

WILLOWTREE PLANNING



18 February 2024

REF: WTJ22-513

Amberley Moore
City of Parramatta
PO Box 32
Parramatta NSW 2124

Attention: Amberley Moore, Major Projects and Precincts

**RE: PLANNING PROPOSAL TO AMEND THE PARRAMATTA LOCAL ENVIRONMENTAL PLAN 2023 FOR ADDITIONAL BUILDING HEIGHT AND ADDITIONAL FLOOR SPACE RATIO TO FACILITATE HIGH-DENSITY RESIDENTIAL ACCOMMODATION
93 BRIDGE ROAD, WESTMEAD (SP 31901)**

Dear Amberley,

This letter has been prepared by Willowtree Planning Pty Ltd on behalf of 93 Bridge Road Pty Ltd atf Bridge Road Unit Trust, and forms an appendix to the Planning Proposal for the amendment of the Parramatta Local Environmental Plan 2023 (PLEP 2023) to include additional building height, additional floor space ratio (FSR) on the Site. The land subject to the Planning Proposal is described as 93 Bridge Road, Westmead (SP 31901).

The proposed rezoning intends to facilitate the future development of the Site for high-density residential accommodation. The Planning Proposal seeks to optimise the Site's contribution to the Westmead Health and Education Precinct and Innovation District through a 4.25:1 FSR and 69m building height (20 storeys).

This site-specific Development Control Plan (DCP) has been prepared to support the Proposal, and we request that it is considered by Council as part of the updated Planning Proposal package.

Yours sincerely

Chris Wilson
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Willowtree Planning Pty Ltd

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DRAFT 91-93 BRIDGE ROAD, WESTMEAD SITE-SPECIFIC DEVELOPMENT CONTROL PLAN (to be inserted as a new Section 8.5.3 within the 'Parramatta Ward' chapter).

8.5.3 93 BRIDGE ROAD, WESTMEAD

This Section applies to land at 93 Bridge Road, Westmead. The DCP details the desired future character for the site as part of the greater Westmead precinct. It provides site-specific objectives and controls to achieve development that is consistent with the desired future character. The controls are further illustrated in **Figures 8.5.3.1 to 8.5.3.2e**. **Figure 8.5.3.2a** provides an indicative Master Plan for the site.

