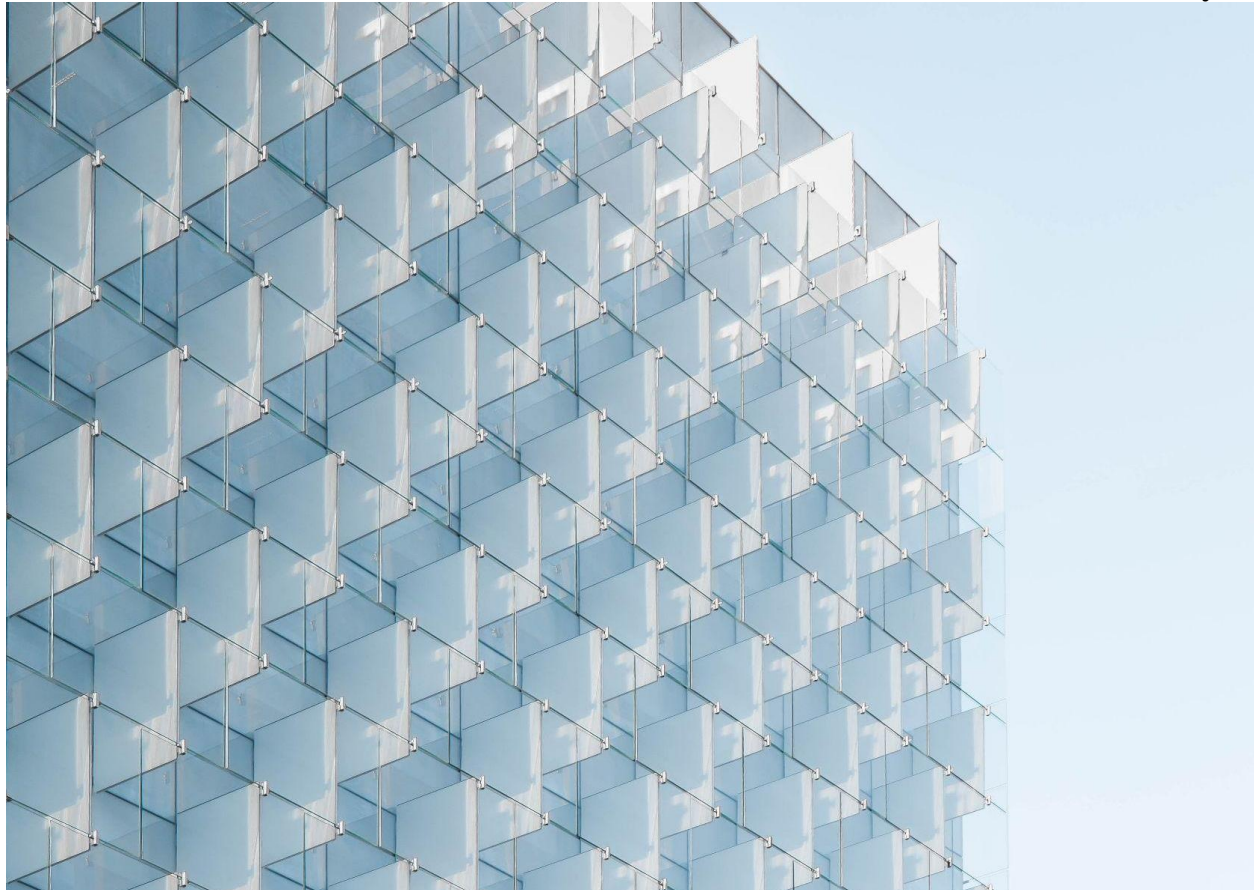


# WILLOWTREE PLANNING



1 May 2023

Ref: WTJ22-513  
Contact: Jamie Bryant



## SCOPING PROPOSAL:

**PROPONENT-INITIATED PLANNING PROPOSAL FOR AMENDMENT TO  
PARRAMATTA LOCAL ENVIRONMENTAL PLAN 2023 FOR ADDITIONAL  
BUILDING HEIGHT, ADDITIONAL FLOOR SPACE RATIO AND ADDITIONAL  
PERMITTED USE FOR SHORT-TERM ACCOMMODATION**

93 Bridge Road, Westmead, Parramatta  
Strata Plan 31901

—  
Prepared by Willowtree Planning Pty Ltd  
on behalf of 93 Bridge Road Pty Ltd (atf Bridge Road Unit Trust)

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## SCOPING PROPOSAL

Proponent-initiated planning proposal to amend PLEP 2023 for Additional Building Height, Additional Floor Space Ratio and Additional Permitted Use for Short-Term Accommodation  
93 Bridge Road, Westmead (SP 31901)

DOCUMENT CONTROL TABLE			
Document Reference:	WTJ22-513 – 93 Bridge Road, Westmead		
Contact	Jamie Bryant		
Version and Date	Prepared by	Checked by	Approved by
Version No. 1 – 14/10/2022	Jamie Bryant Senior Planner	Chris Wilson Managing Director	Chris Wilson Managing Director
Version No. 2 – 04/11/2022	Jamie Bryant Senior Planner	Chris Wilson Managing Director	
Version No. 3 – 28/04/2023	Jamie Bryant Senior Planner	Chris Wilson Managing Director	
			

In the spirit of reconciliation and recognition, Willowtree Planning acknowledges the Traditional Owners of this Country throughout Australia and their continuing and ongoing connections to land, waters and community. We show our respect to Elders – past and present. We acknowledge that we stand on this Country which was and always will be recognised as Aboriginal Land. We acknowledge the Traditional Owners of the Lands in this Local Government Area, belonging to the local Aboriginal People, where this proposal is located upon.

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## SCOPING PROPOSAL

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**APPENDICES LIST**

Appendix	Document	Prepared by
1	Updated Design Report – November 2022	Hatch RobertsDay



## SCOPING PROPOSAL

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## PART A INTRODUCTION

### 1.1 PREVIOUS PLANNING PROPOSAL – A CHRONOLOGY OF EVENTS

On 20 March 2019 a planning proposal was lodged with Parramatta City Council (Council) on behalf of 93 Bridge Road Pty Ltd (atf Bridge Road Unit Trust) for the Site at 93 Bridge Road, formally identified as Strata Plan (SP) 31901. The Proposal sought amendments to the *Parramatta Local Environmental Plan 2011* (PLEP 2011) to allow additional building height, additional floor space ratio (FSR) and the introduction of new supporting uses for short-term accommodation at the Site.

The Planning Proposal, determined under refs. IRF21/3605 and RR-2021-84, was envisaged to facilitate the precinct-oriented development of the Site for residential accommodation and allied health and education uses. Additional building heights and FSR beyond the prescribed development standards in the PLEP 2011 were required to support the creation of a micro hub expressed as a vertical village to complement the Westmead Health and Education Precinct and Innovation District, of which the subject site is a constituent part. The Westmead Health and Medical Research precinct represents the largest concentration of hospital and health services in Australia. It is also the most serviced precinct in NSW in terms of public transport provision.

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

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

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

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





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

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

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

A new and amended planning proposal for a precinct oriented development at 93 Bridge Road is being prepared which addresses the reasons for the Panel's recommendation listed under the Panel's determination of IRF21/3605 and RR-2021-84, together with feedback previously provided by Council.

### 1.2 NEW PLANNING PROPOSAL – A CHRONOLOGY OF EVENTS

This Scoping Report and the Urban Design Report (**Appendix 1**) for the new Planning Proposal, which responds to the Panel's recommendations, were submitted to Parramatta City Council on 9 November 2022. An overview of the new Planning Proposal is provided at **Section 1.3** below.

The first meeting to discuss the Council's response to the Scoping Report was held on 21 December. The Council advised that they were broadly supportive of the Proposal and wished to see it progress independently of the Transport for NSW (TfNSW) programme of upgrade works for Westmead. DPE and TfNSW in collaboration with the Council are preparing an integrated transport and traffic study to progress the initiatives of the Place-based Transport Strategy (see **Section 4.1.1.6**) and to support any future re-zoning in the precinct. The key implication for 93 Bridge Road is the potential widening of Bridge Road where it crosses the railway line. It was agreed that a joint meeting with TfNSW and the Council would be pursued, and that an additional meeting would be held with Council on 10 January 2023 to discuss how the Proposal responds to the Council's Local Housing Strategy (LHS).

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

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





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- Housing in the City will be highly sought after to those working within Westmead. Diversity of housing, with accessibility to the centre, will need to be delivered.

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

The results of this investigation were issued to the Council on 30 January, and confirmed that 900 homes had been delivered in Westmead over the Plan period to date. The Proposal in its current form would provide 371 new homes.

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

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

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

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

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

### 1.3 OVERVIEW

This Scoping Proposal (the Report) has been prepared by Willowtree Planning Pty Ltd on behalf of 93 Bridge Road Pty Ltd (atf Bridge Road Unit Trust) (the Proponent) and is submitted to Paramatta City Council as the Planning Proposal Authority in support of a site-specific Planning Proposal at 93 Bridge Road, Westmead (the Site).



## SCOPING PROPOSAL

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The Planning Proposal seeks to amend the following controls in the *Parramatta Local Environmental Plan 2023* (PLEP 2023) as it applies to the Site:

- Increase the maximum height of buildings from 20m to 75m (up to 22 storeys);
- Increase the maximum floor space ratio (FSR) from 1.7:1 to 4.5:1; and
- Introduce Additional Permitted Use(s) (APU) for short term accommodation.

The purpose of this Report is to outline the consistency of the envisaged precinct-oriented development with the objectives of the relevant strategic planning framework and the site-specific merit. The Proponent has engaged Hatch-RobertsDay to prepare an Urban Design Report and an Indicative Concept Scheme, provided at **Appendix 1** that demonstrates the intended configuration and design of the Site, including a commensurate provision of public benefits.

This Report has been prepared in accordance with the Scoping Proposal Template provided by DPE and is structured as follows:

- **Part A** Introduction
- **Part B** The Proposal
- **Part C** Strategic Justification and Site Specific Merit
- **Part D** Preliminary Environmental Considerations
- **Part E** Key Matters for Discussion
- **Part F** Recommendations and Conclusion

The ensuing sections of this Report provide further detail in relation to the above matters.

### 1.4 SITE DESCRIPTION AND EXISTING DEVELOPMENT

The Site is identified as 93 Bridge Road, Westmead, being legally described as Strata Plan (SP) 31901 and situated in the Parramatta City Council Local Government Area (LGA).

The overall site exhibits an approximate area of 8,663m<sup>2</sup>, with a primary street frontage along Bridge Road to the west. The Site also adjoins a private access road, registered partly on the Title of the subject site and partly on the Title of Lot 1 in DP 270360 to the south, with Rights of Way benefitting and burdening the respective sites.

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

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



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



**Figure 1. Cadastral Map** (Source: SIX Maps, 2022)



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**Figure 2. Aerial Map** (Source: Near Map, 2022)





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### 1.5 LOCAL AND REGIONAL CONTEXT

The Site is at the centre of a residential neighbourhood between the established centres of Wentworthville and Westmead. Wentworthville is approximately 780m walking distance to the west and benefits from an extensive range of local shops and services.

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

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

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

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

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

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



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

The Site is therefore accessible on foot to a number of local services, as well as to a range of community and social facilities including schools, childcare centres, recreational facilities, playgrounds and parks. The Shannons Paddock public open space is approximately 350m walking distance to the west of the Site. The extensive facilities of Parramatta Park are approximately 1.25km walking distance to the east of the Site

The *immediate* surrounds of the site (generally encompassing a 400m radius) however lack a presence of precinct-supportive services and commercial offerings, thereby representing a 'gap' of non-active uses. This, together with the surrounding context is illustrated at **Figure 3** and **4** below.



**Figure 3. Site Context Map** (Source: Google Maps, 2022)





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The site scores a Public Transport Accessibility Level (PTAL) rating of 6, which is the highest grade available and denotes a 'very high' level of connectivity to public transport. The PTAL calculation is based on service provision during the AM weekday peak (06:00 - 10:00).

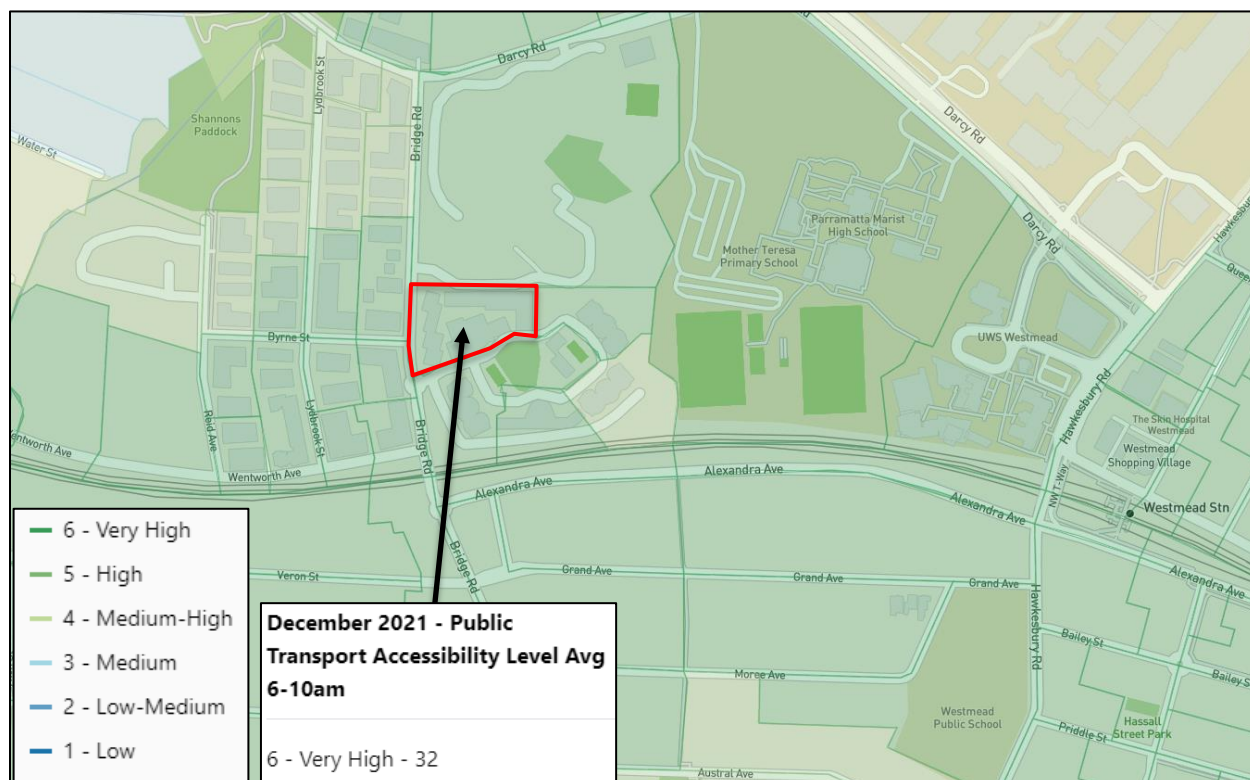




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Bus stops directly adjacent to the site frontage provide services to Parramatta Station, Merrylands Station and Blacktown Station. The public transport accessibility of the Site and its surroundings is illustrated below at **Figure 5**.



**Figure 5. NSW PTAL Calculator Map** (Source: NSW Legislation, 2023)

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

The future accessibility and walkability of the site will be further enhanced through the delivery of the approved and fully-funded Parramatta Light Rail and Sydney Metro West, both within approximately 800m walking distance of the site. Westmead will serve as the terminus of both lines, which will operate to Carlingford and Sydney Olympic Park. Furthermore, the implementation of Council's Green Grid would increase permeability in the local area, decrease distances to public transport nodes, and promote an improved walking and cycling experience.

