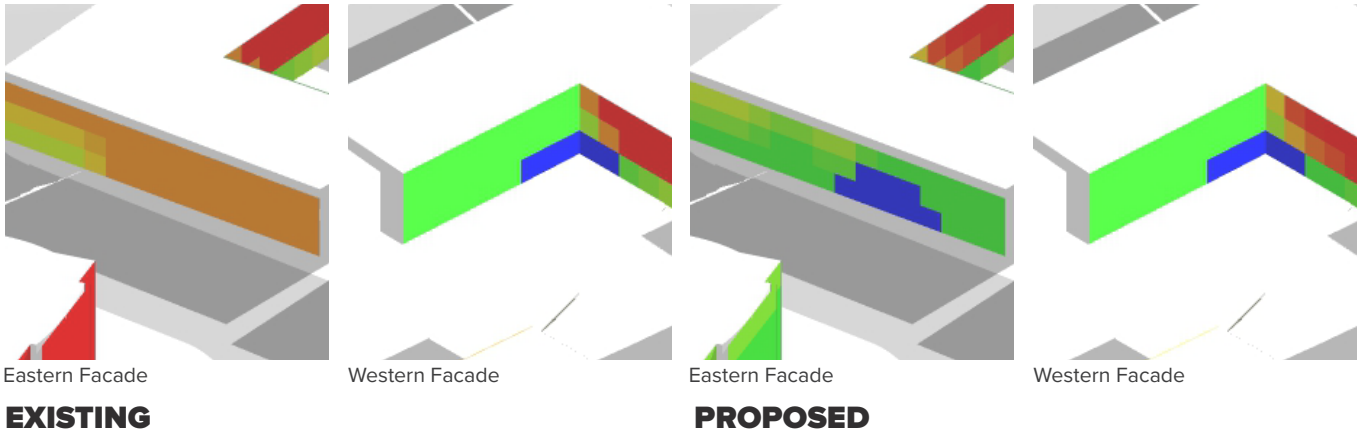
HAB - Habitable

NON - Non habitable

Solar Access Key



## 2. BRIDGE RD/WENTWORTH AVE APARTMENTS (BUILDING E)



Solar Amenity >2 hrs sun <2 hrs sun

Habitable Rooms



Private Open Space



0/30 Dwellings  
AFFECTED

The eastern facade is affected by the proposed development, however it is not yet known how many apartments may be affected. Based on preliminary studies it is revealed that 4 apartments are affected on the eastern facade. As these apartments are single loaded, there would be sufficient solar access to the west (rear of the building) to courtyard and balcony spaces that receive over 2 hours of sun on 21 June. Whilst habitable openings and stair access orientate east, there would be additional habitable and private open spaces orientated west (pending further investigation into floor plans). Thus it is considered that 0/30 apartments are affected.



Bridge Road Facade Adjacent to our Site

# \* CAR PARKING

## A PLACE BASED APPROACH

The required residential parking provision in accordance with the DCP requires 648 car parking bays in total, whilst RMS guidelines (prescribed by the ADG's/SEPP 65) recommends 396 parking bays. The RMS Guidelines prescribes a 39% reduction of Councils DCP requirements. Given the sites location to existing and future transport networks (significant investment) as well as close proximity between various land uses and places of employment and study, it is recommended that the RMS provision is achieved and adopted. The total parking for residential, supportive uses, motorbike, and accessible parking (836) would require an approximate basement GFA of 25,100sqm (30sqm/bay). This formula of 30sqm/bay includes ingress/egress and internal movement through the basement levels. Given the proposed building envelope and basement design (4,700sqm/level), this would require 5.3 levels of basement car parking. It is considered that this model does not suit the a place specific approach, given the sites location with the WID and proximity to existing/future public transport.

As per the recommendations of the District Plan we have adopted a necessary and transit oriented, place-based approach to car parking to achieve the best possible sustainability outcomes, for car parking. For the Micro Hub, we propose a total of 572 car parking bays for residential (396) , supportive uses (124) and accessible/disabled parking (52) as well as 60 motorcycle spaces distributed across 4 levels of basement car parking. In addition, 272 bicycle parking spaces are provided, this includes spaces provided in the basement levels and within bicycle parking stations on the ground floor. Thus, as per the required figures, The Mirco Hub remains compliant. The car parking offset is determined in relation to the RMS requirements as well as the convenience, frequency and accessibility of transport as well as the proximity to District Centre, as per the intent of the ADGs. Compliant bicycle parking ensures the promotion of cycling and alternative methods of transport, within close proximity to a future cycle network for Westmead and Greater Parramatta.

Specialty retail and cafes are designed to complement the other uses at the Micro Hub, such as the Medical Centre's consulting rooms. Similarly, the Food Alley is designed to cater for students and residents living at the Micro Hub. Therefore, these uses would not generate any car trips and subsequently only a small amount of parking is to be provided for staff use.