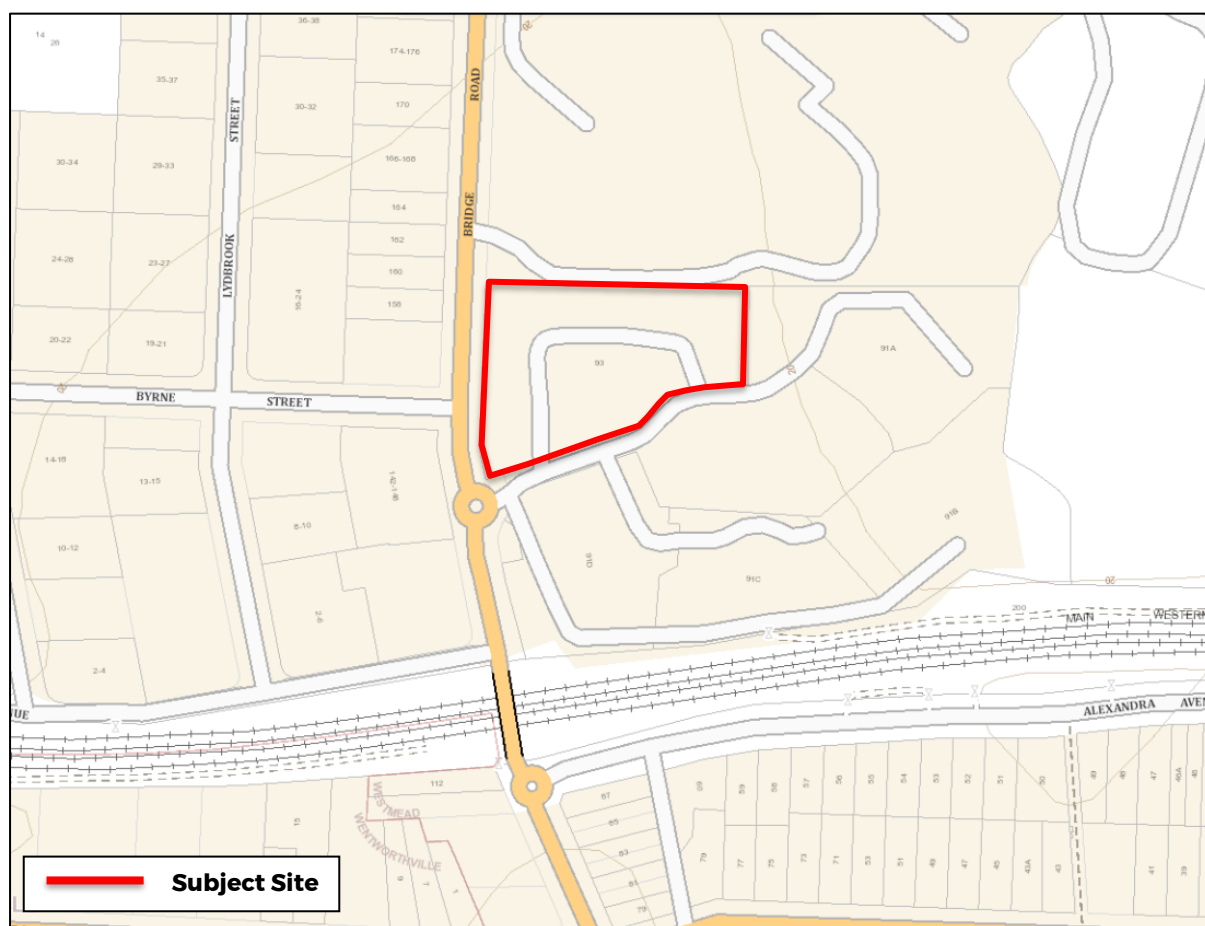


Figure 8.5.3.1 - Land application map (Source: Six Maps, 2024)

8.5.3.1 DESIRED FUTURE CHARACTER

Bridge Place is located in sub-precinct 2: Health and Innovation as identified in the Westmead Place Strategy, which describes this as:

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

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

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



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

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

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

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

Objectives

Site Objectives

- O.01 Create a high quality, high density residential development to support the primary function and operation of the Westmead Health and Education Precinct and Innovation District.
- O.02 Ensure the built form features articulation and an attractive composition of building elements with a strong relationship between buildings and the streetscape.
- O.03 Provide appropriate provision of and high-quality public domain elements, including internal streets, footpaths, open space and public square for the benefit of the existing and future community.
- O.04 Ensure building height is distributed across the site having regard for orientation, overshadowing, and views/ vistas.
- O.05 Consider active ground floor uses along Bridge Road to increase the safety, use and interest of the street.
- O.06 Provide a visual and physical connection throughout the site for a high level of surveillance and safety.
- O.07 Accommodate generated traffic and the mitigation of traffic effects, and the promotion of public transport to the site.