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



## SCOPING PROPOSAL

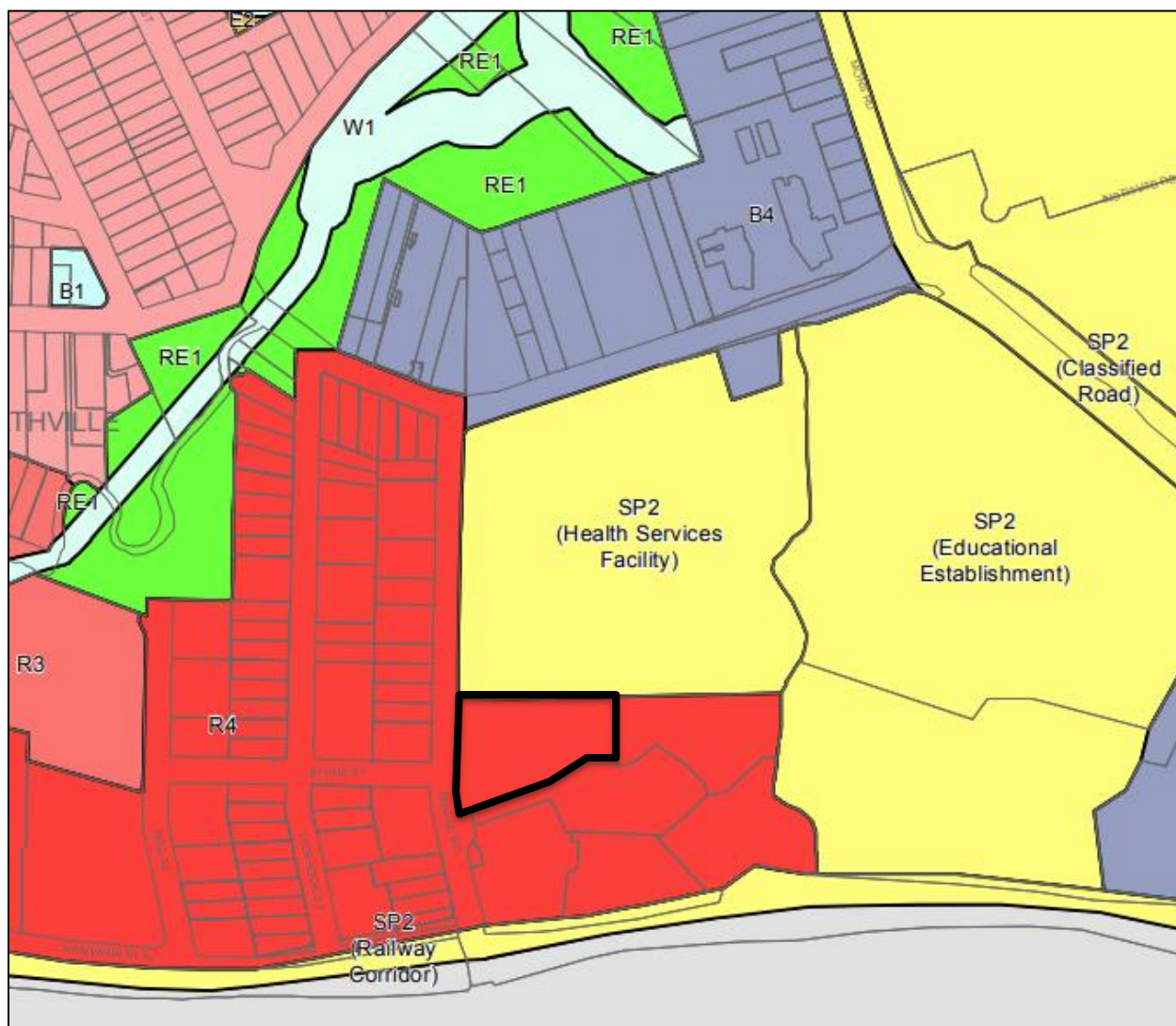
Proponent-initiated planning proposal to amend PLEP 2023 for Additional Building Height, Additional Floor Space Ratio and Additional Permitted Use for Short-Term Accommodation  
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### 1.6 CURRENT PLANNING CONTEXT OF THE SITE AND SURROUNDING LOCALITY

The PLEP 2023 is the primary Environmental Planning Instrument that applies to the site. The relevant provisions of the PLEP 2023 as they relate to the subject site are considered in the following subsections.

#### 1.6.1 Zoning and Permissibility

The subject site is located within the R4 High Density Residential zone, pursuant to the PLEP 2023 as shown in **Figure 6**.



**Figure 6. Land Zoning Map** (Source: NSW Legislation, 2022)



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The zone objectives and permitted land uses associated with the R4 High-Density Residential zone are set out at **TABLE 1** below:

TABLE 1. ZONE OBJECTIVES AND PERMITTED LAND USE	
Requirement	Application to the Site
<b>R4 High Density Residential</b>	
1. Zone Objectives	<ul style="list-style-type: none"><li>To provide for the housing needs of the community within a high density residential environment.</li><li>To provide a variety of housing types within a high density residential environment.</li><li>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</li><li>To provide opportunity for high density residential development close to major transport nodes, services and employment opportunities.</li><li>To provide opportunities for people to carry out a reasonable range of activities from their homes if such activities will not adversely affect the amenity of the neighbourhood.</li></ul>
2. Permitted without Consent	Home occupations
3. Permitted with Consent	Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; <b>Community facilities</b> ; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Flood mitigation works; Home-based child care; Home businesses; Hostels; Information and education facilities; <b>Multi dwelling housing</b> ; Neighbourhood shops; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); <b>Residential flat buildings</b> ; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; <b>Shop top housing</b> ; Water recycling facilities
4. Prohibited	Any other development not specified in item 2 or 3



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The future provision of high-rise residential development with complementary allied health and education uses is consistent with the R4 zone objectives as it provides new diverse housing supply in a highly sustainable location, and in close proximity to the significant employment opportunities associated with the Westmead Health and Education Precinct and Innovation District.

Most types of Residential Accommodation are permitted with consent at the Site, including Residential Flat Buildings, Shop Top Housing and Boarding Houses. **No changes to the zoning provisions would therefore be required to facilitate high-rise residential development at the Site.**

With respect to the range of other uses proposed, it is noted that the combined provisions of the PLEP 2023 and *State Environmental Planning Policy (Transport and Infrastructure) 2021* allow for the majority of land uses as development permitted with consent (see **TABLE 5**).

The exception is the short-term accommodation proposed to accommodate National Disability Insurance Scheme (NDIS) patients, families visiting children or other relatives in hospital as well as visiting nurses, doctors, medical experts and professors. Accordingly, an Additional Permitted Use (APU) would be proposed for 'Hotel or Motel Accommodation' and 'Serviced Apartments', and their respective definitions are included in **TABLE 2** below.

TABLE 2. LAND USE DEFINITION FOR THE PROPOSAL		
Land use	Description	Sub-Definition
Bed and Breakfast Accommodation	<i>means an existing dwelling in which temporary or short-term accommodation is provided on a commercial basis by the permanent residents of the dwelling and where -</i>  <i>(a) Meals are provided for guests only, and</i>  <i>(b) Cooking facilities for the preparation of meals are not provided within guests' rooms, and</i>  <i>(c) Dormitory-style accommodation is not provided.</i>	
Boarding Houses	<i>means a building or place -</i>  <i>(a) that provides residents with a principal place of residence for at least 3 months, and</i>  <i>(b) that contains shared facilities, such as a communal living room, bathroom, kitchen or laundry, and</i>	<b>Co-Living Housing</b> - <i>means a building or place that -</i>  <i>(a) has at least 6 private rooms, some or all of which may have private kitchen and bathroom facilities, and</i>



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	<p>(c) <i>that contains rooms, some or all of which may have private kitchen and bathroom facilities, and</i></p> <p>(d) <i>used to provide affordable housing, and</i></p> <p>(e) <i>if not carried out by or on behalf of the Land and Housing Corporation—managed by a registered community housing provider,</i></p> <p><i>but does not include backpackers' accommodation, co-living housing, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.</i></p>	<p>(b) <i>provides occupants with a principal place of residence for at least 3 months, and</i></p> <p>(c) <i>has shared facilities, such as a communal living room, bathroom, kitchen or laundry, maintained by a managing agent, who provides management services 24 hours a day,</i></p> <p><i>but does not include backpacker's accommodation, a boarding house, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.</i></p>
<b>Community Facilities</b>	<p><i>means a building or place –</i></p> <p>(a) <i>owned or controlled by a public authority or non-profit community organisation, and</i></p> <p>(b) <i>used for physical, social, cultural or intellectual development or welfare of the community,</i></p> <p><i>but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation.</i></p>	
Dual Occupancies	<p><i>means a dual occupancy (attached) or a dual occupancy (detached).</i></p>	<p><b>Dual Occupancy (attached)</b> <i>means 2 dwellings on one lot of land that are attached to each other, but does not include a secondary dwelling.</i></p> <p><b>Dual Occupancy (detached)</b> <i>means 2 detached dwellings on one lot of land, but does not include a secondary dwelling.</i></p>
Hostels	<p><i>means premises that are generally staffed by social workers or support providers and at which –</i></p> <p>(a) <i>Residential accommodation is provided in dormitories, or on a single shared basis, or by a combination of them, and</i></p>	





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	<i>(b) Cooking, dining, laundering, cleaning and other facilities are provided on a shared basis.</i>	
<b>Multi Dwelling Housing</b>	<i>means 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building</i>	
Neighbourhood Shops	<i>means premises used for the purposes of selling general merchandise such as foodstuffs, personal care products, newspapers and the like to provide for the day-to-day needs of people who live or work in the local area, but does not include neighbourhood supermarkets or restricted premises.</i>	
<b>Residential Flat Building</b>	<i>means a building containing 3 or more dwellings, but does not include an attached dwelling, co-living housing or multi dwelling housing.</i>	<b>Multi Dwelling Housing</b> – means 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building.
<b>Shop Top Housing</b>	<i>means one or more dwellings located above the ground floor of a building, where at least the ground floor is used for <b>commercial premises</b> or <b>health services facilities</b>.</i>	<p><b>Commercial Premises</b> means any of the following:</p> <ul style="list-style-type: none"> <li>(a) business premises</li> <li>(b) office premises</li> <li>(c) retail premises</li> </ul> <p><b>Health Services Facility</b> means a building or place used to provide medical or other services relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes any of the following:</p> <ul style="list-style-type: none"> <li>(a) a medical centre,</li> <li>(b) community health service facilities</li> <li>(c) health consulting rooms</li> <li>(d) patient transport facilities, including helipads and ambulance facilities</li> <li>(e) hospital</li> </ul>



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<b><u>Hotel or Motel Accommodation</u></b>	<i>means a building or place (whether or not licensed premises under the Liquor Act 2007) that provides temporary or short-term accommodation on a commercial basis and that –</i>  <i>(a) comprises rooms or self-contained suites, and</i>  <i>(b) may provide meals to guests or the general public and facilities for the parking of guests' vehicles</i>	
<b><u>Serviced Apartment</u></b>	<i>means a building (or part of a building) providing self-contained accommodation to tourists or visitors on a commercial basis and that is regularly serviced or cleaned by the owner or manager of the building or part of the building or the owner's or manager's agents.</i>	



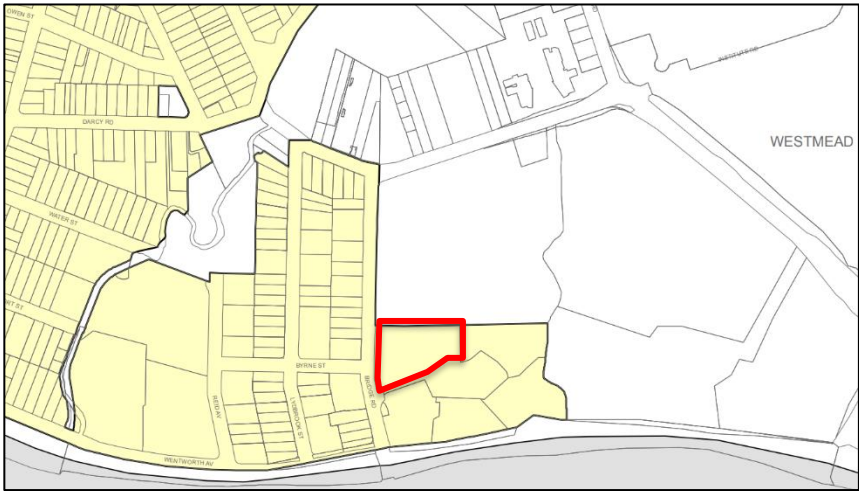
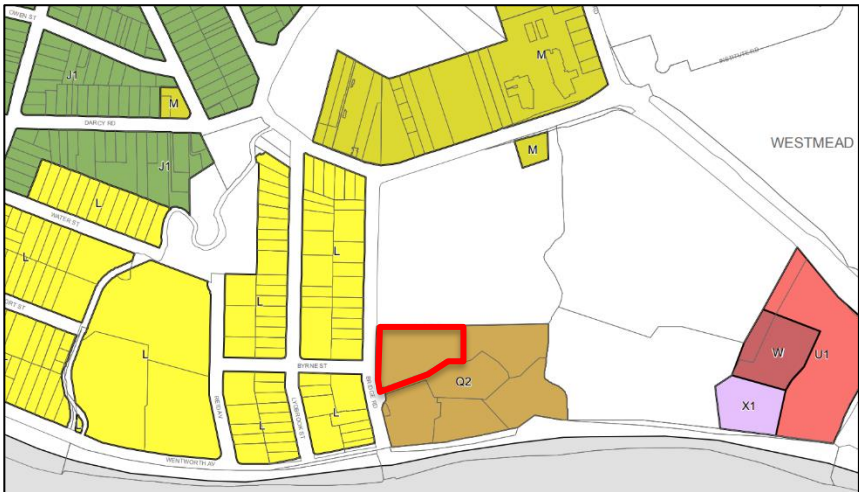


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1.6.2 Development Standards

TABLE 3 outlines the developments consistency and compliance with the relevant development standards and controls under the PLEP 2023.

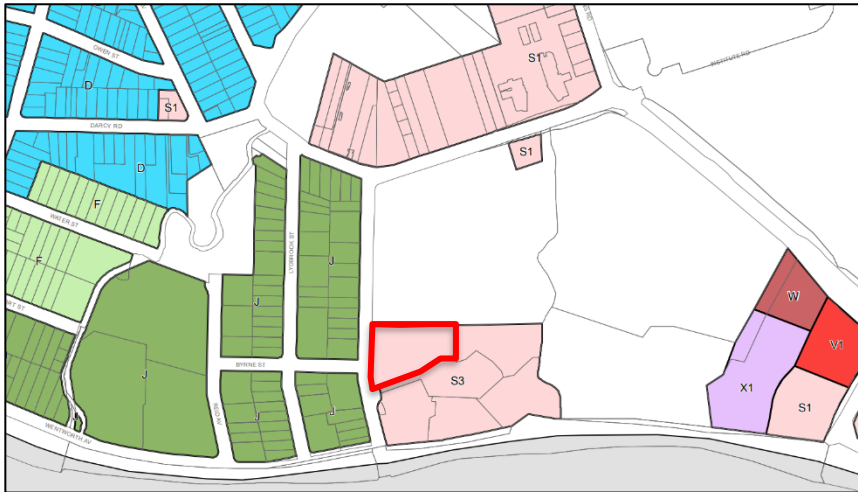
TABLE 3. PLEP 2023 DEVELOPMENT STANDARDS	
Clause	The Site and Surroundings
Clause 4.1 – Minimum subdivision lot size	<div></div> <p><b>Figure 7. Lot Size Map</b> (Source: NSW Legislation, 2022)</p> <p>The Site is subject to a minimum subdivision lot size of 550m<sup>2</sup> (or 600m<sup>2</sup> for dual occupancy development). No change to the minimum subdivision lot size standard would be required to support the Proposal.</p>
Clause 4.3 – Height of Buildings	<div></div> <p><b>Figure 8. Building Height Map</b> (Source: NSW Legislation, 2022)</p>



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**TABLE 3. PLEP 2023 DEVELOPMENT STANDARDS**

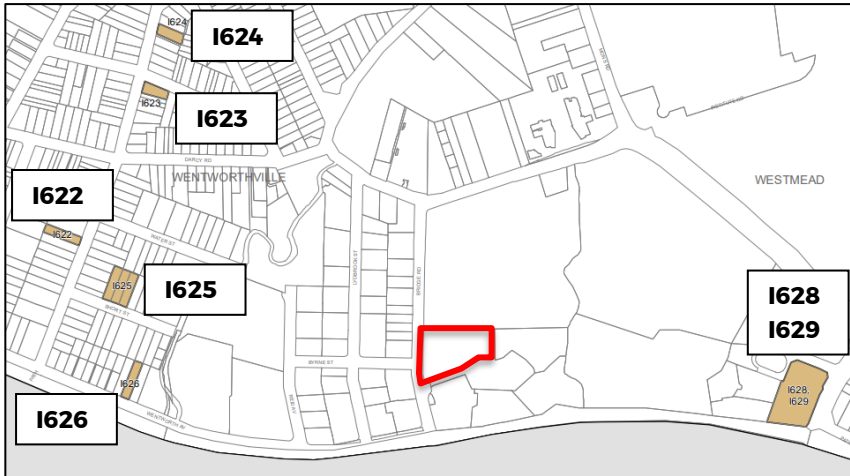
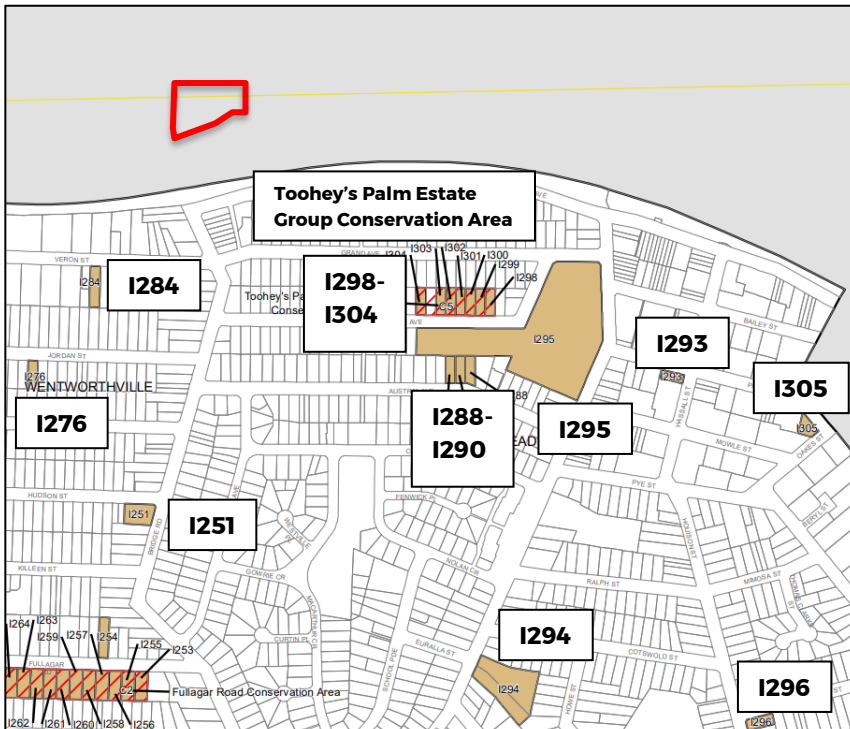
Clause	The Site and Surroundings
	<div> <div>J1</div> 9 <div>L</div> 11 <div>M</div> 12 <div>Q2</div> 20 <div>U1</div> 31 <div>W</div> 40 <div>X1</div> 48 </div> <p>The Site is subject to a maximum building height of 20m pursuant to the PLEP 2023.</p>
Clause 4.4 – Floor Space Ratio	 <p><b>Figure 9. FSR Map</b> (Source: NSW Legislation, 2022)</p> <div> <div>D</div> 0.5 <div>F</div> 0.6 <div>J</div> 0.8 <div>S1</div> 1.5 <div>S3</div> 1.7 <div>V1</div> 3.0 <div>W</div> 3.5 <div>X1</div> 4.0 </div> <p>The Site is subject to a maximum FSR of 1.7:1 pursuant to the PLEP 2023.</p>