The proposed scenario optimises the Housing and Sustainability priorities of the Central City District Plan 2018 and is considered appropriate due to the close proximity (7min walk) of regional transit networks

(existing train stations x2, bus & T-Way Bus services, the confirmed Parramatta Light Rail and the future Metro West alignment). This will have a direct impact on reducing car dependency and CO2 emissions, minimising the requirement for private car usage as well as increasing and encouraging public transport usage, walking and cycling within the WID. A reduced parking provision will create a better urban design outcome for our site, the surrounding streetscapes (reducing congestion) and improve the quality of place for the Mirco Hub.

## CAR PARKING REQUIREMENTS

Residential Flat Building, Multi dwelling housing:

- 1 space per 1 bedroom unit (77)
- 1.25 spaces per 2 bedroom unit (281)
- 1.5 spaces per 3 bedroom unit (183)
- 0.25 visitor space per dwelling (106)
- 1 car wash bay (1)

**RESIDENTIAL SUB TOTAL 648**

Specialty Retail, Food & Beverage

- N/A - Refer to Traffic Report

Community Centre (Library/Museum Provision Used):

- 1 space per 50sqm GFA (20)

Student Accommodation:

- 1 space per 10 units (30)

Medical Centre (PLEP or SLEP Provision Used):

- PLEP 1 parking space per 300sqm GFA (min) (3)
- SLEP: 2 space per consulting room (max) (14)

NDIS Housing (ARHSEPP 2009 Used):

- 0.5 space per room (34 rooms in 23 units) (17)

**SUPPORTIVE USES SUB TOTAL 81**

**TOTAL 729**

## ACCESSIBLE PARKING REQUIREMENTS

Accessible Parking:

- Varied Rate for all uses (47)

**TOTAL 47**

## MOTORBIKE PARKING REQUIREMENTS

Student Accommodation:

- 1 motorcycle per 5 units (60)

**TOTAL 60**

## BICYCLE PARKING REQUIREMENTS

RESIDENTIAL USES

Residential Flat Building, Multi dwelling housing:

- 1 bicycle space per 2 dwellings (212)

SUPPORTIVE USES

Student Accommodation:

- 1 Bicycle space per 5 units (60)

**TOTAL 272**

## RMS PARKING REQUIREMENTS

Residential Flat Building, Multi dwelling housing:

- 0.4 space per 1 bedroom unit (31)
- 0.7 spaces per 2 bedroom unit (158)
- 1.2 spaces per 3 bedroom unit (146)
- 1 visitor space per 7 dwellings (61)

**TOTAL 396**

### PARKING RATES

	UNITS	%
Residential	648	78%
Supportive Uses	81	9%
Accessible	47	6%
Motorbike	60	7%
<b>Total Car Parking</b>	<b>836</b>	<b>100%</b>
Residential Bike	212	78%
Other Uses Bike	60	22%
<b>Total Bicycle Parking</b>	<b>272</b>	<b>100%</b>

### RMS PARKING RATES

	UNITS	%
Residential Car	396	100%
<b>Total Car Parking</b>	<b>396</b>	<b>100%</b>

### PARKING PROVIDED

	UNITS	%
Residential Car Parking	396 (RMS Compliant)	63%
Supportive Uses	124 (Compliant/ surplus)	20%
Accessible/Disabled	52 (Compliant)	8%
Motorbike	60 (Compliant)	9%
<b>Total Car Parking</b>	<b>632</b>	<b>100%</b>
<b>Total Bicycle Parking</b>	<b>272</b> (Compliant)	<b>100%</b>

# \* ADG COMPLIANCE

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

	CRITERIA	REQUIREMENT	RESPONSE
<b>DEVELOPING THE CONTROLS</b>			
2A	Primary Controls	Demonstrate context responsiveness	Compliant – Proposal demonstrates a transit oriented & context responsive design process responding to local context, proximity to the station, the future transition transition between high-intensity medical uses and neighbouring medium-density housing, expected future growth of the Planned Precinct and transformation expected within the greater Innovation District. Solar amenity has been considered to generate building envelope.
2B	Building Envelopes	Carefully test primary controls	Compliant – The submitted concept optimises the contribution to the local context, public and commercial feasibility, whilst providing precinct supportive uses at a micro scale. The proposal enhances the pedestrian network and accessibility, providing 12m of road reserve for a future street and 3x through-site links and creating additional public open space. Demonstrates public and commercial feasibility.
2C	Building Height	Site specific building envelopes	Compliant – Two vertical towers have been proposed synthesising solar amenity, solar envelope, adjoining street-scape character and future built form, and desire to create a quality pedestrian experience and human scale with the setting back and articulation of taller building elements.
2D	Floor Space Ratio	Floor space ratio aligns with desired density and provides opportunity for articulation	Compliant – The proposed FSR is an outcome of a context responsive design process providing the desired density and significant opportunity for building articulation, whilst replicating FSR approved in nearby developments (4.5:1 Residential) with added public benefit (1.5:1 Precinct Supportive Uses).
2E	Building Depth	12 – 18m for adequate daylight and natural ventilation. Greater building depths with increased building articulation, perimeter wall depth and where higher ceilings provided (e.g. building reuse).	Compliant – Proposed buildings have apartment building depths ranging between 20m -22m. It is demonstrated that the layouts achieve acceptable amenity with room and apartment depths (cross ventilation and solar access). Significant building articulation and increased perimeter wall length has been included.
2G	Street Setbacks	Determine street setback controls relevant to desired streetscape character, including increased setbacks where street or footpath widening is desired.	Compliant – The proposed design provides 3m setback to Bridge Road (non residential land uses), 12m to the north of the site (dedicated to road reserve), 3m-12m south of site to the private access road (non residential land uses) which includes public open space, green spaces and deep soil planting.
2H	Side and rear setbacks	NA	Compliant - The western boundary setback (detention basin) maintains a setback of 12m to the boundary. This widened public space adjacent creates a better pedestrian experience.