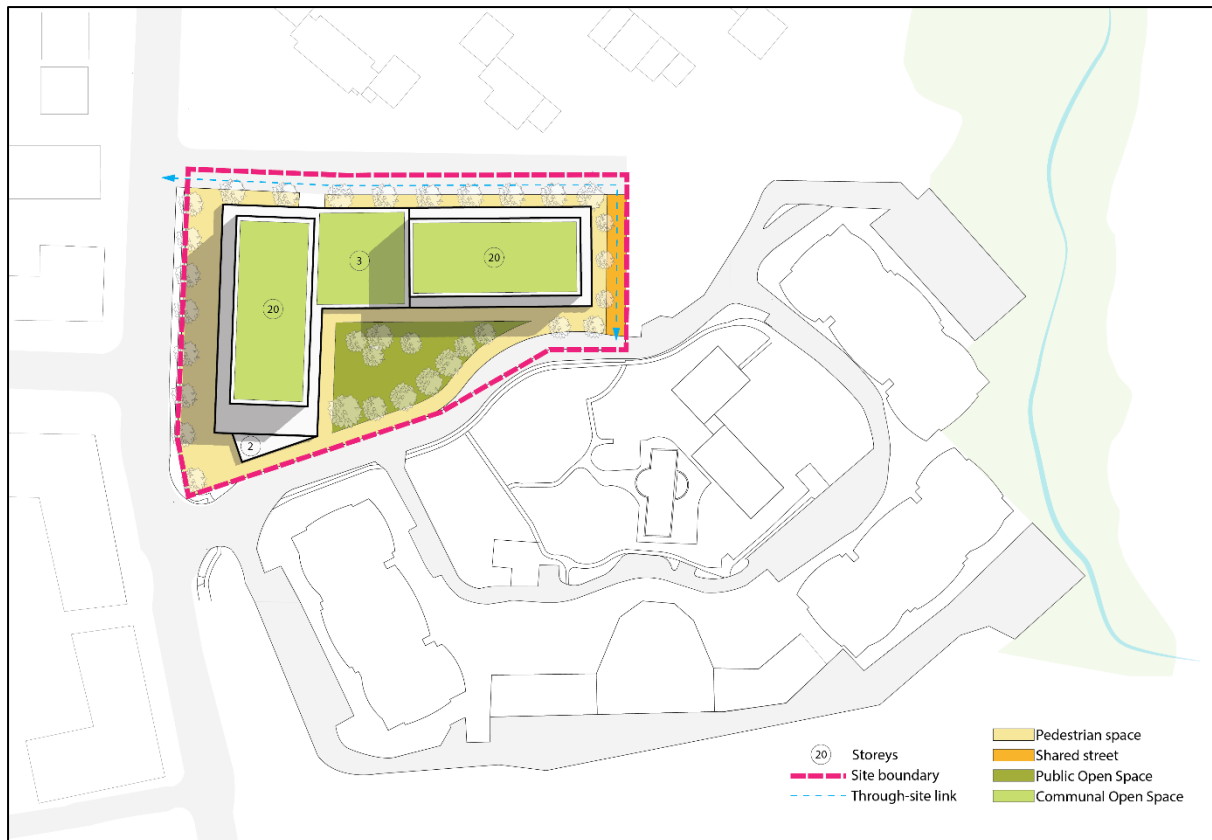


Figure 8.5.3.2a – Master Plan Concept for 93 Bridge Road, Westmead (Source: Hatch, 2024)

8.5.3.2 BUILDING FORM AND ARCHITECTURAL DESIGN

Objectives

- O.01 Achieve high quality urban and architectural design.
- O.02 Create two (2) distinct tower forms with a maximum building height of 20 storeys.
- O.03 Include podium elements with a maximum height of 3 storeys.
- O.04 Frame views toward, through and from the Precinct through the layout and design of built form and open spaces.
- O.05 Establish a desirable streetscape, human scale, and fine grain urban form, whilst enabling high density development.
- O.06 Mitigate wind and solar impact through the design of towers and podiums.

Controls

Maximum building heights

- C.01 Maximum height of 20 storeys for the two tower elements addressing the northern and western boundaries of the site.
- C.02 Maximum height of 3 storeys for the podium elements.



Building setbacks

- C.03 Minimum 10.4m setback to the western boundary of the site (Bridge Road).
- C.04 Minimum 10m setback to the northern boundary of the site.
- C.05 Minimum 10m setback to the eastern boundary of the site.
- C.06 Minimum 4.4m setback to the southern boundary of the site.

Building setbacks above the maximum podium height

- C.07 Minimum 13.5m setback to the western boundary of the site (Bridge Road).
- C.08 Minimum 13m setback to the northern boundary of the site.
- C.09 Minimum 13m setback to the eastern boundary of the site.
- C.10 Minimum 7.4m setback to the southern boundary of the site.
- C.11 Include public open space, green spaces and deep soil planting in the setback areas, where not required for road widening or access links.
- C.12 Compliance with *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development* (SEPP 65) and the Apartment Design Guide (ADG) is to be demonstrated for the residential component of the development.

