

Chris Wilson
WillowTree Planning
Suite 4, Level 7, 100 Walker Street
NORTH SYDNEY NSW 2060

Your Reference	WTJ18-526
Our Reference	RZ/1/2019
Contact	Marko Rubcic
Telephone	9806 5864
Email	mrubcic@cityofparramatta.nsw.gov.au

10 July 2020

Dear Chris

RE: Planning Proposal at 93 Bridge Road, Westmead

Reference is made to our meeting on 18 June 2020 at which Council Officer advised you that your Planning Proposal at 93 Bridge Road, Westmead, cannot be supported in its current form. A floor-space ratio of 6:1 and height of 132 metres is not considered appropriate given the planning context evolving for Westmead.

In order to assist you with the preparation of a revised scheme, please find below comments from Council's Officers. Any revised Planning Proposal will need to address these comments.

Land Use Planning

Westmead Master Plan: The Department of Planning Industry and Environment has advised Council that the draft Westmead Master Plan will not proceed to the program previously defined under the 'Planned Precincts' process. Instead, the Department will progress with a structure plan for the precinct and will allow Council to implement any subsequent amendment to the planning controls. Notwithstanding this, the Westmead Alliance, of which Council is part of, has supported plans that seek to establish Westmead as a Health and Education super-precinct and Council recognises the opportunity implement plans which achieve this vision. The subject site is located at the periphery of the Westmead Precinct and is some 1100 metres from the Westmead transport interchange. Any site-specific Planning Proposal needs to be cognisant of this constraint and propose a density that could hypothetically be applied to neighbouring sites.

Aviation Report: The site is in close proximity to the Westmead Hospital helipad (A&E) and current flight paths. It is requested that an Aviation Report be submitted which demonstrates that any increase in height does not compromise helicopter operations. The Aviation Report must use up to date flight paths, consider future flight paths once the helipad at the new Acute Services building commences operations, and include the outcomes of consultation you should undertake with the Western Sydney Local Health District.

Local Strategic Planning Statement and Local Housing Strategy: Since the lodgement of this Planning Proposal, Council has exhibited and endorsed the Local Strategic Planning Statement and Local Housing Strategy. The Planning Proposal must be consistent with both of these strategies and an assessment must be made in Part D – Justification, of the Planning Proposal document. It is highlighted that both policy documents envision Westmead as a 'Health and Education Precinct', with future planning for the precinct seeking to ensure that these land uses are prioritised and are supported by a modest increase in housing capacity.

Contact us:

council@cityofparramatta.nsw.gov.au | 02 9806 5050
@cityofparramatta | PO Box 32, Parramatta, NSW 2124
ABN 49 907 174 773 | cityofparramatta.nsw.gov.au

Planning Proposal document: The Planning Proposal document is too detailed and would be difficult to interpret for members of the community. The five-page Executive Summary should be shortened as follows:-

- Part A – Land to which this Planning Proposal applies, should be a brief identification of the site and a brief summary of the strategic planning context. Extracts from various Environmental Planning Instruments are not required.
- Part C – Explanation of Provisions should not detail development particulars which can only be assessed at Development Application stage (some of this can be moved to Part B - Objectives and Intended Outcomes. Similarly, the inclusion of extracts from Parramatta LEP 2011 are unnecessary and add bulk to the document.
- Part D – Justification should be condensed further but should also make reference to Council's Local Strategic Planning Statement and the Local Housing Strategy. References to 'newspaper advertising' should be removed from
- Part E – Community Consultation. Council Officers are happy to provide examples of recent exhibited Planning Proposals which can provide guidance on the level of detail expected if required. An example Planning Proposal has been attached for your reference.

Urban Design

Design Principles:

The street network is to:

- Ensure that all buildings have a street address
- Provide views to sky at the ends of the street
- Facilitate connections to the riparian zone on the east and possible future connections to the riparian zone on the west
- Provide a public edge to the riparian zone
- The new street network should be interrogated further. The proposed new street on the boundary between 93 Bridge Street and 105 Bridge Street is supported (with visions of it extending further to Hawkesbury Road). At a minimum, the street will be 20m wide with a land take of approximately 10 metres from both the subject and adjoining site. Of the 10 metres to be provided by both sites, 3.5m is to be provided for the carriageway, 2.1m for a parking lane and 4.4m for a footway with landscaped verges. It should be clarified whether it is intended that this roadway be provided to Council or if only the land will be dedicated to Council.