## CRITERIA REQUIREMENT RESPONSE

### SITTING THE DEVELOPMENT

3A	Site analysis	Site analysis demonstrates decisions have been based on local opportunities and surrounding context	Compliant – The design sequence diagrams in the Planning Proposal demonstrate decisions have been based on local opportunities unique to this site.
3B	Orientation	Buildings respond to streetscape and solar amenity.	Compliant – Buildings envelopes address multiple street frontages and pedestrian lanes, particularly the addition of a corner building statement to Bridge Road/New Street while still ensure existing solar amenity of surrounding properties is not adversely impacted. This is explained further in the Solar Analysis.
3C	Public Domain Interface	Transition between private and public domain is achieved without compromising safety and security.	Compliant – The proposal significantly improves the transition between the private and public realm. The central open space is the focus of the project to create a better place for people, which feeds into the pedestrian network connecting our site with adjoining sites and nearby nodes.
3D	Communal Open Space	Communal open space has a minimum area of 25% of the site area achieving a minimum of 50% sunlight for 2hrs between 9am and 3pm on 21 June.	Compliant – With a developable land area (those sites with residential uses only) of 8,663m <sup>2</sup> the proposal requires 2,165 m <sup>2</sup> of communal open space. The proposal provides a total of 4,590m <sup>2</sup> of communal open space on the rooftop, podium and ground floor levels. Of this total 3,440 m <sup>2</sup> is publicly accessible, with the remaining 1,150m <sup>2</sup> being for private communal open space only. The communal open space receives adequate sunlight.
3F	Visual Privacy	Minimum separation between windows and balconies is  1-4 storeys: 3m – 6m 5-8 storeys: 4.5m to 9m 9 storeys plus: 6m to 12m	Compliant – The proposal provides minimum separation for apartment buildings to facilitate compliance during detail design.
3G	Pedestrian Entries	Building entries connect to the public realm, are easy to find and large sites provides key pedestrian links.	Compliant – The proposal provides for direct building entries from the adjoining public realm.
3H	Vehicle Access	Vehicle access points are safe and minimise conflict.	Compliant – Vehicle access and waste management area are provide on the south of the site with access from the existing Private Access Road.

# \* DEVELOPMENT SUMMARY

## GROSS FLOOR AREA

Floor area of each floor of a building measured from the external walls of the building measured at a height of 1.4 metres above the floor, excluding:

- Any area for common vertical circulation, such as lifts and stairs;
- Any basement, plant rooms, lift towers;
- Car parking to meet any requirements of the consent authority (including access to that car parking);
- Any space used for the loading or unloading of goods (including access to it),
- Terraces and balconies with outer walls less than 1.4 metres high, and;
- Voids above a floor at the level of a storey or storey above.
- ASSUME 74% EFFICIENCY RESIDENTIAL
- ASSUME 90% EFFICIENCY OTHER (NON RES)

## YIELDS

FSR: The ratio of overall Gross Floor Area to the whole development site area.

FSR Asking for:	6:1
Residential GFA:	38,983 sqm
Other GFA:	12,994 sqm
TOTAL GFA:	51,977 sqm
Retail GFA:	756 sqm
Community Centre GFA:	1,000 sqm
Medical Centre:	929 sqm
Food & Beverage:	441 sqm
Student Accommodation:	7,606 sqm
NDIS Family Accommodation:	2,262 sqm

## RESIDENTIAL APARTMENT MIX

	UNITS	%
1 Bed	77	18%
2 Bed	225	53%
3 Bed	122	29%
<b>Total Apartments</b>	<b>424</b>	<b>100%</b>
<b>Affordable Housing</b>	<b>21</b>	<b>5% of Total</b>

## OTHER USES MIX

	UNITS	%
Student Accommodation	300	93%
NDIS Patient/ Family Housing	23	7%
<b>Total Alternative/ Affordable Units</b>	<b>323</b>	<b>100%</b>
Retail	6	30%
Food & Beverage	7	35%
Medical Suites	6	30%
Community Centre	1	5%
<b>Total Other</b>	<b>20</b>	<b>100%</b>

## PARKING PROVIDED

Residential Car Parking	396 (RMS Compliant)	63%
Supportive Uses	124 (Compliant/ surplus)	20%
Accessible/Disabled	52 (Compliant)	8%
Motorbike	60 (Compliant)	9%
<b>Total Car Parking</b>	<b>632</b>	<b>100%</b>
<b>Total Bicycle Parking</b>	<b>272 (Compliant)</b>	<b>100%</b>



# visual analysis

*"Built and natural environments are collectively and ultimately tangible records of history. Both are cultural assets that represent a long-term investment for generations to come.."*

PROFESSOR LAURA LEE, BETTER PLACED. 12



# \* VISUAL ANALYSIS

A preliminary visual analysis has been undertaken to understand proposed building envelope and its relationship to public spaces and the transition to existing built form on adjacent streets. We highlight various improvements to pedestrian experience and site conditions previously identified in the Report.