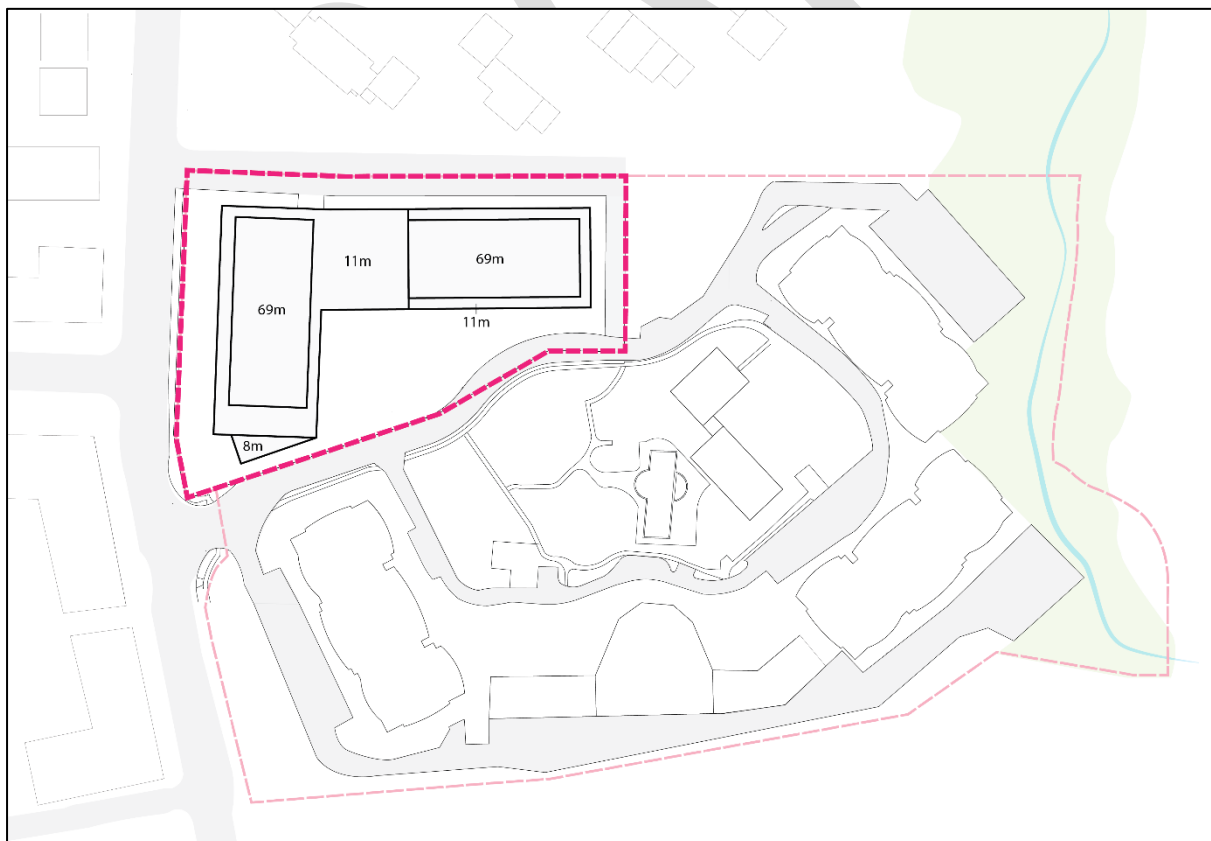


Figure 8.5.3.2b – Height of Buildings for 93 Bridge Road, Westmead (Source: Hatch, 2024)