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**TABLE 3. PLEP 2023 DEVELOPMENT STANDARDS**

Clause	The Site and Surroundings
Clause 5.10 – Heritage Conservation	<p>The Site is not identified as an item of environmental heritage or within a heritage conservation area. Items of environmental heritage within the Site's vicinity are illustrated at <b>Figures 10 and 11</b>, and are listed below:</p>  <p><b>Figure 10. Heritage Map Parramatta LGA</b> (Source: NSW Legislation, 2022)</p>  <p><b>Figure 11. Heritage Map Cumberland LGA</b> (Source: NSW Legislation, 2022)</p>



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**TABLE 3. PLEP 2023 DEVELOPMENT STANDARDS**

Clause	The Site and Surroundings
	<ul style="list-style-type: none"><li>▪ <b>I251</b> – 54 Bridge Road, Wentworthville (Yoorooga, late Victorian Cottage) – Locally Significant</li><li>▪ <b>I276</b> – 26 Jordan Street, Wentworthville (Federation period cottage) – Locally Significant</li><li>▪ <b>I284</b> – 16 Veron Street, Wentworthville (Inter-war bungalow) – Locally Significant</li><li>▪ <b>I288</b> – 15 Austral Avenue, Westmead (Inter-war bungalow) – Locally Significant</li><li>▪ <b>I289</b> – 17 Austral Avenue, Westmead (Inter-war bungalow) – Locally Significant</li><li>▪ <b>I290</b> – 19 Austral Avenue, Westmead (Inter-war bungalow) – Locally Significant</li><li>▪ <b>I293</b> – 43 Hassall Street, Westmead (Westmead Progress Association Hall) – Locally Significant</li><li>▪ <b>I294</b> – 41 Hawkesbury Road, Westmead (Deskford, Cabrini Nursing Home, circa 1876-1900) – Locally Significant</li><li>▪ <b>I295</b> – 150 Hawkesbury Road, Westmead (Westmead Public School, circa 1917)</li><li>▪ <b>I296</b> – 43 Houison Street, Westmead (Victorian/ Georgian cottage) – Locally Significant</li><li>▪ <b>I298</b> – 5 Moree Avenue, Westmead (Inter-war bungalow) – Locally Significant</li><li>▪ <b>I299</b> – 7 Moree Avenue, Westmead (Inter-war bungalow) – Locally Significant</li><li>▪ <b>I300</b> – 9 Moree Avenue, Westmead (Silver Grove, Inter-war bungalow) – Locally Significant</li><li>▪ <b>I301</b> – 11 Moree Avenue, Westmead (Girraween, Inter-war bungalow) – Locally Significant</li><li>▪ <b>I302</b> – 13 Moree Avenue, Westmead (Maxville, Inter-war bungalow) – Locally Significant</li><li>▪ <b>I303</b> – 15 Moree Avenue, Westmead (Inter-war bungalow) – Locally Significant</li><li>▪ <b>I304</b> – 19 Moree Avenue, Westmead (Inter-war bungalow) – Locally Significant</li><li>▪ <b>I305</b> – 1 Oakes Street, Westmead (Federation period cottage) – Locally Significant</li></ul>



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TABLE 3. PLEP 2023 DEVELOPMENT STANDARDS	
Clause	The Site and Surroundings
	<ul style="list-style-type: none"> <li>▪ <b>I622</b> – 52 Railway Street, Wentworthville (Former produce store) – Locally Significant</li> <li>▪ <b>I623</b> – 95 Railway Street, Wentworthville (House) – Locally Significant</li> <li>▪ <b>I624</b> – 105 Railway Street, Wentworthville (Cottage) – Locally Significant</li> <li>▪ <b>I625</b> – 2, 4 &amp; 6 Short Street, Wentworthville (Short Street Group) – Locally Significant</li> <li>▪ <b>I626</b> – 59 Wentworth Avenue, Wentworthville (Cottage) – Locally Significant</li> <li>▪ <b>I628</b> – 158-164 Hawkesbury Road, Westmead (Western Sydney University) – Locally Significant</li> <li>▪ <b>I629</b> – 158-164 Hawkesbury Road, Westmead (Victorian residence in grounds of UWS) – Locally Significant</li> </ul> <p>The Proposal is unlikely to impact the significance and/ or setting of the identified heritage items listed above.</p>
Clause 6.4 – Riparian Land and Waterways	 <p><b>Figure 12. Natural Resources Map</b> (Source: NSW Legislation, 2022)</p> <p>The Site is not identified in the relevant PLEP 2023 maps as comprising any natural resources, including biodiversity, riparian land, watercourses or landslide risk. The nearest watercourse is shown in <b>Figure 12</b>.</p>

Further to the provisions summarised in **TABLE 1**, it is noted that the Site is not subject to the Design Excellence provisions pursuant to Clause 6.13 of the PLEP 2023.



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### 1.7 DEVELOPMENT AND REZONINGS IN THE SURROUNDING AREA

A review of DPE's Major Projects website reveals that a number of State Significant Development Applications (SSDAs) have been approved in relation to the Westmead Health and Education Precinct and Innovation District.

#### 1.7.1 158-164 HAWKESBURY ROAD

In 2011 the University of Western Sydney sought a Planning Proposal to rezone the land at 158-164 Hawkesbury Road and 2A Darcy Road from SP2 Special Uses (Educational Establishment) to B4 Mixed Use. The Planning Proposal was accompanied by a number of studies and a masterplan prepared by ARUP which informed the amendment to the LEP, as well as a site-specific component of the Parramatta DCP, and included specific boundaries for new height and FSR.

An amendment to the PLEP 2011 was gazetted in 2013 which permitted site specific building heights ranging from 31 – 48m and a FSR of 1.5:1 – 4.0:1.

Subsequent Development Applications sought Clause 4.6 variations to the amended site-specific development standards based on an alternative site layout and distribution of buildings compared to the ARUP masterplan.

It was acknowledged by Council and the Sydney Planning Panel in the approval of buildings throughout the precinct (refs. **DA/571/2014**, **DA/968/2016** and **DA/1271/2016**) that the current PLEP 2011 building height standard was informed by a suboptimal concept plan at the time the controls were drafted. This was one of the primary reasons why significant height variations were approved on Lot 4 (72.15m / +80.3% variation) and Lot 5 (81.3m / +69.3% variation). The extent of approved height variations in the Precinct is best illustrated in **Figure 13**:





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**Figure 13. Approved Building Height Variation within Precinct Context** (Red denotes variation to control) (Source: Architectus, 2021)

### 1.7.2 24-26 RAILWAY PARADE

A Planning Proposal was lodged with Council in 2012, which sought to justify the preparation of a site-specific amendment to the PLEP 2011 seeking the following:

- Amend the subject site's Maximum FSR standard from 1.5:1 to 4.5:1;
- Amend the subject site's maximum Height of Building standard from 12 metres to 52 metres; and
- Introduce a provision limiting the residential floor space of any development on the subject site to a maximum of 1.5:1 FSR.

A site-specific amendment to the Parramatta Development Control Plan (DCP) was prepared to provide

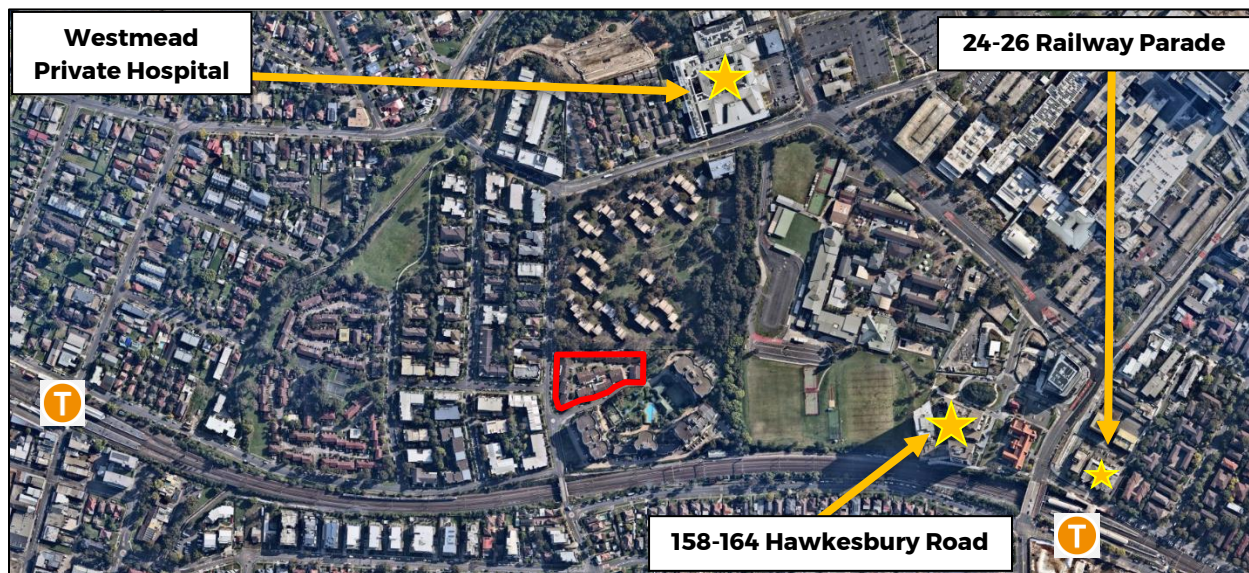




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more detailed objectives and design controls in support of the proposed amendments to the PLEP 2011. The amendments to the PLEP 2011 were gazetted on 4 March 2016, and Council subsequently adopted the DCP amendment.



**Figure 14. Site Relative to Surrounding Proposals** (Source: Six Maps, 2022)

### 1.7.3 WESTMEAD PRIVATE HOSPITAL (12, 12A, 14 & 14B MONS ROAD)

A Planning Proposal was lodged with Council in 2020, which sought to justify the preparation of a site-specific amendment to the PLEP 2011 seeking the following:

- Amend the subject site's Maximum FSR standard from 1.5:1 to 2:1; and
- Amend the subject site's maximum Height of Building standard from 12 metres to part 18 metres and part 68 metres, which equates to 17 storeys.

The Planning Proposal seeking the intensification of the hospital was not the direct result of any strategic study or plan, but the acknowledgment of the greater demand for additional health service facilities in the Westmead Health and Education Precinct and Innovation District.

Council approved the Proposal for the purpose of seeking a Gateway Determination from DPE, where it is currently undergoing pre-exhibition.



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## PART B THE PROPOSAL

### 2.1 OVERVIEW

It is proposed to amend the PLEP 2023 to include additional building height, additional FSR and an APU to support the future precinct-oriented development of the Site for high density residential together with complementary allied health and educational purposes.

As the majority of the proposed uses are already permitted with consent in the R4 zone, required amendments to the zoning provisions would be limited to an APU for short-term accommodation (defined as 'Hotel or Motel Accommodation' or 'Serviced Apartments').

### 2.2 OBJECTIVES OF THE PLANNING PROPOSAL

The key objective of the proposed amendments to the PLEP 2023 is to enable an appropriate density of development on the Site together with a compatible range of uses to complement and reinforce the operation of the Westmead Health and Education Precinct and Innovation District. This intended outcome would be achieved with respect to the following secondary objectives:

- Provide a high density precinct-oriented development incorporating a range of mix and tenures in response to local need and tailored to the students, key workers and professionals forming the Westmead Health and Education Precinct and Innovation District community.
- Introduce a development that complements the range of surrounding land uses, integrates with the townscape of varied built form densities whilst responding to the strategic position close to transport termini and within the Westmead health, education and innovation precinct.
- The envisaged precinct-oriented development would contribute to local and regional aspirations for the creation of walkable and liveable places by directly responding to the needs of those working at and visiting Westmead's health and educational institutions, thereby reducing reliance on private vehicular trips.
- Promote the most effective and efficient use of sustainable brownfield land through the adoption of appropriate development typologies and scales.
- Provide a valuable supply of diverse new housing in a highly accessible, established urban area to improve housing choice and affordability and to meet the needs of a growing population.
- Incorporate other uses that contribute to the activation and amenity of the Site, and complement the health, education and innovation precinct of which the Site is a constituent part.
- Introduce employment generating activities on the Site to provide economic benefits, jobs and services to support the growing local population, with a particular focus on reinforcing the health, education, innovation and knowledge sectors.
- Activate the Site and public domain through a new public street, shared streets, pedestrian through-site links, publicly accessible open space, active ground floor uses to enhance vibrancy and vitality, and high-quality architectural design that incorporates wayfinding.
- Augment the amenity of the Site whilst preserving the amenity of surrounding sites, including with respect to solar access, natural ventilation, and privacy.



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- Secure additional public benefit through a Voluntary Planning Agreement (VPA) addressing the potential dedication of land for new streets, half-road construction, provision of pedestrian through-site links, provision of publicly accessible open space, delivery of a community centre, and the provision of precinct-supportive uses.

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

## 2.3 INTENDED DEVELOPMENT OUTCOMES

The specific outcome of the Planning Proposal is to facilitate the following amendments to the PLEP 2023 as it applies to the subject site to enable redevelopment of the Site for high-density residential and mixed-use accommodation to complement the health, education and innovation precinct:

- Increase the maximum height of buildings from 20m to 75m (up to 22 storeys);
- Increase the maximum floor space ratio (FSR) from 1.7:1 to 4.5:1; and
- Introduce Additional Permitted Use(s) (APU) for short term accommodation.

The amended controls would facilitate redevelopment of the Site to provide a high density residential, allied health and education precinct-oriented development to complement the Westmead Health and Education Precinct and Innovation District, of which the subject site is a constituent part.

## 2.4 INDICATIVE CONCEPT PROPOSAL

The Urban Design Report and Indicative Concept Scheme prepared by Hatch-RobertsDay provides two (2) possible development outcomes for the Site demonstrating the anticipated built form outcome for the Site which responds to the objectives outlined in **Section 2.22**.

The design response aims to complete the arrangement and built form of the Monarco Estate sub-precinct, which provides a significant and unique opportunity equivalent in land area to award-winning renewal projects such as One Central Park. The Proposal would complete the graceful evolution of the sub precinct's character with two built form concepts capable of delivering the quantum of development required to achieve the objectives outlined in **Section 2.2**. This would include enhancing the sub-precinct's existing communal open space and creating a new high-quality provision, with all accessible to existing and future residents to ensure the highest quality of life for those living in and using the sub precinct.

The enclosed updated Design Report prepared by Hatch-RobertsDay also provides the preliminary urban design data requested by Council during the determination of the previous planning proposal.

The potential yield of the indicative developments and the numerical aspects of the Proposal are provided at **TABLE 4** below:



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TABLE 4. CONCEPT DESIGN (Hatch – RobertsDay, November 2022)				
Planning Metric	Previous Concept Base Proposal (ref. IRF21/3605; RR-2021-84)	Previous Added Value Proposal (ref. IRF21/3605; RR-2021-84)	New Concept Option A	New Concept Option B
Building Height	78m (22 storeys) 15 storeys 6 storeys 4 storeys 2 storeys	132m (40 storeys) 22 storeys 15 storeys 6 storeys 4 storeys 2 storeys	75m (22 storeys) 15 storeys 6 storeys 4 storeys 2 storeys	62.6m (18 storeys) 6 storeys 4 storeys 2 storeys
FSR	4.5:1	6:1	4.5:1	4.5:1
Gross Floor Area (GFA)	38,983m <sup>2</sup>	52,355m <sup>2</sup>	38,983 m <sup>2</sup>	38,983 m <sup>2</sup>
Site Area	8,663m <sup>2</sup>	8,663m <sup>2</sup>	8,663m <sup>2</sup>	8,663m <sup>2</sup>
<i>Residential – Build to Rent</i>				
Residential GFA	-	28,371m <sup>2</sup>	20,995m <sup>2</sup>	20,995m <sup>2</sup>
Dwelling Yield	-	402 dwellings	262 dwellings	262 dwellings
Unit Mix	N/A	1 Bed: 173 dwellings (43%) 2 Bed: 201 dwellings (50%) 3 Bed: 28 dwellings (7%)	1 Bed: 48 dwellings (18%) 2 Bed: 138 dwellings (53%) 3 Bed: 75 dwellings (29%)	1 Bed: 48 dwellings (18%) 2 Bed: 138 dwellings (53%) 3 Bed: 75 dwellings (29%)
<i>Residential – Market (Build to Sell)</i>				
Residential GFA	33,785m <sup>2</sup>	10,990m <sup>2</sup>	8,243m <sup>2</sup>	8,243m <sup>2</sup>
Dwelling Yield	371 dwellings	112 dwellings	109 dwellings	109 dwellings
Unit Mix	1 Bed: 90 dwellings (24%) 2 Bed: 133 dwellings (36%) 3 Bed: 147 dwellings (40%)	1 Bed: 27 dwellings (24%) 2 Bed: 40 dwellings (36%) 3 Bed: 45 dwellings (40%)	1 Bed: 27 dwellings (25%) 2 Bed: 39 dwellings (36%) 3 Bed: 43 dwellings (39%)	1 Bed: 27 dwellings (25%) 2 Bed: 39 dwellings (36%) 3 Bed: 43 dwellings (39%)



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Supporting Uses				
Community Centre	250m <sup>2</sup>	1,000m <sup>2</sup>	750m <sup>2</sup>	750m <sup>2</sup>
Medical Centre	-	929m <sup>2</sup>	697m <sup>2</sup>	697m <sup>2</sup>
Retail (as part of Shop Top Housing)	617m <sup>2</sup>	756m <sup>2</sup>	567m <sup>2</sup>	567m <sup>2</sup>
Food and Beverage (as part of Shop Top Housing)	331m <sup>2</sup>	441m <sup>2</sup>	331m <sup>2</sup>	331m <sup>2</sup>
Student Accommodation	4000m <sup>2</sup>	9,868m <sup>2</sup>	7,402m <sup>2</sup>	7,402m <sup>2</sup>
Short-term NDIS and Family Accommodation				
Short-term Accommodation				

The Proposal would provide substantial public benefit, to be secured by a draft Voluntary Planning Agreement offer, as noted below:

- Dedication of land for a new street, incorporating the envisaged development within the wider Precinct and contributing to the creation of a walkable and liveable place in accordance with local and Regional aspirations;
- Provision of two shared streets, for walking and cycling;
- Provision of pedestrian through-site links;
- Half-road construction;
- Provision of publicly accessible open space;
- Delivery of a new community centre
- Provision of short-term NDIS and family accommodation supporting the primary function of the Health and Education Precinct; and
- Programme of off-site public realm enhancement works.