Principles for built form are as follows:

- Podia 4 to 6 storeys
- Towers a maximum of 45m long
- L shaped and connected towers are not permitted
- Buildings are to align with streets and be located to minimise perceived density
- Upper storeys of buildings are not to overhang lower levels
- Tower footprints are to have a maximum GFA no greater than 900m²
- Taller buildings are to be located to:
 - reinforce the street and open space network
 - create a positive relationship between the development on 105 Bridge Road and 93 Bridge Road
 - reinforce the street network
- Street Setbacks are:
 - 6m to all new streets (assuming residential at ground) This will allow for deep soil that can contribute to the ADG deep soil requirements
 - 10m to Darcy Street to mitigate the negative impacts of traffic and noise
 - Nil for non-residential
 - Setbacks of towers above podia are to suit the overall massing and design
- Basement car parking is to be located predominately under the footprint of buildings

Urban Design Report: The Urban Design Report is too detailed and should be simplified so that focus is placed on architectural analysis which demonstrates that the site can support an increase in density, rather than listing policy context or global precedents. The Urban Design Report must contain a Reference Scheme which addresses the requirements of the Urban Design Primer.

Social Outcomes

Community Infrastructure Demand: The scale of development proposed in the Planning Proposal is considered extreme. Using current Westmead rates, the provision of 747 apartments results in an increased population of 1,905 residents. Existing community infrastructure cannot absorb this increased population. Industry benchmarks suggest that this proposal would generate demand for an additional 1.9 hectares of park space, 140 childcare/OOSH places and 232 square metres of indoor community facilities.

Planning Agreement offer – Community Facilities: It is acknowledged that community facilities are required in Westmead to service both the current and projected population in the area. The Council-endorsed Community Infrastructure Strategy envisages a 3000 square metre community facility to service Westmead located somewhere along Hawkesbury Road and as close as possible to the future transport interchange. It is Council's preference that a monetary contribution be made which facilitates the future development of a community facility closer to the desired location as stated in the Community Infrastructure Strategy.

Planning Agreement offer – Public Open Space: Open space is required in Westmead to support both the current and projected populations. The provision of open space on the site is supported, however, it is acknowledged that it is likely to function more as communal open space for the benefit of the residents in the subject development. Public Open Space must be legible to members of the community and be unencumbered. Council is willing to explore options for the community access to open space on this site. At the recent meeting an option of making some open space accessible to the wider community was identified but Council would need to be satisfied that this does not have an unreasonable impact on the availability of communal open space for the development which is also important.

Affordable Housing. The Planning Proposal makes reference to affordable housing which may be suitable in this location. Council Officers are willing to explore this option further to determine confirmed how this might be delivered and managed.

Traffic and Transport

Cumulative Traffic Impacts: If applied across the precinct, the controls sought under this Planning Proposal would result in considerable traffic impacts in the Westmead Precinct and Westmead Hospital operations would be adversely impacted. The Precinct is already constrained in terms of traffic and access and this has been made evident via Council's opposition to a high profile State-Significant Development (Westmead Catholic Education Precinct) on traffic grounds. Any Planning Proposal must not result in excessive traffic impacts, particularly if it is proceeding ahead of the Traffic Study currently being completed in Westmead.

Car parking rates: It is recommended that RMS parking rates be applied for the residential component of the planning proposal in order to minimise the parking provision and, consequently, to minimise traffic implications. Any site-specific DCP should include a control which requires the preparation of a Green Travel Plan.

Proposed new streets: The Traffic Assessment states that the proposal dedicates a 12m wide portion of the site to enable a new street reserve to be provided to the north of the site which will eventually provide a direct link to Hawkesbury Road. Council's Traffic and Transport section supports the proposed new street reserve to the north of the site. The details of land dedication and road layout have been provided above in the Urban Design section. Further interrogation of the future street network will need to be completed once a revised Planning Proposal is submitted to Council. *Land Use Planning note: If GFA is extracted from the land to be dedicated to Council, this land will be valued at \$1 for the purposes of negotiating a Planning Agreement.*

Vehicular access: Vehicular access has been proposed via the private road along the site's southern boundary. It should be confirmed that the site has legal access to this road and that legal rights are not extinguished if the site redevelops.

Economic Development

Additional permitted use: The proposal to include 'Tourist and Visitor Accommodation' as an additional permitted use may result in the development comprising of entirely this use. The introduction of uses which are not currently permissible in the R4 High Density Residential zone should be capped.

Micro-hub: Economic Development team does not believe that the provision of ancillary uses such as Student or NDIS housing justifies the FSR proposed in the Planning Proposal. The existing block structure is not permeable and the site is not in immediate proximity to Westmead Hospital, Westmead Transport Interchange or the proposed Sydney University campus. The creation of a micro-hub on this site is not supported due to these limitations.

It is requested that if you wish to pursue with a Planning Proposal on the subject site ahead of the completion of the Westmead Master Plan, the above comments **must** be addressed via an amended Planning Proposal. Council Officers will also recommended the preparation of a site-specific Development Control Plan, which is to be prepared if the Planning Proposal is supported by Council.

Should you have any enquiries about this Planning Proposal, please contact Marko Rubcic – Project Officer Land Use Planning, at the details provided in the letterhead.

Regards,



Robert Cologna
A/Land Use Planning Manager