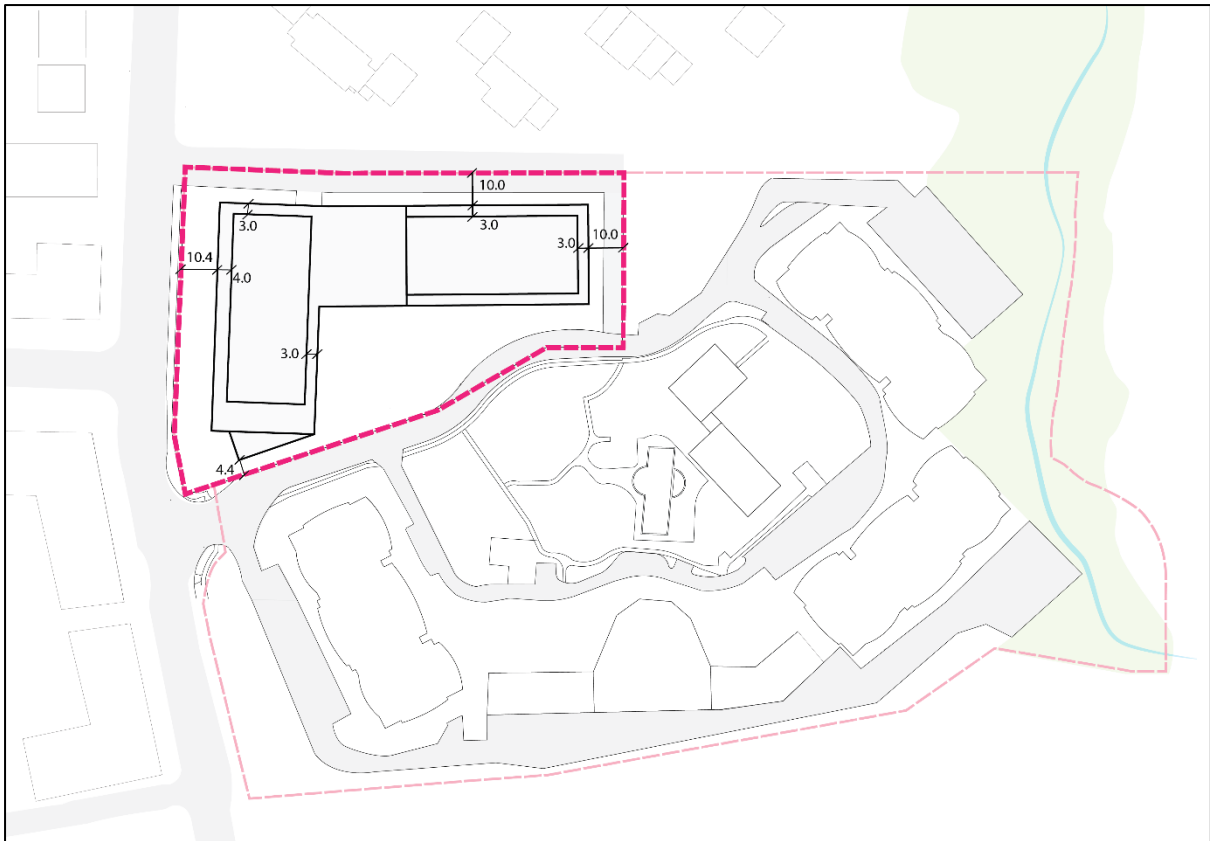


Figure 8.5.3.2c – Setbacks for 93 Bridge Road, Westmead (Source: Hatch, 2024)