It is noted that there would be opportunity to optimise the public benefit of the Proposal through a higher-density scheme, with the VPA offer commensurate with the achievable development quantum.



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### 2.5 PROPOSED LAND USES

A range of land uses are being considered for inclusion on the Site to create a micro hub that is complementary to the Westmead Health and Education Precinct and Innovation District. The proposed uses, corresponding PLEP 2023 land use categorisation and current permissibility are set out in **TABLE 5** below. The full PLEP 2023 land use definitions are set out at **TABLE 2**.

TABLE 5. PROPOSED LAND USES		
Potential Use	PLEP 2023 Land Use Definition	Current Permissibility
Residential (market, affordable, and key worker housing)	Residential Flat Building	Permitted with consent
	Shop Top Housing	Permitted with consent
Student Accommodation	Residential Flat Building	Permitted with consent
	Shop Top Housing	Permitted with consent
	Boarding House	Permitted with consent
Short-term NDIS accommodation and Short-term accommodation for families of hospital patients and visitors.	<b>Hotel or Motel Accommodation</b>	Prohibited
	<b>Serviced Apartment</b>	Prohibited
Specialist Disability Housing for Young People	Seniors Housing	Permitted with consent
Dementia Care Facility	Seniors Housing	Permitted with consent
Retail	Shop Top Housing	Permitted with consent
Food and Beverage	Shop Top Housing	Permitted with consent
Community Centre	Community Facility	Permitted with consent
Specialist Medical Suites	Medical Centre (being a type of Health Services Facility)	Prohibited pursuant to PLEP 2023; Permitted with consent pursuant to Division 10 of <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
Health-Education Collaborative Research Spaces	Educational Establishment	Permitted with consent
	Commercial Premises	Prohibited

The potential zoning changes required to enable the required APUs (bolded above in **TABLE 5**) on the Site are considered in **Section 2.6** below.





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### 2.6 PROPOSED AMENDMENT TO PARRAMATTA LEP 2023 ZONING

The inclusion of 'Hotel or Motel Accommodation' and 'Serviced Apartments' as an APU on the Site would achieve the R4 zone objectives as summarised in **TABLE 6** below:

TABLE 6. PLEP 2023 R4 ZONE OBJECTIVES	
R4 Zone Objectives	Consistency of Proposed APU with R4 Zone Objectives
<i>To provide for the housing needs of the community within a high-density residential environment.</i>	<p>The provision of 'Hotel or Motel Accommodation' and 'Serviced Apartments' on the Site would support the short-term living needs of NDIS patients, families visiting relatives in hospital (including children), as well as visiting nurses, doctors and medical experts.</p> <p>Whilst not representing permanent housing, short-term accommodation is integral to meeting the temporary accommodation needs of the local health and education community by virtue of the transient operating nature of the Health and Education Precinct.</p> <p>Together with the proposed height and FSR amendments and the range of other uses proposed for the Site (including Residential Flat Buildings and Shop Top Housing), short-term accommodation would integrate with the high-density residential environment that would be pursued by the new Planning Proposal.</p>
<i>To provide a variety of housing types within a high-density residential environment.</i>	<p>The transient nature of the primary function of the Health and Education Precinct generates demand for a diversity of permanent and temporary living options. In particular, short-term accommodation is required for NDIS patients, hospital visitors (including patients' relatives) and visiting professionals/practitioners.</p> <p>Accordingly, the proposed APU is required to meet the diversity of living needs associated with the Health and Education Precinct.</p> <p>As noted above, the inclusion of 'Hotel or Motel Accommodation' and 'Serviced Apartments' as an APU within the existing R4 zone would respond to the diverse living needs of the Precinct's transient population whilst enabling sustainable modes of travel in accordance with local and Regional aspirations for 'walkable cities'.</p>
<i>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</i>	<p>'Hotel or Motel Accommodation' and 'Serviced Apartments' represent a land use that meets the day-to-day living needs of the transient community of the Health</p>





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	<p>and Education Precinct, of which the Site is a constituent part.</p> <p>Combined with the range of other uses proposed (the balance of which is already permitted within the R4 zone), this would allow the future development on the Site to holistically meet the needs of the local and visiting community.</p>
<p><i>To provide opportunity for high density residential development close to major transport nodes, services and employment opportunities.</i></p>	<p>'Hotel or Motel Accommodation' and 'Serviced Apartments' would integrate with high density residential development on the Site, occupying a similar style of built form and performing a similar 'living' role.</p> <p>The Site is accessible by existing public transport and road infrastructure, being within 800m walking distance of both Westmead and Wentworthville train stations. A number of bus stops and T-ways also serve the surrounding area.</p> <p>Accessibility will be further enhanced through the delivery of the Parramatta Light Rail, Sydney Metro West and the City of Parramatta Council's Green Grid.</p> <p>Major employment opportunities and services are also readily accessible from the Site, including those associated with Health and Education Precinct together with the existing local centres of Westmead and Wentworthville.</p> <p>The range of uses proposed for the Site and the increased quantum of floorspace that would be permitted under the forthcoming Planning Proposal would support the establishment of additional local services and jobs. A 'Hotel or Motel Accommodation' and 'Serviced Apartments' would generate employment on the Site whilst also providing a service to complement the role and function of the Health and Education Precinct.</p>
<p><i>To provide opportunities for people to carry out a reasonable range of activities from their homes if such activities will not adversely affect the amenity of the neighbourhood.</i></p>	<p>The proposed APU would not relate to any type of home industry.</p> <p>The activities and operations of the proposed 'Hotel or Motel Accommodation' and 'Serviced Apartments' would not, in any case, adversely affect the amenity of the neighbourhood. Rather, short-term accommodation would complement residential accommodation on the subject and surrounding sites, and would support the diverse living needs of the Heath and Education Precinct community.</p>



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Accordingly, an APU for 'Hotel or Motel Accommodation' and 'Serviced Apartments' uses on the Site within the R4 zone is considered appropriate, having regard to the following matters:

- As outlined in **TABLE 6**, the proposed APU would achieve the objectives of the R4 High Density Residential zone.
- 'Hotel or Motel Accommodation' and 'Serviced Apartments' would integrate with the range of other uses already permitted in the R4 zone.
- All other proposed uses are permitted with consent, demonstrating the suitability of the R4 zone for accommodating the primary residential, allied health and educational function of the envisaged development.
- Consistent with the intent of the R4 zone, the proposed element of short-term accommodation would assist in meeting the diverse living needs of the local community associated with the Health and Education Precinct and Innovation District, including NDIS patients, families of hospital patients, and visiting professionals and practitioners.
- Accordingly, the proposed APU would complement the role and function of the Westmead Health and Education Precinct and Innovation District.
- The provision of short-term accommodation would enable greater retention of the Precinct's transient community (visiting relatives of patients and professionals), allowing the Site to contribute towards employment generation and the provision of services to support the needs of the surrounding community.
- Greater retention of the Precinct's transient community would also facilitate sustainable modes of travel in accordance with local and Regional aspirations for 'walkable cities'.

For the reasons outlined above, the introduction of 'Hotel or Motel Accommodation' and 'Serviced Apartments' at the subject site would be considered desirable and appropriate for the primary function of the Health and Education Precinct.

## 2.7 PROPOSED AMENDMENT TO PARRAMATTA LEP 2023 HEIGHT OF BUILDINGS

An amendment would be sought to Clause 4.3 of the PLEP 2023 in respect of the Height of Buildings development standard. With reference to **Figure 8**, the Site is currently subject to a 20m maximum building height, which is insufficient to enable the envisaged development and range of uses.

It would be requested to amend the provisions of Clause 4.3 of the PLEP 2023 to provide a minimum building height standard of 75m (22 storeys).

As demonstrated in **TABLE 7**, the existing objectives of Clause 4.3 would not be altered by a proposed increase, but rather would be achieved by the amendment.



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TABLE 7. PLEP 2023 HEIGHT OF BUILDINGS (CLAUSE 4.3) OBJECTIVES	
Height of Buildings Objectives	Consistency of Proposed Amendment with Height of Buildings Objectives
<p>(a) to provide appropriate height transitions between buildings,</p> <p>(b) to ensure the height of buildings is compatible with the height of existing and desired future development in the surrounding area,</p>	<p>The Site and surroundings are zoned for a combination of high density residential development and social infrastructure, with the latter benefitting from no maximum height limit (see <b>Figure 6</b>).</p> <p>The immediate area currently incorporates a range of building heights between 3 to 16 storeys, and land uses that would be described as relatively intense. Recently consented built form to the east at 158-164 Hawkesbury Road comprises a cluster between 8 to 24 storeys, with the site further to the east at 24-26 Railway Parade comprising 16 storeys.</p> <p>Land to the immediate north is considered to exhibit significant redevelopment potential, particularly as it is unconstrained by any maximum building height or FSR controls.</p> <p>The building height proposed for the subject site would therefore present an opportunity to create a transition between existing multi-storey residential flat buildings to the south and west, and the anticipated future high rise development on land to the north.</p> <p>The stepped design of the concept development would concentrate the tower elements at the northern portion of the Site, adjacent to the future development site considered likely to accommodate high density built form.</p> <p>Lower building elements together with publicly accessible open space would be provided adjacent to the southern boundary where existing residential development comprises 16 storeys. The design of the built form would therefore provide an effective height transition.</p>
<p>(c) to require the height of future buildings to have regard to heritage sites and their settings,</p>	<p>With reference to <b>Figures 10</b> and <b>11</b>, the Site is not located in the vicinity of any designated heritage assets or conservation areas. The distance to the nearest heritage items of local significance means that the proposed building height would not</p>



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	cause harm to the setting or significance of those identified assets.
<i>(d) to reinforce and respect the existing character and scale of low density residential areas,</i>	<p>With reference to <b>Figure 6</b>, the Site is within an area zoned for high density residential development and is adjacent to an area zoned for a Health Services Facility without a maximum building height restriction.</p> <p>The boundary to the R2 Low Density Residential zone is across Finlayson's Creek and the Shannons Paddock open space, approximately 335m to the north-west of the subject site.</p> <p>The Proposal would accord with the principle of encouraging a high rise and high-density character at the subject site and its surroundings.</p>
<i>(e) to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development,</i>	The updated Design Report prepared by Hatch Roberts-Day demonstrates that the proposed building heights would be capable of maintaining good levels of neighbour amenity owing to building orientation, separation and setbacks, including with respect to solar access, privacy, outlook and visual impact.
<i>(f) to preserve historic views,</i>	The Site does not intersect any significant or historic views.
<i>(g) to maintain satisfactory sky exposure and daylight to</i> <ul style="list-style-type: none"> <li><i>a. existing buildings within commercial centres, and</i></li> <li><i>b. the sides and rear of tower forms, and</i></li> <li><i>c. key areas of the public domain, including parks, streets and lanes.</i></li> </ul>	<p>The updated Design Report prepared by Hatch-RobertsDay articulates a design response that is based on a site and contextual analysis, with future built form positioned and orientated to maintain appropriate levels of solar access to surrounding residential development and public open space.</p> <p>Shadow modelling would be undertaken to inform the design response, and to ensure that the Proposal would comply with the City of Parramatta Council's policies and the NSW Apartment Design Guide with respect to the levels of solar access provided to the concept built form, adjacent buildings and public open spaces.</p>



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2.8 PROPOSED AMENDMENT TO PARRAMATTA LEP 2023 FLOOR SPACE RATIO

An amendment would be sought to Clause 4.4 of the PLEP 2023 in respect of the Floor Space Ratio development standard. With reference to **Figure 9**, the Site is currently subject to a 1.7:1 maximum Floor Space Ratio, which is insufficient to viably enable the envisaged development and range of uses.

To facilitate the redevelopment of the Site, the provisions of Clause 4.4 would be amended to provide a minimum FSR of 4.5:1.

As demonstrated in **TABLE 8**, the existing objectives of Clause 4.4 would be achieved by the proposed amendment.

TABLE 8. PLEP 2023 FLOOR SPACE RATIO (CLAUSE 4.4) OBJECTIVES	
FSR Objectives	Consistency of Proposed Amendment with FSR Objectives
(a) to ensure buildings are compatible with the bulk, scale and character of existing and desired future development in the surrounding area,	<p>The Site and surroundings are zoned for a combination of high density residential development and social infrastructure, with the latter benefitting from no maximum height limit (see Figure 6).</p> <p>The immediate area currently incorporates a range of building heights between 3 to 16 storeys, and land uses that would be described as relatively intense. Recently consented built form to the east at 158-164 Hawkesbury Road comprises a cluster between 8 to 24 storeys, with the site further to the east at 24-26 Railway Parade comprising 16 storeys.</p> <p>Land to the immediate north is considered to exhibit significant redevelopment potential, particularly as it is unconstrained by any maximum building height or FSR controls.</p> <p>The building height proposed for the subject site would therefore present an opportunity to create a transition between existing multi-storey residential flat buildings to the south and west, and the anticipated future high rise development on land to the north.</p> <p>The stepped design of the concept development would concentrate the tower elements at the northern portion of the Site, adjacent to the future development site considered likely to accommodate high density built form.</p>





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	<p>Lower building elements together with publicly accessible open space would be provided adjacent to the southern boundary where existing residential development comprises 16 storeys. The design of the built form would therefore provide an effective height transition.</p>
<p><i>(b) to regulate density of development and generation of vehicular and pedestrian traffic,</i></p>	<p>The Site is served by established public transport infrastructure including two train stations, bus stops, and T-ways (all within 800m walking distance), which are considered capable of supporting higher density residential development on the Site.</p> <p>Accessibility by sustainable modes of travel will be further enhanced through the delivery of the Parramatta Light Rail, Sydney Metro West and the City of Parramatta Council's Green Grid.</p> <p>The Proposal would be accompanied by a full Transport Assessment and evidence-based public benefits package commensurate with the quantum of development delivered at the Site.</p>
<p><i>(c) to provide a transition in built form and land use intensity within the area covered by this Plan,</i></p>	<p>In the context of the objectives for the Building Height development standard, the subject site and its surroundings have been designated for high-density built form and high intensity residential, education and health land uses.</p> <p>The density of development proposed at the subject site, combined with the stepped approach to massing, would create a transition between the existing multi-storey residential flat buildings to the south and west, and the anticipated high-rise development on adjacent land to the north.</p>
<p><i>(d) to require the bulk and scale of future buildings to have regard to heritage sites and their settings,</i></p>	<p>With reference to <b>Figures 10 and 11</b>, the Site is not located in the vicinity of any designated heritage assets or conservation areas. The distance to the nearest heritage items of local significance means that the proposed building height would not cause harm to the setting or significance of those identified assets.</p>
<p><i>(e) to reinforce and respect the existing character and scale of low density residential areas.</i></p>	<p>With reference to <b>Figure 6</b>, the Site is within an area zoned for high density residential development and is adjacent to an area zoned for</p>



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	<p>a Health Services Facility without a maximum building height restriction.</p> <p>The boundary to the R2 Low Density Residential zone is across Finlayson's Creek and the Shannons Paddock open space, approximately 335m to the north-west of the subject site.</p> <p>The Proposal would accord with the principle of encouraging a high rise and high-density character at the subject site and its surroundings.</p>
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## PART C STRATEGIC JUSTIFICATION AND SITE-SPECIFIC MERIT

The DPE document *A Guide to Preparing Planning Proposals* includes questions which proponents should consider and respond to when describing the need for a Planning Proposal.

### 3.1 NEED FOR THE PLANNING PROPOSAL

#### 3.1.1 IS THE PLANNING PROPOSAL A RESULT OF AN ENDORSED LOCAL STRATEGIC PLANNING STATEMENT, STRATEGIC STUDY OR REPORT?