VIEW 1: View of the landmark corner associated Community Centre, looking west down new local street



VIEW 2: Pedestrian Thru-site link from Bridge Road looking East towards Food Alley and Community Centre



VIEW 3: View north from Monarco Estate towards our site into the Park/Playground



VIEW 4: Corner of Bridge Road and Private Access Road looking north along Bridge Road



# \* VISUAL ANALYSIS

VIEW 5: Alternative View within central open space area looking north west



VIEW 6: New Bridge Road Streetscape, Westmead Community Centre Thru-site link





WESTMEAD  
COMMUNITY CENTRE



# planning controls

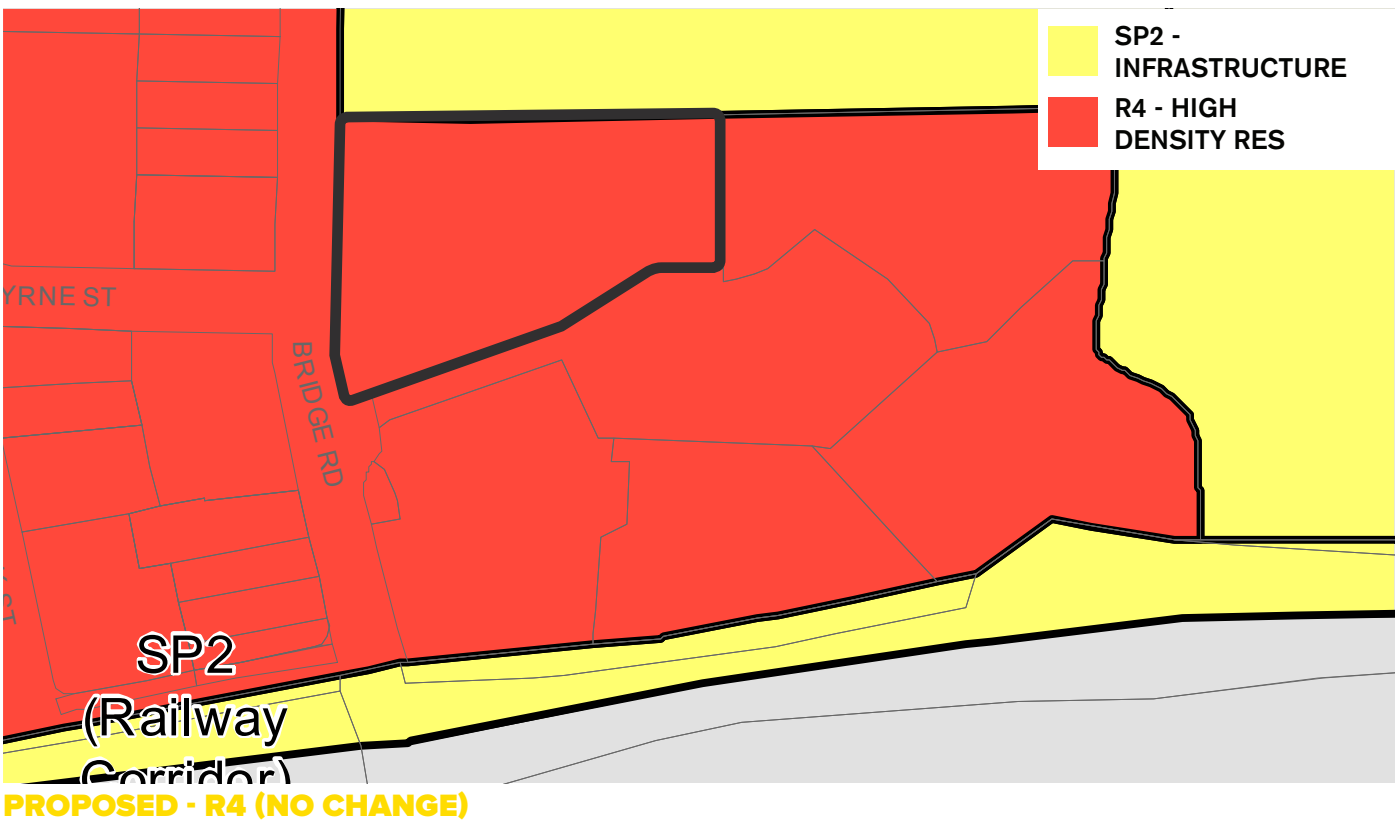
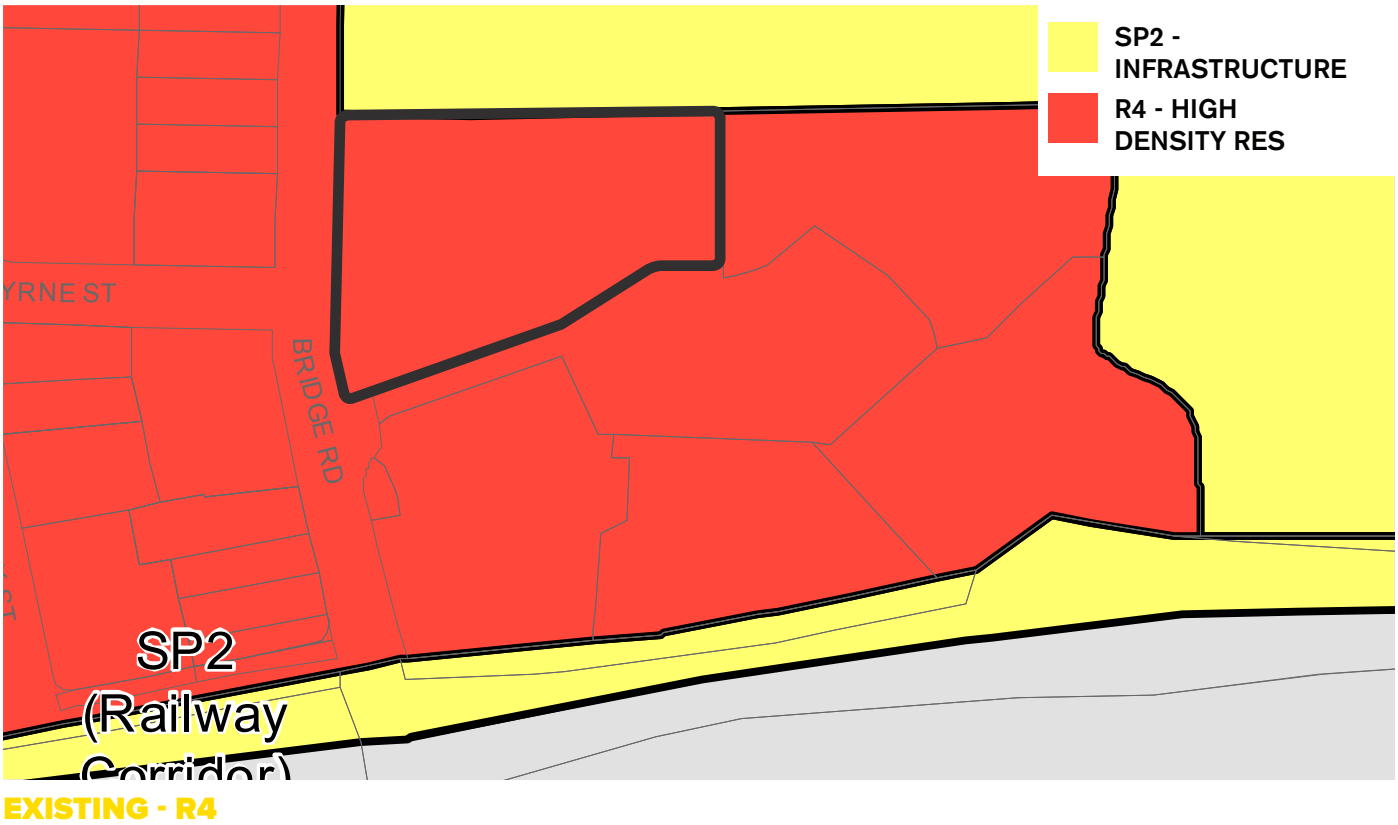
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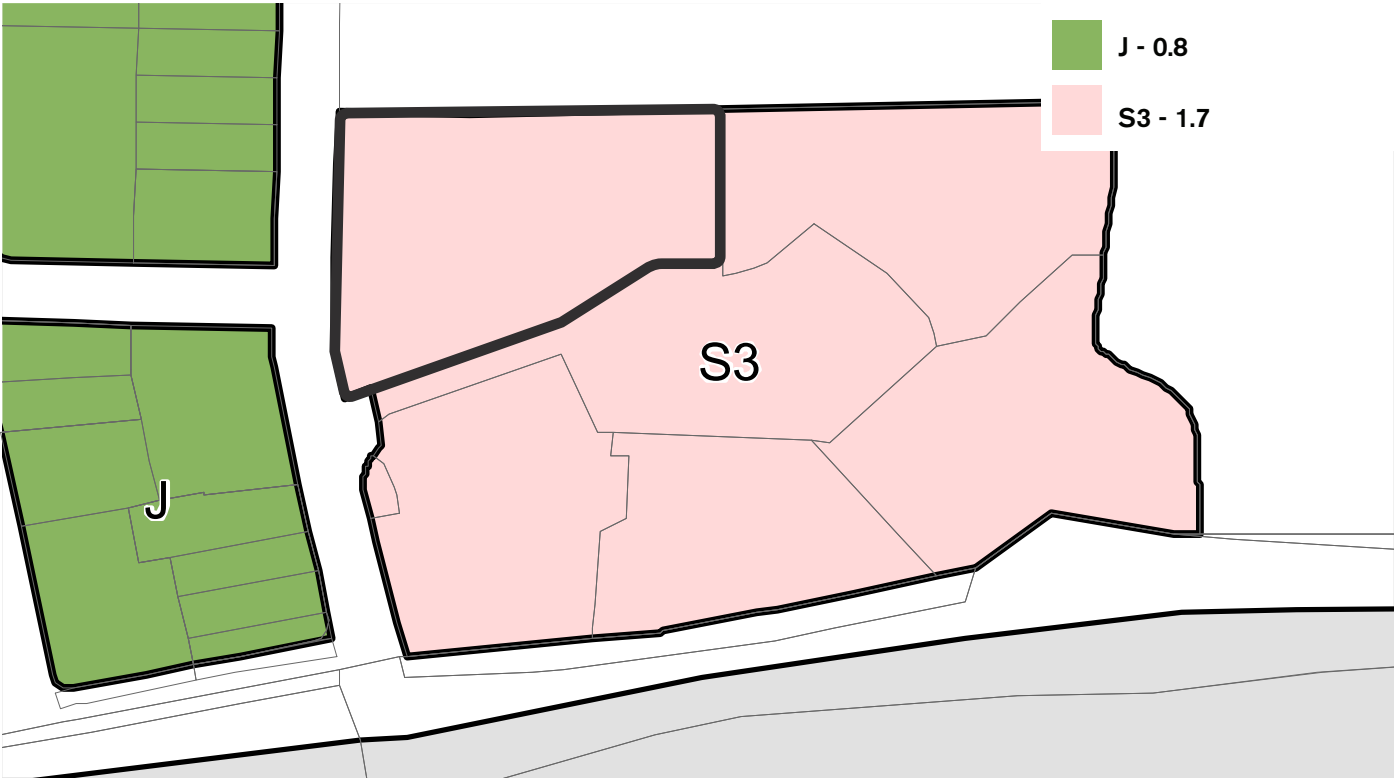
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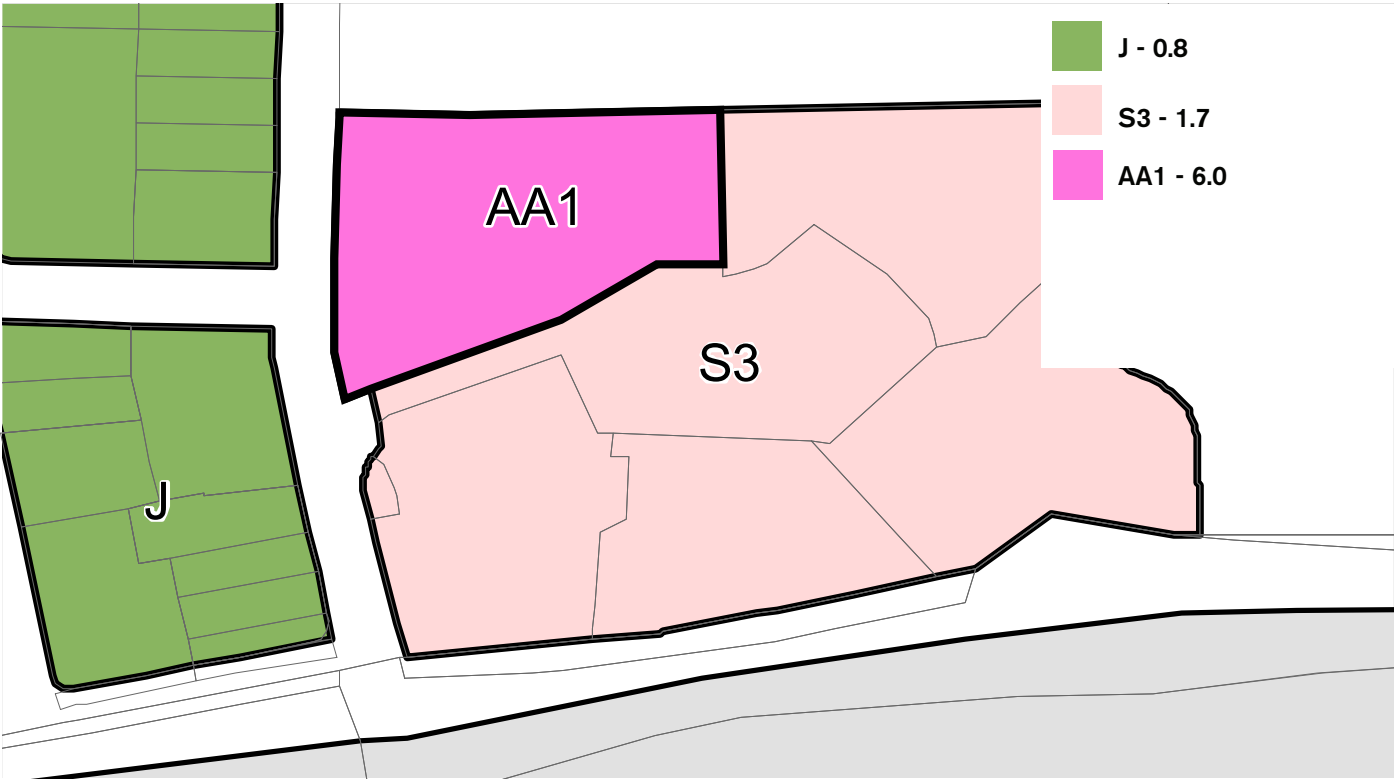