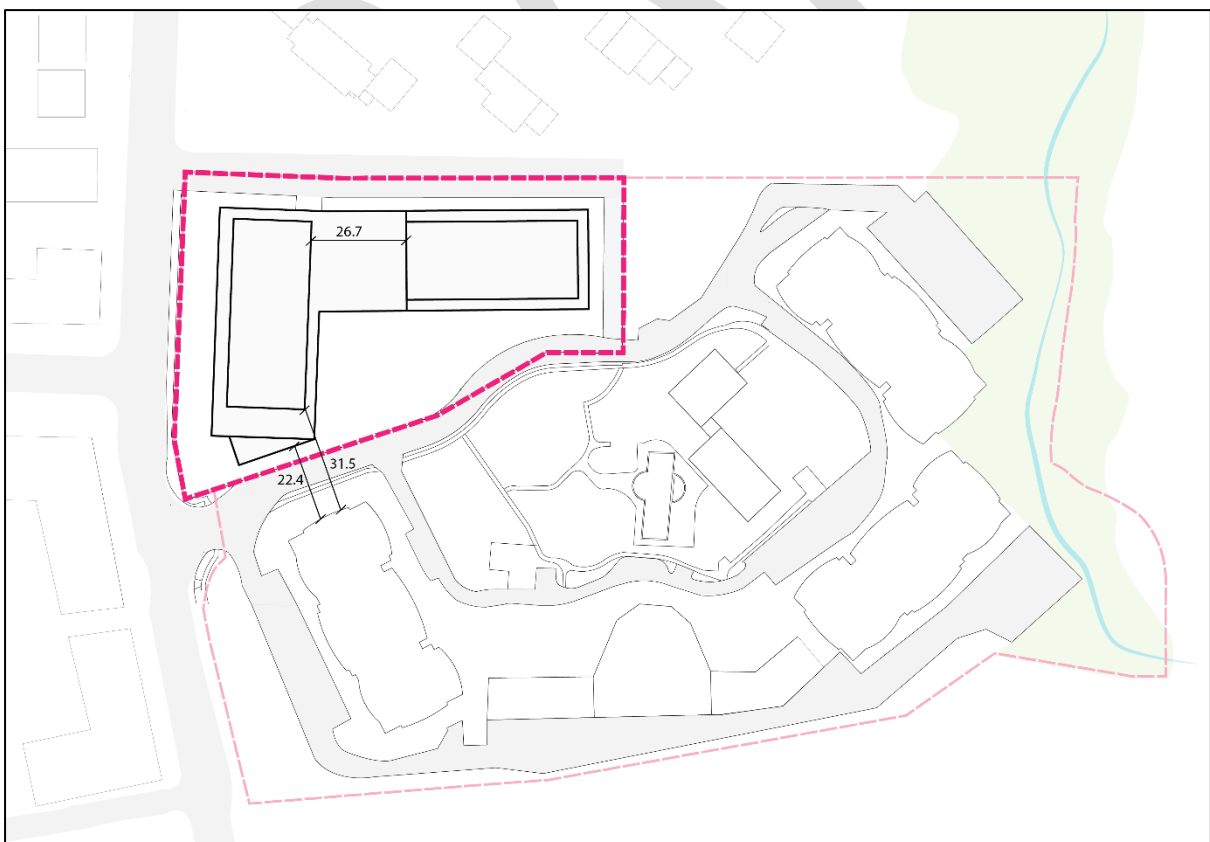


Figure 8.5.3.2d – Building Separation for 93 Bridge Road, Westmead (Source: Hatch, 2024)



8.5.3.3 PUBLIC DOMAIN AND LANDSCAPING

Objectives

- O.01 Deliver a permeable network of streets, pedestrian through-site links and cycle lanes, facilitating access along the site and connecting to the surrounding infrastructure.
- O.02 Activate the public domain within and adjacent to the site through the inclusion of active frontages at street level along Bridge Road, and through an open space publicly accessible along the southern boundary.
- O.03 Incorporate areas of soft and deep soil landscaping to enhance the green grid and add to the urban tree canopy.
- O.04 Ensure a high level of pedestrian amenity, safety and security through the inclusion of weather protection and lighting.
- O.05 Deliver a new east-west street along the northern boundary.
- O.06 Deliver a new north-south shared street through the site.

Controls

- C.01 New open spaces, pedestrian links, and shared streets shall be provided in accordance with **Figure 8.5.3.2e**