The proposed amendment to the PLEP 2023 for additional building height, additional FSR and an APU to support residential development and complementary allied health and education uses on the Site aligns with a number of State, regional and local strategic studies and reports. These are outlined in the following sub sections.

##### 3.1.1.1 GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES

The *Greater Sydney Region Plan – A Metropolis of Three Cities* represents an amendment to *A Plan for Growing Sydney*. The Plan outlines a vision for Sydney to 2056, defined by three (3) cities; the Western Parkland City, the Central River City, and the Eastern Harbour City. The Plan seeks to foster productivity, liveability and sustainability, to be achieved through the '30 minute city' model by which more than 60% of people live within 30 minutes of jobs, education, health facilities and services. The creation of the 30 minute city is to be promoted through infrastructure investment and coordinated transport and land use planning.

The ten (10) directions underpinning the Plan emphasise infrastructure delivery, increasing housing choice, creating walkable neighbourhoods and 'great places to live', supporting economic growth, and promoting environmental sustainability. Overall, the Plan aims to accommodate an additional 725,000 dwellings and 817,000 new jobs.

For the purpose of the Plan, Greater Parramatta (inclusive of Westmead) is identified as the core of the Central River City (**Figure 15**). Through the implementation of the Growth Infrastructure Compact in GPOP, unprecedented infrastructure investment will support major population growth and enhanced economic activity. Urban renewal and the Green Grid will present opportunities for improved sustainability and greater access to open space.

In accordance with the Greater Sydney Commission's (GSC) 2016 vision, GPOP and its transformation continues to be key to rebalancing opportunities across the Greater Sydney Region. Improved transport connections are key to delivering the economic benefits of agglomeration and creating a cluster of economic activity with up to 370,000 jobs within a 10-15 minute public transport catchment. Key focus areas for GPOP include (as relevant to Westmead):

- Growth Infrastructure Compact to support the delivery of social and economic infrastructure;
- Parramatta Light Rail and Sydney Metro West as catalysts for new businesses, housing choice, education, research, entertainment and tourism;
- Employment growth and diversity;



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- Walkable places.

Other objectives and strategies of the Plan focus on the role of Westmead as an internationally competitive health, education, research and innovation precinct. The provision of a range of accommodation for moderate-income households and students accessible to health and education precincts is acknowledged by the Plan as contributing to the productivity of the precinct.

Accordingly, through the provision of significant new housing supply on the subject site in immediate proximity to Westmead Health and Education Precinct (yet on land historically developed and zoned for residential purposes), the Proposal would positively contribute to the overall productivity of the precinct. In direct response to the Region Plan, opportunities have also been identified for affordable key-worker housing and student housing. This would in turn assist in achieving the vision for GPOP. Similarly, residential accommodation on the subject site would contribute to the creation of the 30-minute city owing to the proximity of the site to jobs, services and transport infrastructure.

Further, the range of allied health and education-related uses nominated for inclusion on the site directly reflect the 'active ecosystem' described by the Plan as characterizing successful innovation districts. Specialist medical facilities, housing (including affordable, key-worker and student housing), temporary accommodation for NDIS patients and short-term accommodation for visitors, are all key to the growth and development of the Westmead Health and Education Precinct and Innovation District.



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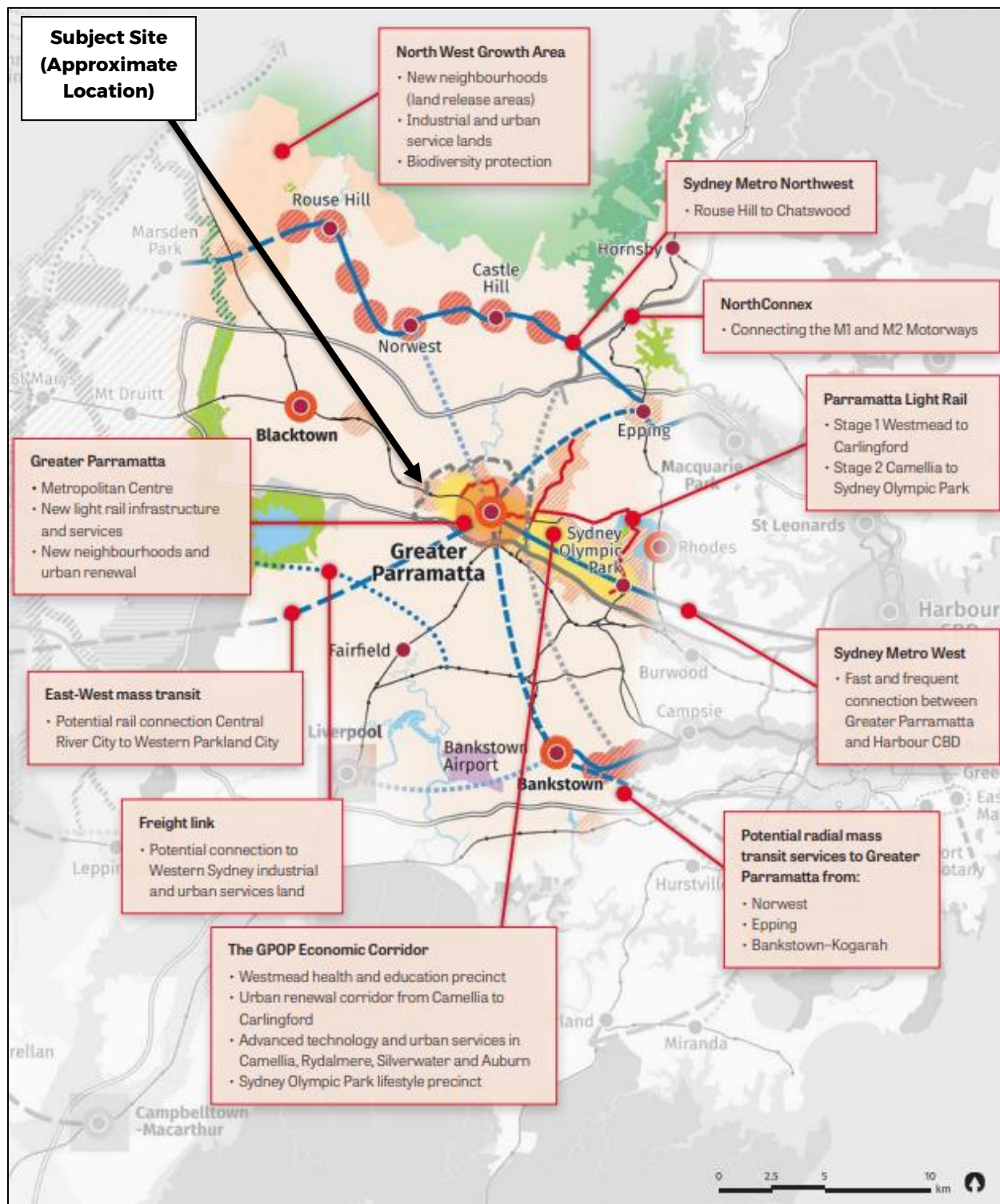


Figure 15. Central River City (Source: Greater Sydney Commission, 2018)





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### 2.1.1.1 CENTRAL CITY DISTRICT PLAN

The *Central City District Plan* has been designed to provide a 'bridge' between regional and local level planning, and assist in the *implementation* of strategic envisioning.

Westmead is situated in the Central City District (**Figure 15**), which is envisioned to benefit from unprecedented city-scale infrastructure investments, quicker and easier access to a wider range of jobs, housing types and activities, enhanced lifestyle opportunities and improved environmental assets.

Overall, 550,500 additional people and 207,500 dwelling are projected for the Central City district by 2036, and 137,000-151,500 jobs are targeted for Greater Parramatta by 2036.

The Plan establishes a number of priorities and actions to guide growth, development and change, relating to infrastructure & collaboration, liveability, productivity and sustainability.

The priorities and actions relevant to Westmead, Greater Parramatta and the envisaged development are discussed as follows.

#### ***Infrastructure and Collaboration***

Additional infrastructure and services are required to support Sydney's growth, and in turn infrastructure investment will contribute to the shape and connectivity of Greater Sydney. Planning for infrastructure requires coordination across all levels of government, industry and the community.

The GPOP Growth Infrastructure Compact seeks to align infrastructure with growth through a collaborative process. Westmead forms part of GPOP and is expressly nominated as an area for growth.

The envisaged precinct-oriented development would support the transformation that is being pursued by various levels of government in conjunction with the major transport investment in the Parramatta Light Rail and Sydney Metro West. The development would effectively align housing and jobs growth with new infrastructure, in accordance with Action 3.

#### ***Liveability Priorities***

It is projected that 207,500 additional homes will be required across the District by 2036, including a front-loading of 21,650 homes in Parramatta LGA over the first five years of the Plan to 2021.

The delivery of additional housing supply in the right locations to improve diversity and affordability, coordinated with the provision of infrastructure and services is required in response to population growth and increasing life expectancy.

Urban renewal corridors, including GPOP, have been designated to direct higher concentrations of new housing to those areas which enjoy the greatest access to infrastructure and services. The key to 'liveable places' is ensuring the creation of a permeable built environment that enables sustainable modes of travel, namely walking and cycling, through a fine grain urban form and land use mix.



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With reference to **Figure 16**, the Site is located within GPOP Urban Renewal Corridor which reflects its highly sustainable and accessible location. The Site is particularly well placed to provide the effective delivery of key-worker housing, student housing, temporary NDIS patient accommodation, and short-term accommodation for visiting relatives and professionals in response to the unique housing needs of the local and transient community associated with the Westmead Health and Education Precinct and Innovation District.

The proximity of the Site to existing and imminent public transport termini (including the Parramatta Light Rail, Sydney Metro West and the two existing train stations) and position within the Westmead Health and Education Precinct and Innovation District means that the envisaged precinct-oriented development would accord with local and Regional aspirations for the creation of 'walkable' and 'liveable' places.

### ***Productivity Priorities***

Greater Parramatta is a growing centre with an increasing range of jobs and services. It is in a strong position to attract a critical mass of knowledge-intensive businesses, health and educational institutions, convention facilities, and retail, leisure, art and cultural experiences. The GPOP corridor (**Figure 16**) will be boosted by infrastructure investment associated with the Growth Infrastructure Compact.

Westmead has the largest health and education precinct in Greater Sydney, and the District Plan nominates health and education precincts, as well as other centres and corridors, as areas for the concentration of employment and economic growth.

In accordance with the District Plan's Productivity Priorities, including for Greater Parramatta, GPOP and Westmead specifically, the Proposal would provide diverse new housing in an area supported by growing and diversifying job opportunities and new infrastructure. The provision of new and diverse housing in immediate proximity to the Health and Education Precinct and Innovation District would multiply the productivity of the precinct and contribute to the creation of the 30 minute city. This specifically reflects Actions 23 and 32.

The inclusion of a range of allied health and education uses on the site in conjunction with traditional, affordable and more diverse living options, would further complement the Health and Education Precinct and innovation District with multiplied productivity benefits.

### ***Sustainability Priorities***

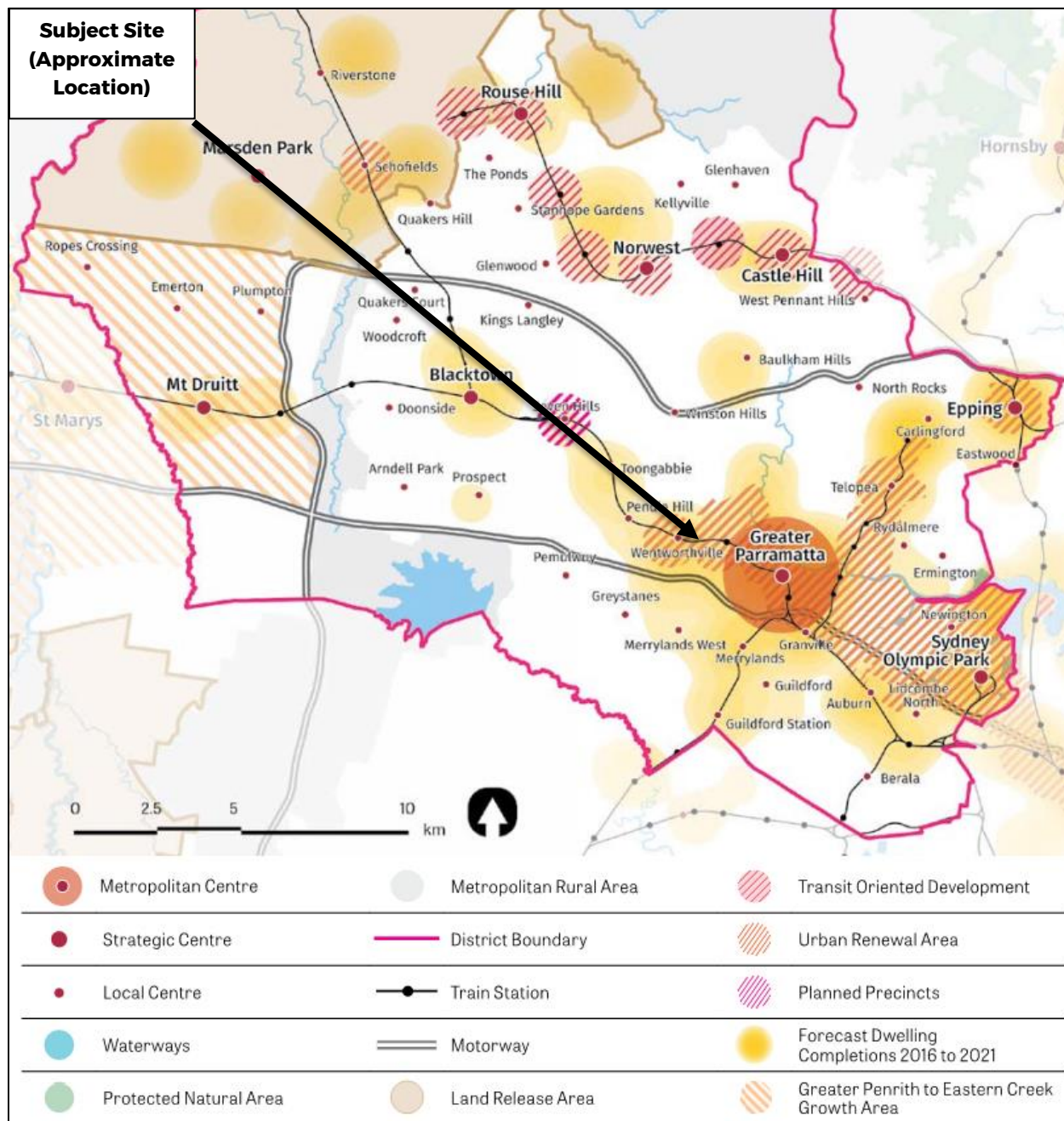
Landscapes, waterways, and biodiversity should be protected and enhanced through the effective and efficient use of previously developed brownfield land.

The redevelopment of the site for higher density residential, allied health and educational uses would augment the efficiency with which land is used through the intensification of uses that are highly compatible with the Site's local context and access to infrastructure provision. The envisaged precinct-oriented development would capitalise upon the Site's highly accessible location, enable greater retention of the Health and Education Precinct's community through purpose-built accommodation, and encourage sustainable modes of travel in accordance with local and Regional aspirations for the creation of 'walkable' and 'liveable' places.



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**Figure 16. Future Housing and Urban Renewal Areas** (Source: Greater Sydney Commission, 2018)



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### 3.1.1.2 GREATER PARRAMATTA AND OLYMPIC PENINSULA (GPOP)

The 6,000-hectare Greater Parramatta to Olympic Peninsula (GPOP) corridor is fast emerging as the heart of the Central City. In November 2019, the GSC released the draft pilot Place-based Infrastructure Compact (PIC) for GPOP, which aims to ensure infrastructure delivery is matched with growth across 26 precincts within the GPOP corridor.

In 2020 the State Government announced that a Strategic Plan for GPOP will be prepared to establish a land use vision for each of the 26 precincts, further investigate potential growth options and infrastructure needs, and implement a staging and sequencing plan. The Department is also preparing place strategies to provide a more detailed vision for GPOP precincts that are changing as a result of new infrastructure such as transport links, or where there are significant issues to resolve. A Place Strategy has been prepared for Westmead (see **Section 3.1.1.5**).