# \* FLOOR SPACE RATIO

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EXISTING - 1.7:1

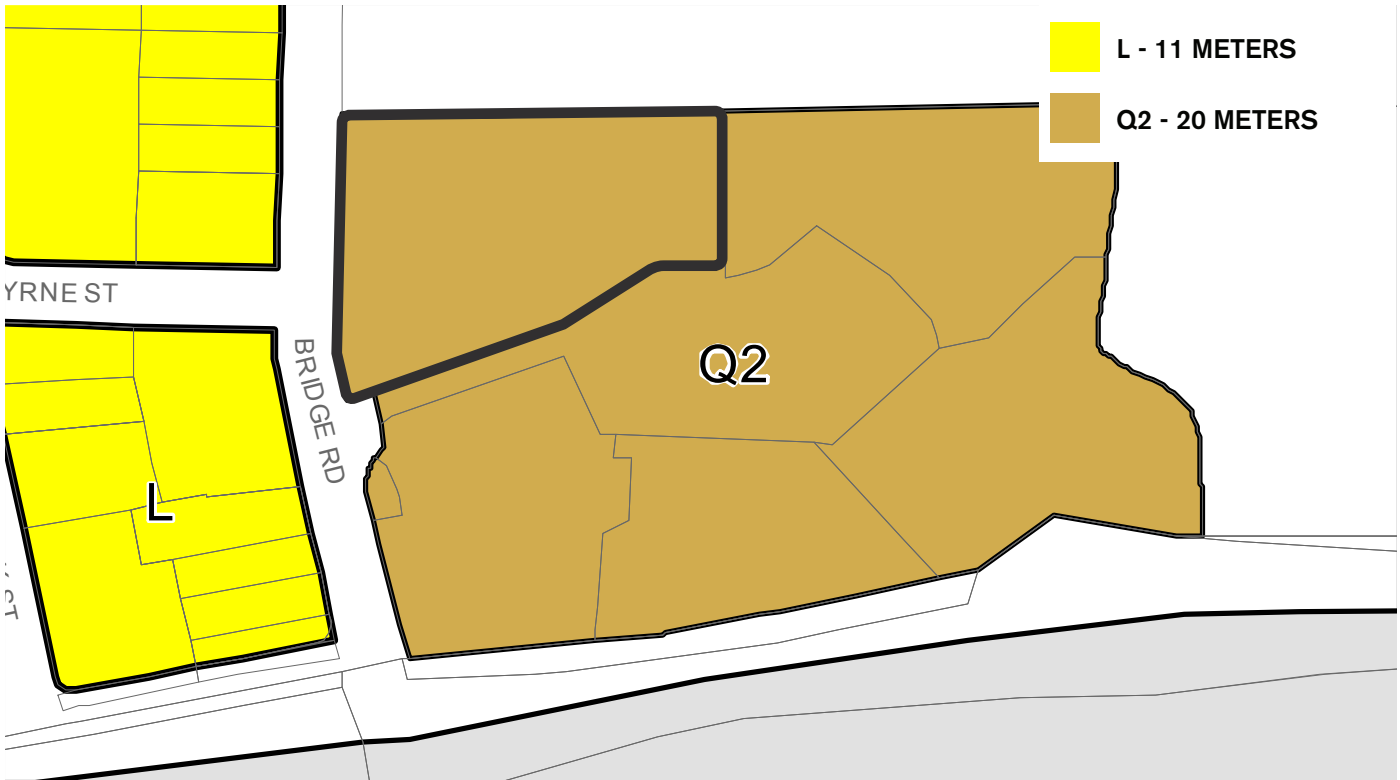


PROPOSED - 6:1

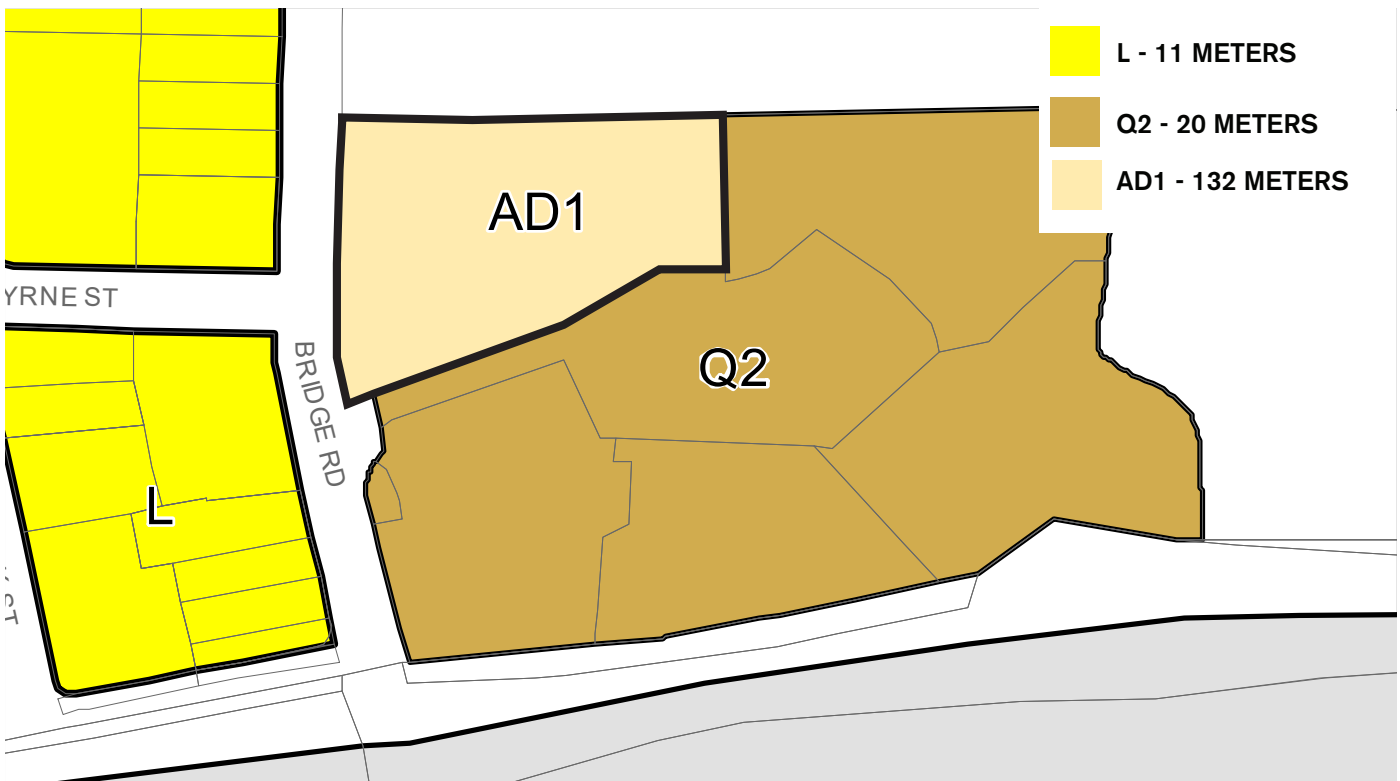


# BUILDING HEIGHT

1:2500



EXISTING - 20M



PROPOSED - 136M



# project summary

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# CONCLUSION

The proposal for The Micro Hub will enhance local character and identity of Westmead and provide significant public benefit. The proposal will transform the fringe transitional zone of the Westmead Innovation District through the following measures:

- Enhancing the liveability of the WID to connect more people to Westmead's unique cultural, social, health and educational amenities and services.
- Delivery of well located additional housing, satisfying six of seven urban renewal criteria of Planning Priority C5 (Central City District Plan).
- Housing models aligned with the WID's expected population and job growth over the next 20 years, providing 4% of WID's target housing by 2036;
- More housing within 10 minutes walk of two stations and future light rail stop as well as the future Metro West alignment and 2 minute walk to regional bus services on Bridge Road;
- Providing 21 affordable housing units (5%) and 323 alternative/affordable units (43% - NDIS, Patient & Family housing, Student housing) which supports the liveability, social diversity and the overall function and productivity of the WID as well as to support a local working and student population;
- A density and height model justified through best practice, place precedents and the provision of precinct supportive and place friendly uses (13,000sqm) which complement the operation of the WID (Student Accommodation, Medical Suites, Retail, F&B, Community Space, NDIS Patient and Family accommodation).
- Delivering eight of Westmead's social infrastructure needs outlined in the City of Parramatta's Draft Social Infrastructure Strategy (2017), including a 1000sqm community space.