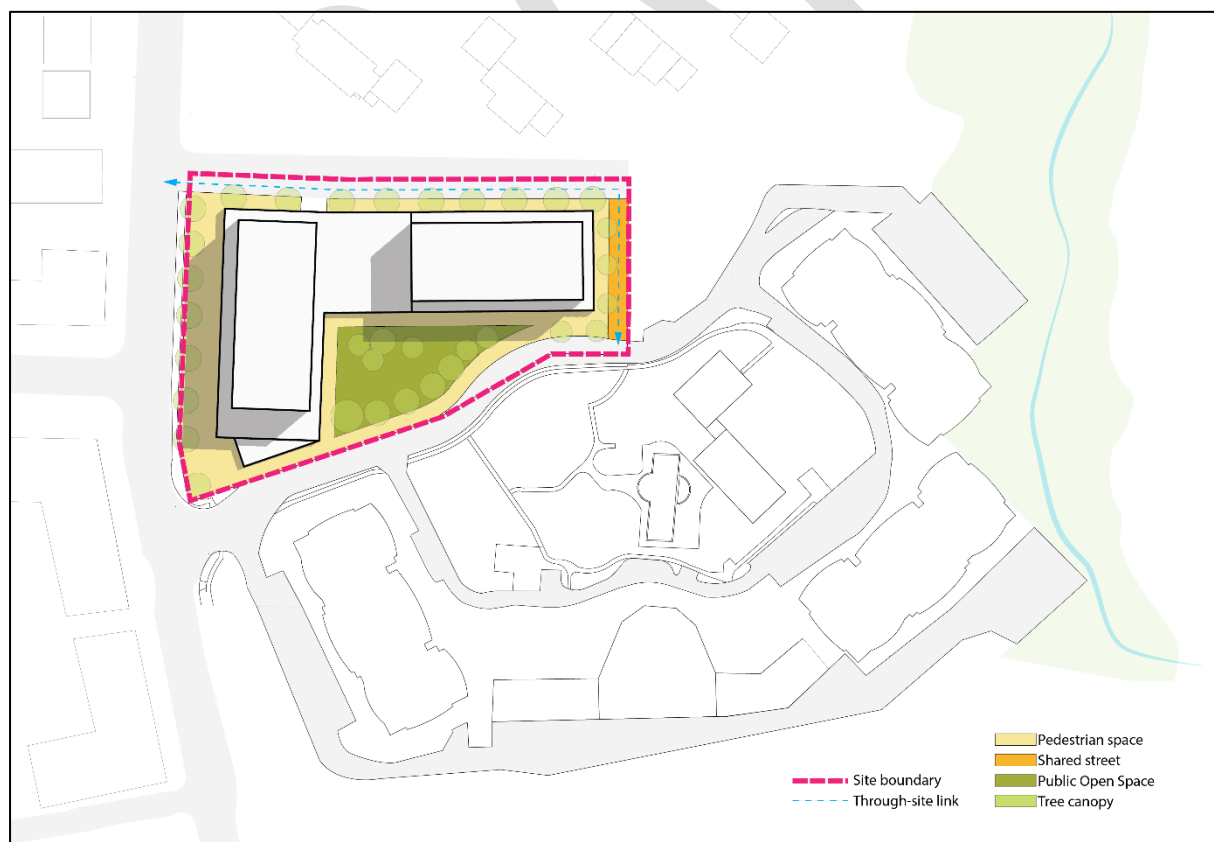


Figure 8.5.3.2e. Public Domain Concept for 93 Bridge Road, Westmead (Source: Distinctive, 2024)

- C.02 The design of the open space shall consider solar access and shading.
- C.03 A new east-west street is to be provided adjacent to the northern site boundary.
- C.04 A north-south shared street is to be provided along the eastern boundary of the site, linking the existing private road (adjacent to the southern site boundary) to the new east-west street (adjacent to the northern site boundary).

8.5.3.4 PRIVATE DOMAIN

Objectives

- O.01 Provide high quality private open space for future residents.

Controls

- C.01 The development is to provide private open space for residents on the site. This may be in the form of communal open space at ground or roof level, or private balconies for individual units.
- C.02 Provide 25% of the site area as communal open space (this may incorporate rooftops).
- C.03 The design of communal open space shall consider solar access and shading.

8.5.3.5 ACCESS, PARKING AND SERVICING

Objectives

- O.01 Minimise traffic impacts by promoting reduced private vehicle use where possible and encouraging active travel via walking, cycling and public transport.
- O.02 Reduce emissions through the inclusion of electric vehicle charging points and car share spaces.
- O.03 Prioritise pedestrian access, safety, and amenity.
- O.04 Minimise the number of vehicular access and service points along the active frontages.
- O.05 Provide high quality design and finish for the vehicular access areas.
- O.06 Ensure safety by minimising pedestrian and vehicular conflicts through design, lighting, and signage.
- O.07 Reduce the visual impact of access, car parking and service areas.

Controls

- C.01 Vehicle access and servicing:
 - a. Provide vehicle access for private vehicles and servicing, via the new public road adjacent to the northern site boundary.
 - b. Limit the number of vehicular access points and restrict any vehicular access on Bridge Road.