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

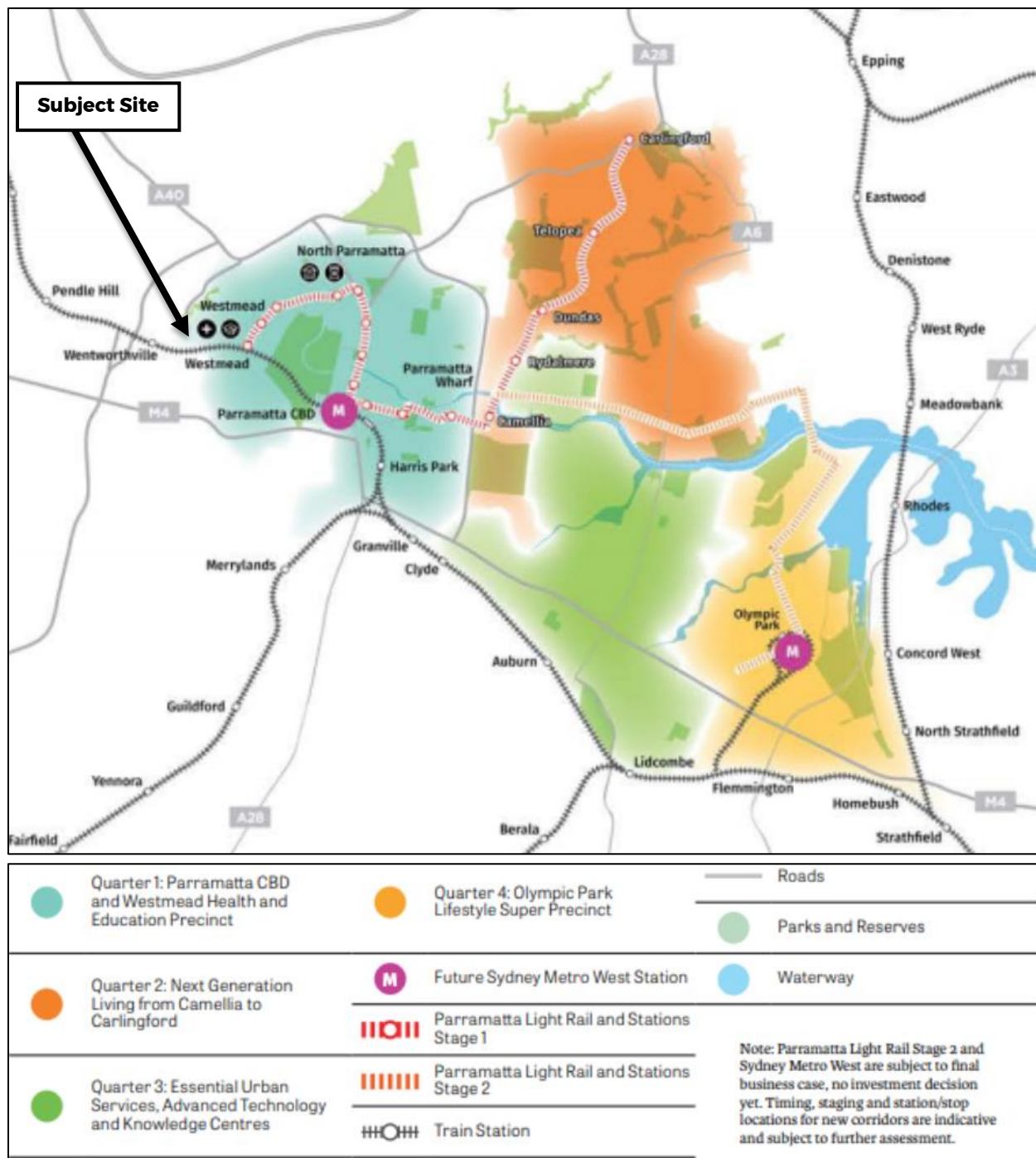
The provision of diverse new housing supply on the site responds to the vision for GPOP and specifically for Westmead. New housing would be located in close proximity to existing and planned public transport, major employment generators and local services. In accordance with the intent of the PIC, the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

The integration of allied health and education-related uses with residential development would allow the site to offer an enhanced contribution to the role of Westmead in health, education, innovation and economic activity.



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**Figure 17. GOP Map** (Source: NSW Legislation, 2022)





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### 4.1.1.5 WESTMEAD 2036 PLACE STRATEGY

The *Westmead 2036 Place Strategy* (the Place Strategy) was adopted by the Minister of Planning and Homes on 21 October 2022, and establishes the vision for Westmead as “*Australia's premier health and innovation district; an ecosystem for new discoveries, economic growth and global recognition. Westmead will also deliver exceptional place outcomes for the Central River City, with enhanced heritage and environmental assets, activated places, connected communities and housing choice*”.

Aligning with the vision of the Place Strategy, the envisaged precinct-oriented development would deliver diverse new housing to augment choice and supply, activate the site and public domain through a variety of active uses and public spaces, and connect the local community to living, working, studying and socialising opportunities through co-location within the Site, and more broadly through close walking and cycling proximity to the balance of the Westmead precinct and major public transport.

The Place Strategy includes a Structure Plan for Westmead. As shown in the extract at **Figure 18**, the Site is identified as ‘existing residential’. Of note, the adjoining site to the north is identified as ‘mixed use (health focus)’. Whilst the Structure Plan reflects the existing situation of the Site, it does not provide express guidance on the future development. Liveability Direction 8 does however promote housing renewal of old building stock with a focus on delivering place-based outcomes and high amenity that is inclusive of public spaces, and the revitalisation of existing residential areas by improving streetscapes and public domain.

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

Reflecting the ‘residential’ designation of the Structure Plan and aligning with Direction 8, the envisaged development would provide a diverse offering of residential accommodation including student accommodation and key worker housing. The proposed density of development is suitable for the site in light of the criteria under Direction 8, given it is situated within 800m walking distance of Westmead Station, and would incorporate new open space to create a highly amenable environment for the new and existing communities.

The balance of the proposed precinct-supportive uses would provide a transition to the health-focused mixed use developments that are earmarked for the adjoining site to the north, and would also support the core vision for Westmead as a health and innovation district.

To facilitate the renewal initiatives and actions, Westmead has been divided into sub-precincts. Each is defined by its own purpose and distinct character to create an integrated, coherent and sustainable community. The Site is located within Sub-precinct 2 ‘Health and Innovation’ (**Figure 19** and **Figure 20**), which is described as Westmead’s “engine room” and being “at the core” of the Westmead Health and Innovation District.

In accordance with the outcomes for Sub-Precinct 2, the envisaged precinct-oriented development would support core health and innovation uses with diverse housing within high-density, mixed-use development that encourages activity through active ground floor uses and a high-quality public domain, with co-



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located social infrastructure, services and open spaces. The proposed permeable network of shared streets, pedestrian lanes and open spaces would promote walkability, cyclability and connect the green grid.

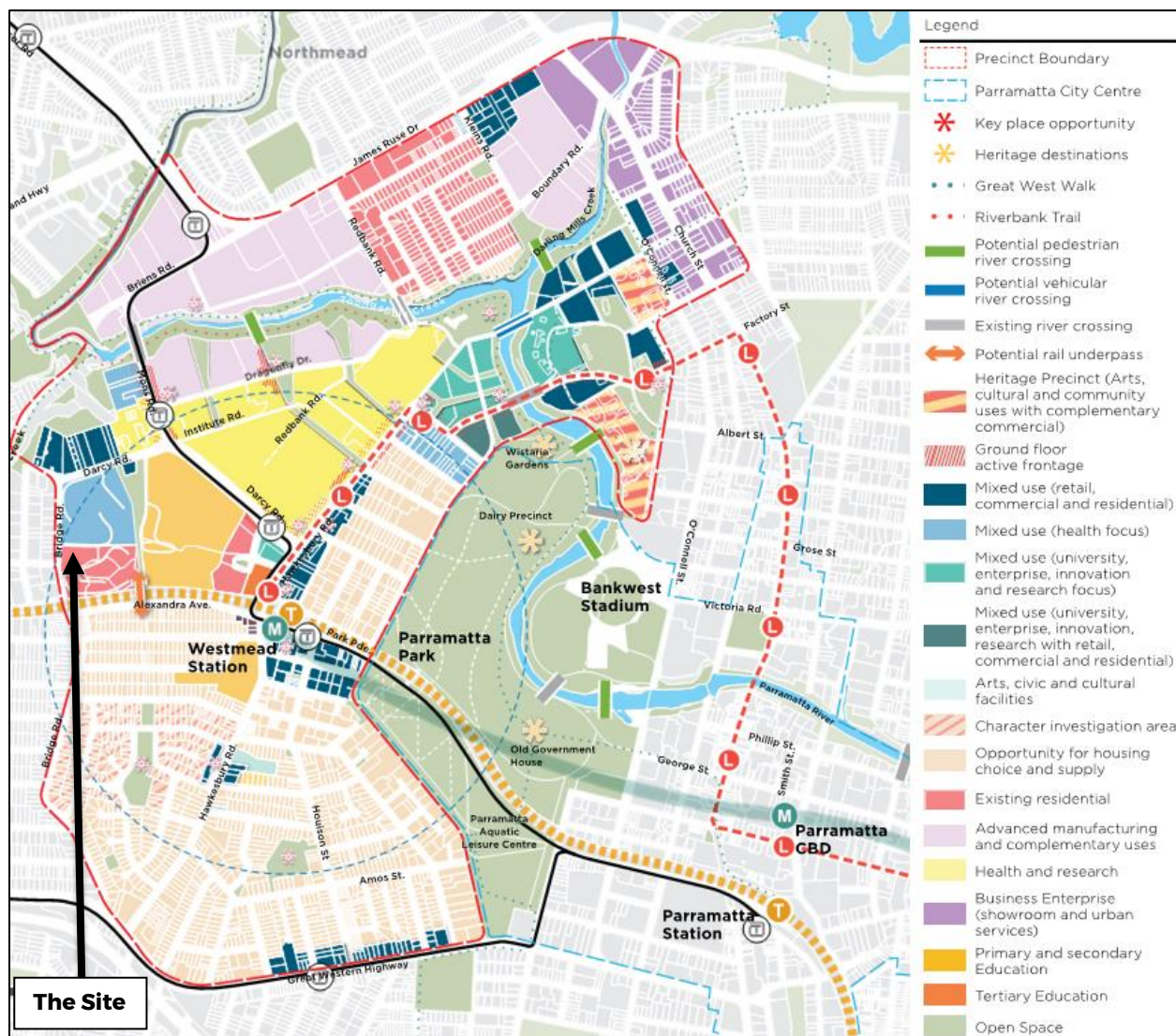
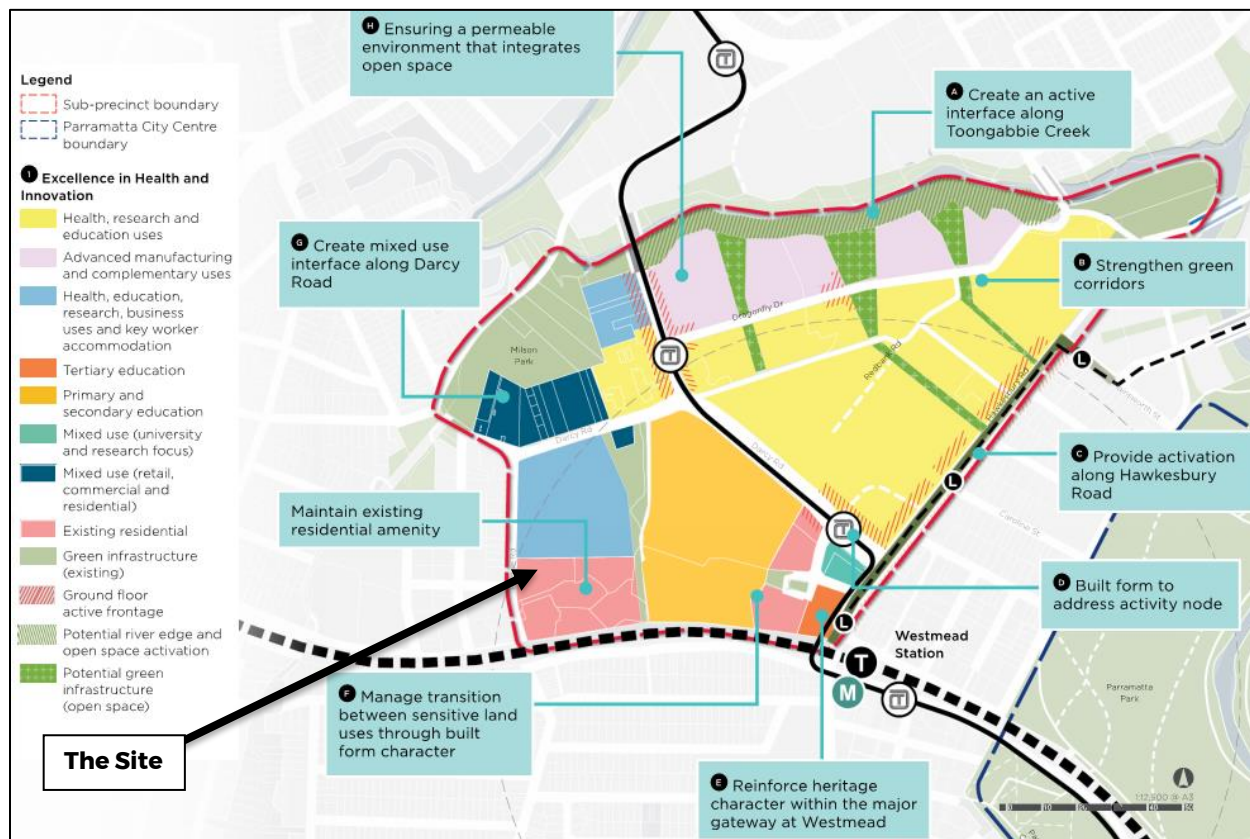


Figure 18. Westmead Structure Plan (Source: NSW Government, 2022)



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**Figure 19. Westmead Sub-Precinct 2 Plan** (Source: NSW Government, 2022)





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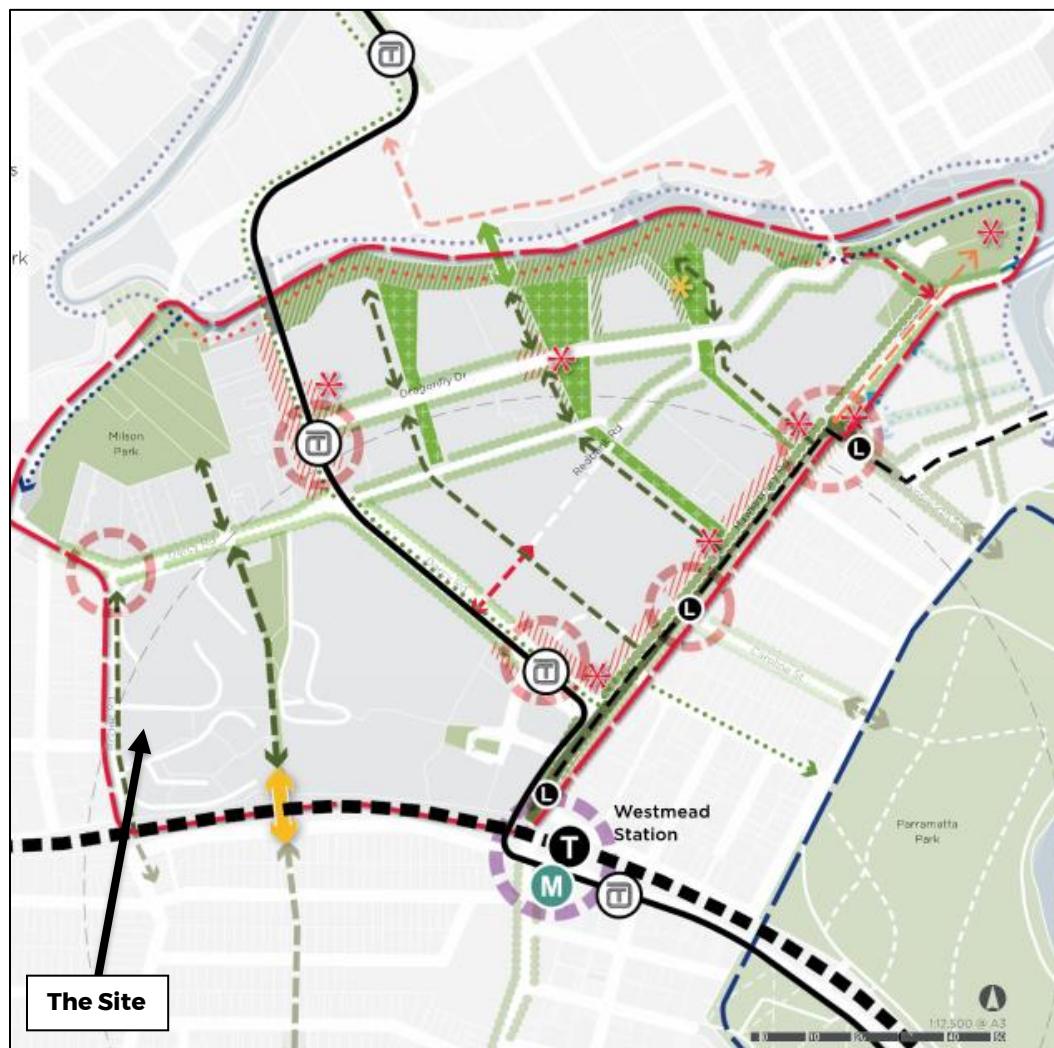


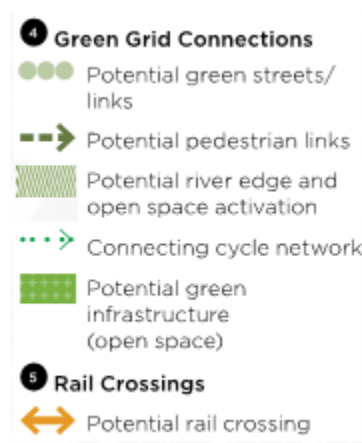
Figure 20. Westmead Sub-Precinct 2 Plan (Source: NSW Government, 2022)



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The Site's contribution to the Westmead 'engine room' would be optimised, with increased housing supply and diversity and significantly increased public benefit through an enhanced breadth and quantum of precinct-supportive uses including NDIS patient and family accommodation, medical motel, student accommodation and a community facility. Contributions towards further improving connectivity through the precinct would also be explored through discussions with Council and would form the basis of a draft VPA.