- Transitional development which provides a more appropriate relationship between high-intensity medical uses and neighbouring medium-density housing.
- Contributing to the unique and diverse skyline, whilst enhancing the walkability and permeability of Westmead, including 3 new through-site links.
- Dedication of a 12m wide road reserve within our site to a new local east-west connecting

street for Westmead envisioned by the Draft Master Plan. This new street will provide a direct connection from our site and Bridge Road to Hawkesbury Road, the Station and various health and educational institutions along the way. This will improve east-west pedestrian connection.

- A scheme which contributes to and enhances the existing green grid of Westmead, creating a more comfortable and enjoyable pedestrian experiences via improved tree canopy (25% of site) + deep soil (16%), a central publicly accessible open space and playground and multiple gathering spaces for all to enjoy.
- Emphasis on creating more walkable connections east-west and north-south to the existing riparian corridors.
- A built form proposal which responds to the adjoining Monarco Estate creating a more holistic community, built form outcome and open space network, whilst anticipating the future development of the Nurses Quarters site immediately north of our site.

Based on RobertsDay's urban design and place-making expertise it is strongly considered that the proposed concept creates a functional, dynamic and resilient proposal based upon a robust pedestrian movement network and connection to public transport and liveability.

In addition, the vision of the proposed development reflects Councils and the DoPE's future vision, and proposes a height and density that will accommodate the level of growth expected for the WID outlined in the Central District Plan (2018) and Draft Master Plan (2018). Consequently, it is recommended that Council approve the Planning Proposal based on its strategic and local merit.