- c. Vehicular access points are to be incorporated into the urban design of the site. Details of design and materials are to accompany the DA.
- d. All car parking and service zones are to be situated in the basement to minimise visual impacts and risks of vehicular-pedestrian conflict.

C.02 Car parking:

- a. All car parking is to be situated in the basement to minimise visual impacts and risks of vehicular-pedestrian conflict.
- b. Provide car parking for the market housing component in accordance with **Table 8.5.3.5.1** below. This references the parking rates contained in Section 6.2 of the *Parramatta Development Control Plan 2023*, which formulates a lower rate applicable to sites within an accessible area.

TABLE 8.5.3.5.1 – CAR PARKING RATES FOR MARKET RESIDENTIAL AND RETAIL	
Land Use	PDCP 2023 Rate (within an accessible area)
Market Residential – 1-bedroom units	0.6 spaces per unit
Market Residential – 2-bedroom units	0.9 spaces per unit
Market Residential – 3-bedroom units	1.4 spaces per unit
Residential – Visitors	0.2 spaces per unit
Retail	1 space per 30m ² of GFA

- c. Provide car parking for the affordable housing component in accordance with **Table 8.5.3.5.2** below. This references the parking rates contained in Section 18 of Part 2 within Chapter 2 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP).

TABLE 8.5.3.5.2 – CAR PARKING RATES FOR AFFORDABLE HOUSING	
Land Use	PDCP 2023 Rate (within an accessible area)
Affordable Residential – 1-bedroom units	At least 0.4 spaces per unit
Affordable Residential – 2-bedroom units	At least 0.5 spaces per unit
Affordable Residential – 3-bedroom units	At least 1.0 space per unit

- d. Provide accessible car parking at a rate of 1 space per 50 car parking spaces or part thereof.

C.03 Bicycle facilities:

- a. Provide facilities for cyclists including parking, storage, and end of trip facilities.
- b. Public bicycle racks located at ground level must be provided to encourage the use of bicycles.



- c. Provide bicycle parking for the residential accommodation at a rate of 1 space per dwelling, and 1 space per 10 dwellings for visitors.
- C.04 A Green Travel Plan is to be prepared and implemented for the development to promote reduced private vehicle use and encourage active travel modes including walking, cycling and public transport.
- C.05 Pedestrian and cycle movement:
 - a. Provide a series of pedestrian through-site links as illustrated by **Figure 8.5.3.2e**.
 - b. A new north-south shared street is to be provided through the site, linking the existing private road (adjacent to the southern site boundary) to the new east-west street (adjacent to the northern site boundary).
 - c. A new east-west street is to be provided adjacent to the northern site boundary.

8.5.3.6 SUSTAINABILITY, MICROCLIMATE AND WATER

Objectives

- O.01 Use landscape design to respond to summer and winter climatic conditions and improve amenity for residents and users of the open space.
- O.02 Ensure the buildings are designed to minimise detrimental wind generation within public and private open spaces.
- O.03 Implement the principles of Water Sensitive Urban Design (WSUD) into the design of the public domain and built form.
- O.04 Minimise reliance on mechanical ventilation through applying good climate design principles to building and public domain design.

Controls

- C.01 Adopt best practice in WSUD to minimise water use. Details are to be provided with the Development Application.
- C.02 Drought tolerant planting is to be used for landscape planting in the public domain and private communal open spaces.
- C.03 Incorporate appropriate shade structures and canopy tree planting to create an appropriate microclimate in public domain areas, to ameliorate the temperature extremes of summer and winter.
- C.04 For optimum internal amenity, the design of dwellings is to maximise solar access and natural cross-ventilation for habitable rooms and private open spaces. ADG compliance is to be demonstrated as part of the Development Application.
- C.05 Consideration shall be given to the provision of solar hot water and solar photovoltaics within the development. Panels should be located to optimise orientation and efficiency and avoid areas that are overshadowed. If this cannot be achieved, evidence must be provided with the Development Application.



- C.06 The provision of an on-site Central Energy Plant is to be considered in the design of the development. If this cannot be provided, alternative energy efficient mechanical systems must be incorporated into the development such as floor by floor condensers or centralised plant room for air-conditioning. Evidence must be provided with the Development Application.

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