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

### 4.1.1.6 WESTMEAD PLACE-BASED TRANSPORT STRATEGY

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

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

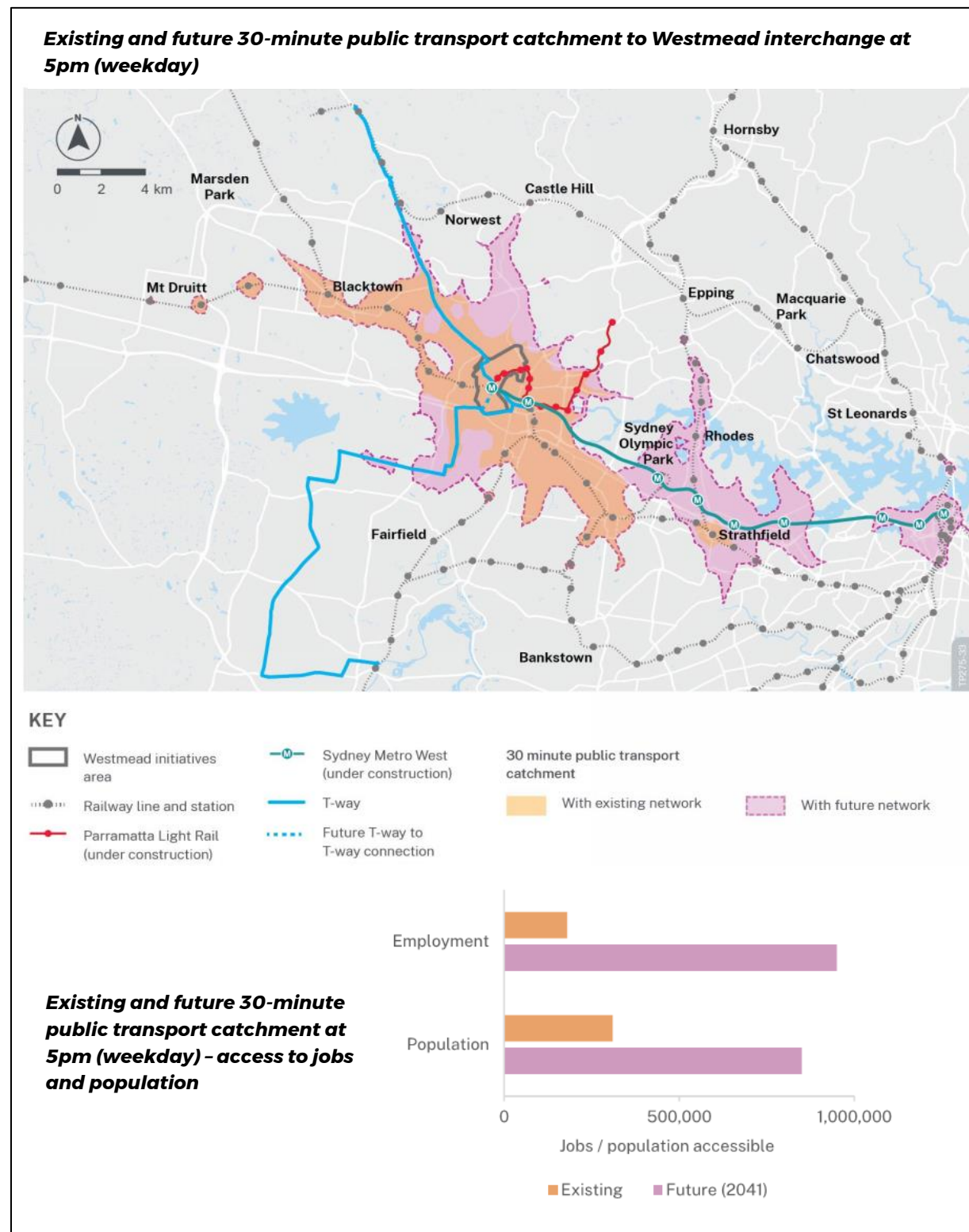
In the future, Westmead will be significantly more accessible for a larger portion of Sydney by public and active transport within 30 minutes, as shown in **Figure 21** below:





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**Figure 21. Anticipated Increase in Westmead Connectivity** (Source: TfNSW, 2022)



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

1. *Support Westmead's transformation into a truly integrated innovation district.*
2. *Create vibrant and safe places, leveraging the major movement corridors, parklands and creeks,*
3. *Develop sustainable travel networks that are permeable and attractive.*
4. *Deliver better public and active transport options for customers of all ages and ability.*
5. *Enhance the transport network to optimise and balance movement.*

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

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

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



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- **Strategic Direction 5 – Enhance the transport network to optimise and balance movement**
  - Programme of upgrade works to Bridge Road for increased north-south traffic movements and new safe intersection controls, including the existing bridge over the rail corridor (future proofed to accommodate up to four lanes) together with the upgrade of the Darcy Road intersection to the north of the Site.

The initiatives identified above could form the basis of discussions with Council regarding a draft VPA for contributions towards further improving connectivity through the precinct and fully integrating the Site within its surroundings.

### 4.1.1.7 PARRAMATTA LIGHT RAIL

The Parramatta Light Rail is a current NSW Government infrastructure project, anticipated to serve 28,000 people daily by 2026, with an estimated 130,000 people living within walking distance of the 16 light rail stops.

Stage 1 is anticipated to open in 2024. The Stage 1 route extends from Westmead to Carlingford and will connect Parramatta CBD to the Westmead Precinct, Parramatta North Growth Centre, the new Western Sydney Stadium, the Camellia Town Centre, the New Powerhouse Museum and Riverside Theatres, the private and social housing redevelopment at Telopea, Rosehill Gardens Racecourse and three (3) Western Sydney University campuses. In total, the route extends 12km and includes 16 stops.

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

The Stage 1 and Stage 2 routes are illustrated at **Figures 22**. As shown in **Figure 23**, the subject site is located in close proximity (approximately 800m walking distance) of the proposed Westmead Light Rail stop.

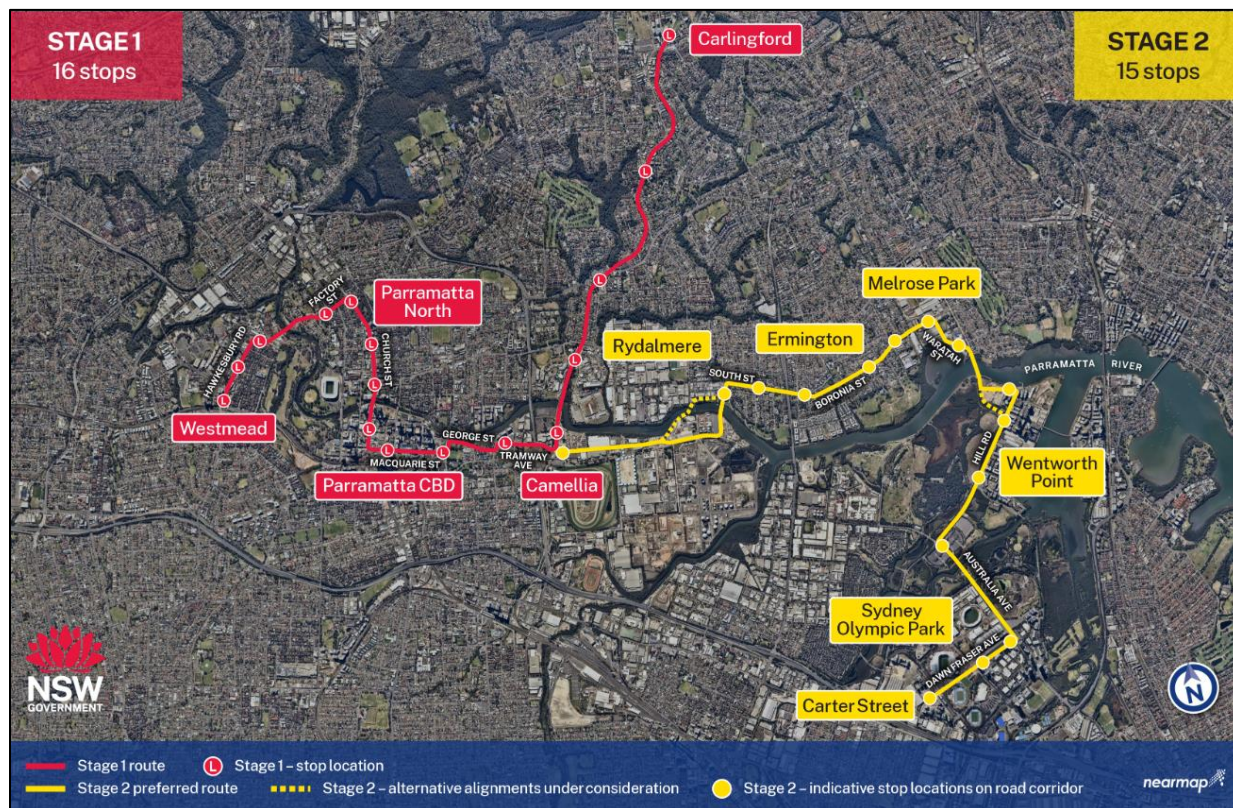
High density residential, allied health and education development on the subject site would therefore benefit from the improved connectivity and regional accessibility to be delivered through the significant infrastructure investment in Parramatta Light Rail. Development on the site would also contribute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



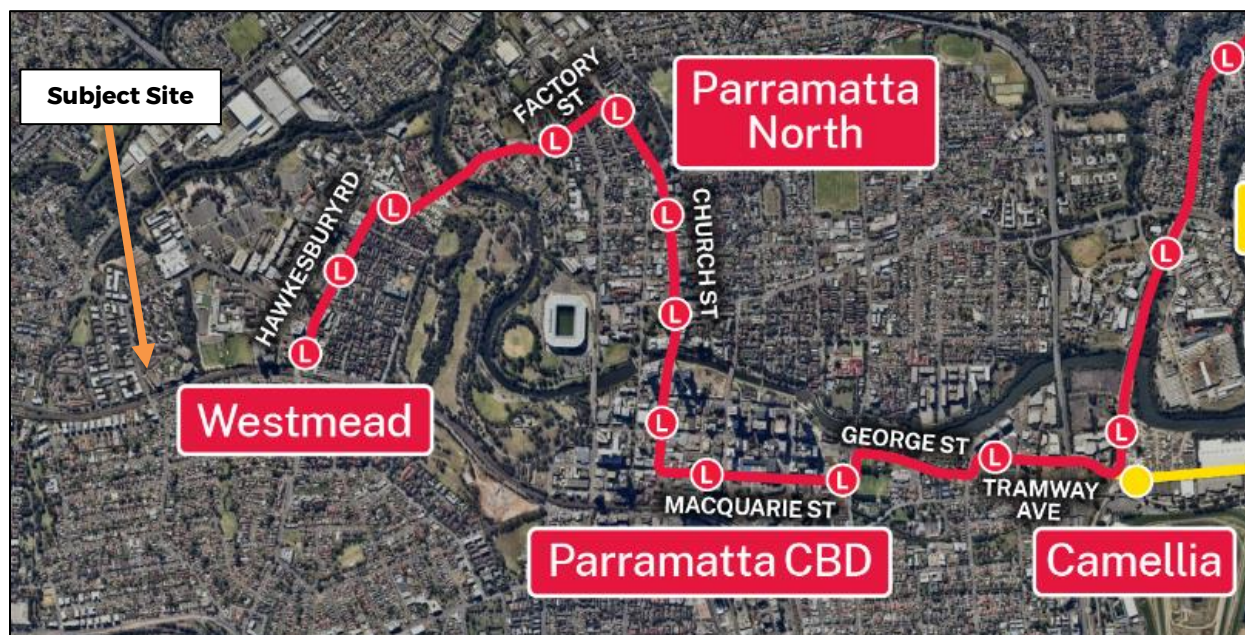


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**Figure 22. Stage 1 and Stage 2 of Parramatta Light Rail** (Source: NSW Government, 2022)



**Figure 23. Parramatta Light Rail - Westmead Sector** (Source: NSW Government, 2022)





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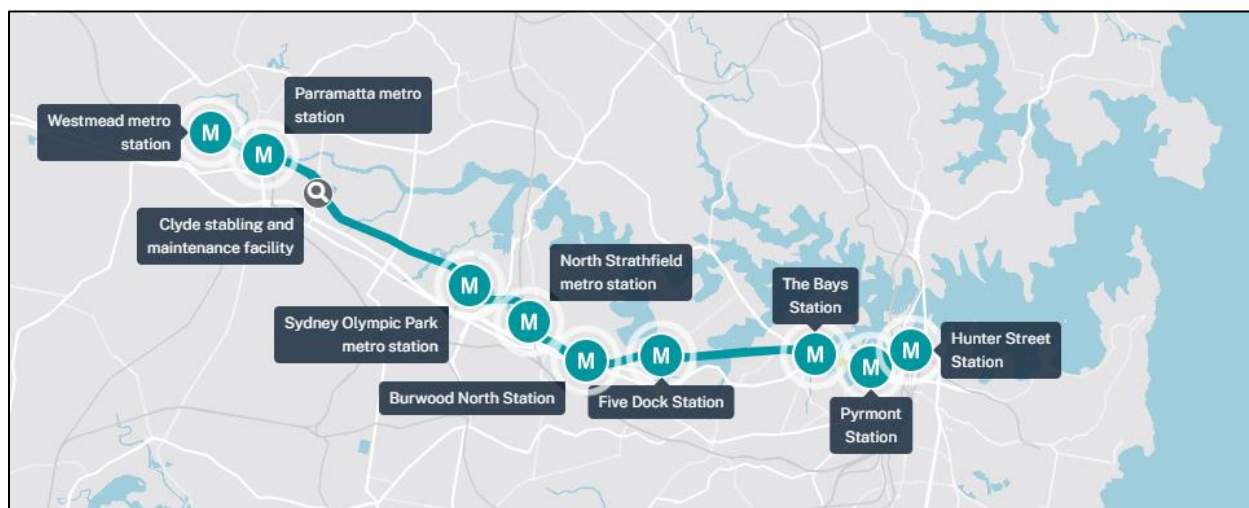
### 4.1.1.8 SYDNEY METRO WEST

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

Sydney Metro West includes a new underground Metro station at Westmead, intended to support the growing residential areas and Health and Education Precinct. New metro platforms will be located next to the existing Westmead Station providing an easy above-ground interchange with the T1 Western Line and T5 Cumberland Line. The new station will also provide customers with easy access to Parramatta Light Rail, T-way buses and other bus services. As well as connecting customers to the Westmead health, education and employment hub, the new metro station will service residential areas experiencing growth and renewal in north and south Westmead.

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

An extract from the Sydney Metro West map is provided at **Figure 24**:



**Figure 24. Sydney Metro West Map** (Source: NSW Government, 2022)





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### 4.1.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

It is considered that this Planning Proposal is the best means of achieving the objectives and intended outcomes of the desired future redevelopment of the subject site.

The Site is zoned for high density residential development, however current PLEP 2023 building height and FSR controls unjustifiably restrict the quantum of development that may be provided on the Site.

The proposed amendments to the building height and FSR development standards would enable the creation of a high density residential, allied health and education precinct in close proximity of major public transport infrastructure, and on land within a designated urban renewal corridor. The envisaged precinct-oriented development would fully support the primary function and operation of the Westmead Health and Education Precinct and Innovation District. The co-creation of diverse new housing options, allied health and education facilities, employment opportunities and complementary services would be fully consistent with the '30 minute city' ideology and principles of transit-oriented development. The delivery of a commensurate package of public realm enhancement works would integrate the development within the Precinct and ensure the creation of a walkable and liveable place in accordance with local and Regional aspirations.

By facilitating a higher density of residential accommodation, allied health and education-related uses, the proposed amendments to the PLEP 2023 would ensure the efficient and sustainable use of land in a strategic location, consistent with the objectives of local and strategic policy.

An amendment to the PLEP 2023 would similarly be required to permit short-term accommodation (defined as 'Hotel or Motel Accommodation' or 'Serviced Apartments') on the Site in the R4 zone. The proposed APU would integrate with the built form and function of permanent housing and allow the Site to more holistically respond to the unique living needs of the transient community associated with the Westmead Health and Education Precinct and Innovation District (including NDIS patients, hospital visitors and visiting professionals/practitioners). The proposed APU, by supporting the primary function of the Precinct, reflects the intent of the strategic plans and policies relating to health and education precincts, innovation districts, and the role of Westmead.

## 4.2 RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

### 4.2.1 WILL THE PLANNING PROPOSAL GIVE EFFECT TO THE OBJECTIVES AND ACTIONS OF THE APPLICABLE REGIONAL, OR DISTRICT PLAN OR STRATEGY (INCLUDING ANY EXHIBITED DRAFT PLANS OR STRATEGIES)

As previously discussed in **Section 3.1**, the Proposal would be consistent with the Greater Sydney Region Plan, the Central City District Plan and the Place Strategy. Similarly, the envisaged development responds to the objectives for GPOP, the Westmead Precinct, the imminent arrival of the Parramatta Light Rail and the Sydney Metro West.



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### 4.2.2 IS THE PLANNING PROPOSAL CONSISTENT WITH THE LOCAL COUNCIL'S COMMUNITY STRATEGIC PLAN OR OTHER LOCAL STRATEGIC PLAN?

#### 4.2.2.1 PARRAMATTA LOCAL STRATEGIC PLANNING STATEMENT: CITY PLAN 2036

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

The LSPS establishes the following vision:

*"In 20 years Parramatta will be a bustling, cosmopolitan and vibrant metropolis, the Central City for Greater Sydney. It will be a Smart City that is well connected to the region, surrounded by high quality and diverse residential neighbourhoods with lots of parks and green spaces. It will be innovative and creative and be well supported by strong, productive and competitive employment precincts. It will be a place that people will want to be a part of."*

The LSPS Structure Plan identifies Westmead as a Strategic Centre and one of 16 Growth Precincts (see **Figure 25**).

The majority of housing growth is to occur in the designated Growth Precincts, close to public transport and other services, and primarily (73%) within the GPOP corridor. Of the 87,900 estimated new homes by 2036, 4,500 new homes would be distributed in Westmead (resulting in 8,000 total homes in Westmead by 2036). The LSPS states that most housing growth would be in the form of high density apartments.

The LSPS states that the workforce is projected to grow from 164,000 in 2016 to 250,000 in 2036, with 60% of new jobs to be in centres including the Westmead Health and Education Precinct. In total, 28,700 additional jobs (resulting in 48,500 total jobs) are targeted for Westmead by 2036.

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



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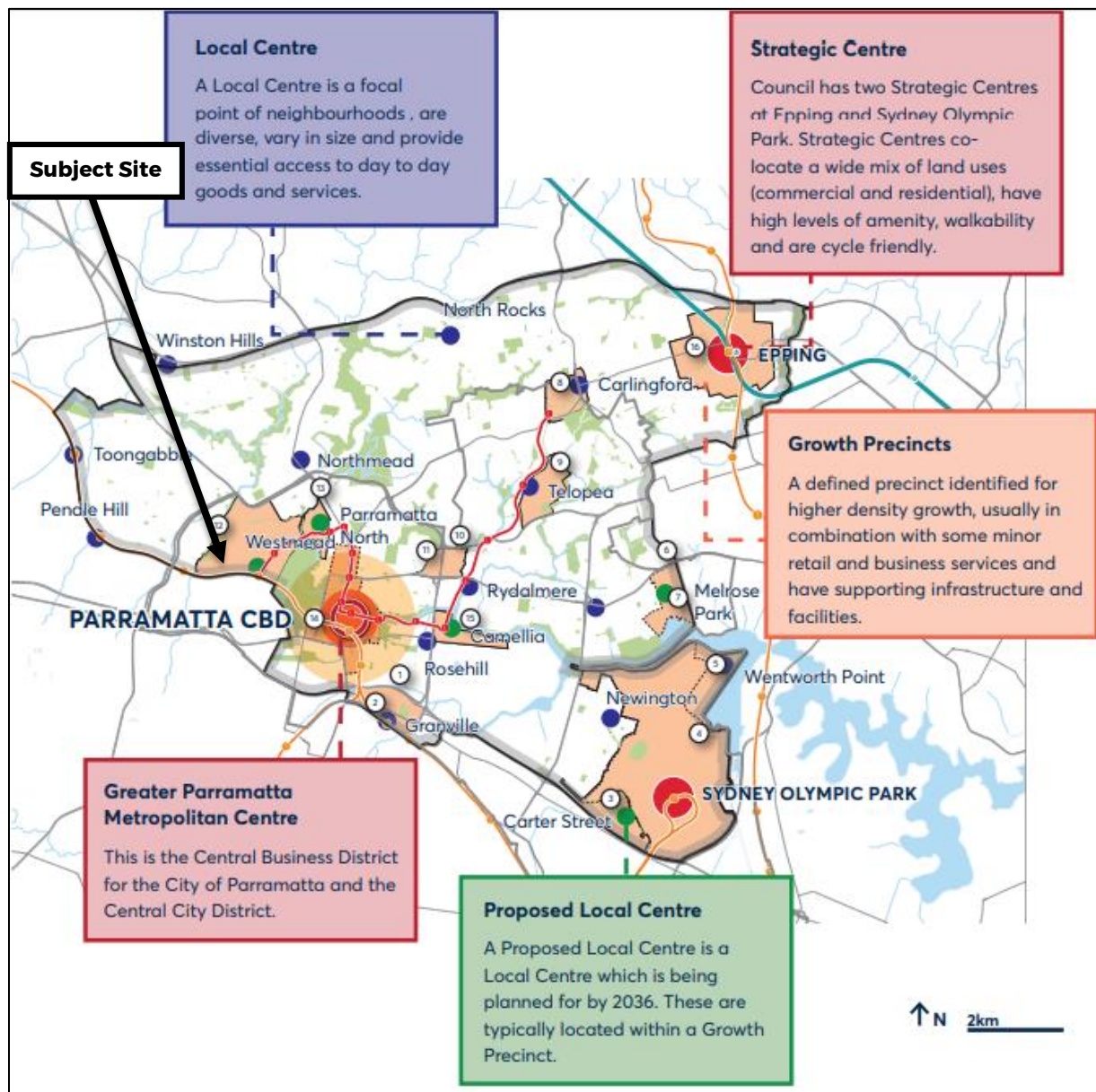


Figure 25. LSPS Structure Plan (Source: Parramatta City Council, 2020)



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### 4.2.2.2 LOCAL HOUSING STRATEGY

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

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

Growth Precincts, including Westmead as shown in **Figure 26**, are to be the focus of future housing delivery as they align with major transport and infrastructure investment. For Westmead, 4,470 additional homes have been forecast by 2036 (resulting in 8,000 total homes in Westmead by 2036). The LHS recognises that re-zonings are required in Westmead to achieve these housing targets. Section 2.2.3 and Table 10 clarify that the 4,470 additional homes for Westmead represents capacity to 2036 that is yet to be re-zoned, or where further part re-zoning is to occur. It is stated that this figure is based on City advice and that no specific controls are available. There does not appear to be a defined supply within Westmead which meets this stated capacity over the Plan period (i.e. a matrix of sites and their respective yields) – 4,470 represents a figurative capacity.

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

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

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

The Proponent has completed a review of Development Applications and corresponding Construction Certificates to ascertain housing delivery within the Westmead Growth Precinct since 2016. This analysis demonstrates a housing yield over the Plan period to date of 900 homes. The Planning Proposal in its current form would provide 371 new homes.

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

Whilst the Proposal relates to a designated Growth Precinct and not to any new precincts or to land outside of a precinct, in direct response to the unique housing needs of the Westmead community, the Proposal would include key worker housing, student accommodation, temporary NDIS patient accommodation and



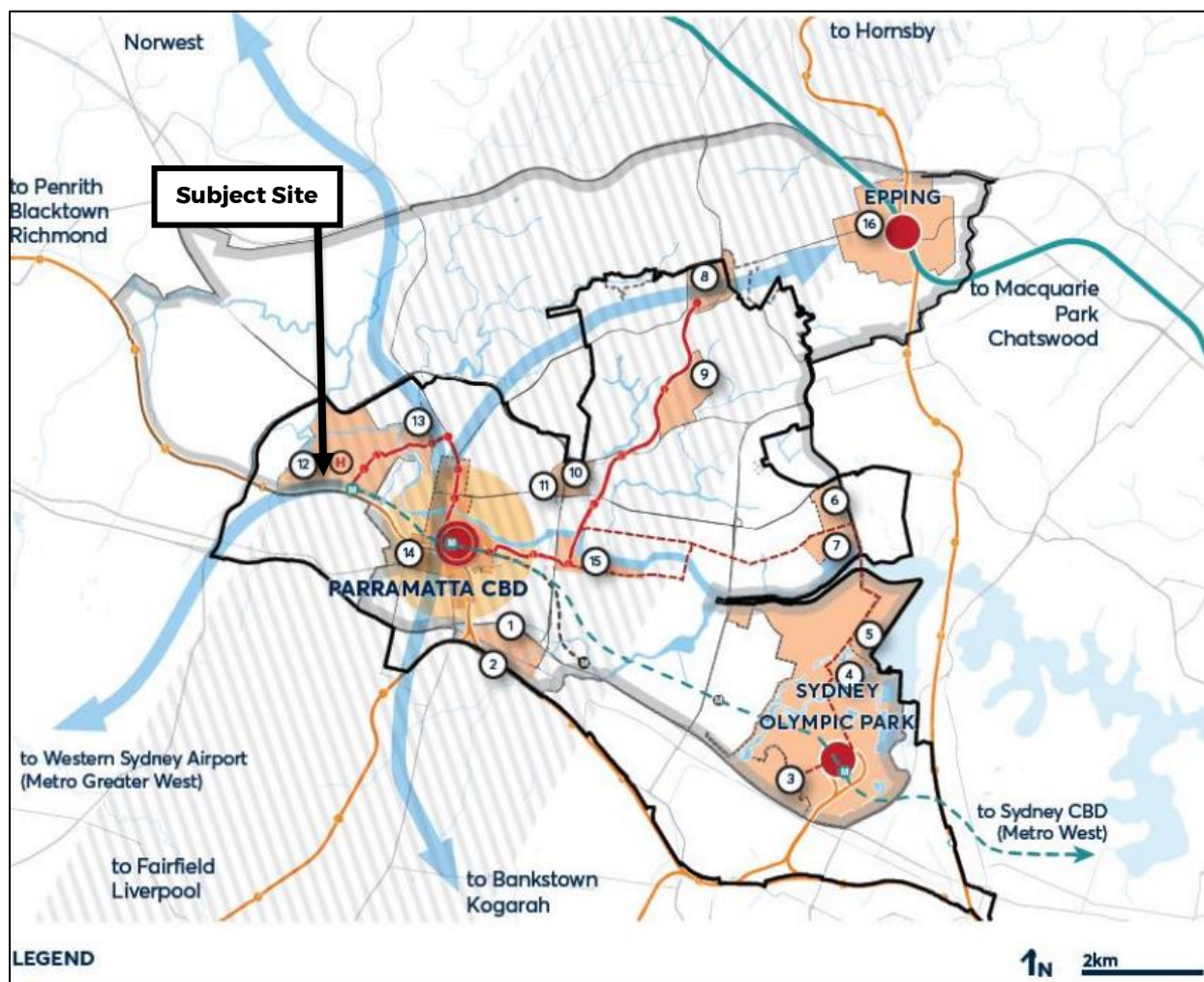


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short-term family accommodation. In this way, the Proposal would also respond to the LHS priorities of providing the types of housing required to meet the population's changing needs.

Further aligning with the LHS, the Proposal would sequence the new development with infrastructure, to support connectivity and access to services, jobs, transport, community facilities and open space.



**Figure 26. LHS Growth Precincts** (Source: Parramatta City Council, 2020)





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### 4.2.2.3 PARRAMATTA COMMUNITY STRATEGIC PLAN 2018-2038

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

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

The provision of new housing and complementary allied health and education-related uses on the subject site through high density development reflects the transformational intent for Westmead. The Proposal would provide the housing that is required as part of an integrated innovation precinct to allow workers, researchers and students to live close to where they work and study.

### 4.2.2.4 COMMUNITY INFRASTRUCTURE STRATEGY

The *Community Infrastructure Strategy* sets out Council's long-term direction for social infrastructure provision. The Strategy identifies and assesses existing social infrastructure provision, identifies contemporary challenges for realising quality social infrastructure, and nominates key opportunities and directions for Parramatta's high growth areas. The Westmead Innovation District forms one of these high growth areas with the population forecast to increase by 13,400 (137%) over the period 2019-2041, and the number of dwellings similarly expected to increase by 5,200 (149%) over the same period.

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

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

The key recommendations for supporting infrastructure provision include:

- Deliver a community hub of a minimum of 3,000m<sup>2</sup> as part of the Westmead Master Plan;
- Deliver between approximately 500 - 1,000m<sup>2</sup> of subsidised space in Westmead, ideally located within a new community hub;
- Deliver a new indoor recreation facility of at least four multipurpose court capacity, close to areas of high density dwelling growth and public transport. Ideally, this would be integrated as part of a recreation or community hub development;



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- Advocate for delivery of long day care centres to provide at least 691 additional places (with additional places for workers) by 2041 within the Westmead Innovation District, with a mix of private and not-for-profit owned and operated centres;
- Advocate and plan for the provision of affordable rental housing for key workers, students and those requiring short-term stays;
- Deliver a new park at Westmead as part of the Westmead masterplan process including one new full-size sportsground and increased access to recreation elements for informal active and passive recreation
- Advocate and plan for the provision of open space and recreation facilities within private development to support the needs of residents, including those of families with children;
- Deliver upgrades to district, local and pocket parks and recreation facilities for informal passive and active recreation; and
- Deliver one additional new district play space and new/ upgraded play spaces to target the 'teenage' age group and focus on sensory, imaginative and natural play types.

The envisaged development would deliver an extensive range of social infrastructure, including many of the types expressly identified as being needed for Westmead. These would include accommodation for NDIS patients, short-term visitor accommodation, key-worker housing, a medical facility, a community centre, new streets, pedestrian through-site links, cycle lanes and footpaths, together with publicly-accessible open space.

A draft VPA offer would be negotiated with Council to secure commensurate public benefits.



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## PART D PRELIMINARY ENVIRONMENTAL CONSIDERATIONS

This section identifies the key impact assessment considerations that would be addressed as part of the Planning Proposal documentation, including supporting technical documents, the proposed approach to assessing each of these matters, and the consultation proposed to be carried out with the local community and key stakeholders that would inform the preparation of the Planning Proposal.

Any future Planning Proposal would be accompanied by the following technical studies to address the necessary key considerations discussed at **Part E** of this Report:

- Urban Design Report – to address design, appearance and public domain, and articulate how the design has responded to the referenced strategies and studies.
- Shadow Modelling – to be included within the Urban Design Report
- Transport Assessment – to address trip generation magnitude (with independent peer review), and articulate how the Proposal integrates within the Precinct together with local and regional aspirations for the creation of walkable and liveable places.
- Public Realm Survey – to inform the traffic impact mitigation strategy and public benefits package, particularly relating to public domain enhancement and the integration of the Site within the Precinct.
- Civil Engineering and Infrastructure Assessment Report – to address utility provision and the stormwater drainage strategy for the envisaged development.
- Socio Economic Impact Assessment – to articulate the social value and economic benefits arising from the envisaged precinct-oriented development.
- Landscape Architect – to respond to local and regional aspirations for the creation of walkable and liveable places
- Community and Stakeholder Engagement – to ensure the envisaged development fully addresses the needs of fellow stakeholders within the Westmead Health and Education Precinct and Innovation District.

We seek confirmation from Council in terms of the documentation required for the consideration and assessment of the future Planning Proposal.

In terms of consultation, Council may at its discretion refer the Scoping Proposal to the relevant NSW agencies and authorities in accordance with the *Agency Pre-Lodgement Referral Criteria*. It is our understanding that DPE is currently collaborating with authorities and government agencies and councils in finalising this referral process and as such, referral and feedback is not a requirement at this stage but is a desirable outcome.

With respect to consultation with the local community, it is proposed that, at a minimum, the Proponent would write to the owners and occupiers of adjoining and nearby properties and relevant community group and may hold community information sessions. The consultee list would include those members of the Westmead Alliance, which takes a collaborative approach to the development and promotion of Westmead as a world-class medical, educational and research precinct. Members include:



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- Western Sydney Local Health District
- The Sydney Children's Hospitals Network
- The Westmead Institute for Medical Research
- Children's Medical Research Institute
- Westmead Private Hospital
- The University of Sydney
- Western Sydney University
- City of Parramatta Council
- Cumberland Council
- Cumberland Council

Public consultation would otherwise be undertaken in accordance with the requirements of the Gateway Determination.



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## PART E KEY MATTERS FOR DISCUSSION

This section identifies the key matters relevant to the assessment and evaluation of the new proposal, which have been informed by the considerations arising from the determination of the previous proposal. The views of Council and the Sydney Central City Planning Panel relating to the previous proposal are set out below with respect to the key considerations, and these will be addressed through additional impact assessment and investigations. The new proposal and design response will then demonstrate how each of the matters identified have been responded to.

The key considerations to be examined in detail as a part of the future Planning Proposal for the Site are as follows:

- Urban design and built form
- Principle of proposed uses
- Supporting infrastructure provision
- Traffic and transport impacts

### 4.3 URBAN DESIGN AND BUILT FORM

#### 4.3.1 PANEL

##### *Strategic and Site-Specific Merit Test*

A majority of the Panel considered that the 'base case' of the previous planning proposal did not display strategic or site-specific merit owing to the lack of strategic planning for the Westmead Precinct, which would otherwise have allowed an assessment to be made. In the absence of this strategic plan, a majority of the Panel could not be sufficiently confident that the 'base case' would realise the Precinct's aspirations whilst avoiding detrimental impacts on its evolution as a whole.

Aspects of the Precinct-wide plan deemed as being fundamental to place realisation include:

- The distribution of height and density across the Precinct;
- The amount, types and distribution of publicly accessible open spaces across the Precinct;
- Major and minor infrastructure improvements to movement and connectivity;
- The integration of subject sites in creating walkable and liveable places;
- Providing infrastructure funding and support;
- Providing affordable housing and other special purpose housing; and
- Innovation in the design and delivery of a mix of uses to complement the primary function of the Health and Education Precinct, together with the activation of streets and ground level frontages.

The Panel agreed that the 'base case' of the previous proposal displayed merit in respect of the final two points. However, greater weight was apportioned to the importance of the Westmead Precinct and a





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majority of the Panel determined that infrastructure, development planning and design should be set at the precinct scale in advance of decisions being made on a site-by-site basis.

A minority of the Panel considered the 'base case' of the previous proposal displayed both strategic and site-specific merit, conditional upon several matters which were considered to be resolvable through the gateway process. These are matters are referred to in the sub-sections below.

The Panel were, however, unanimous in deciding that the 'added value' proposition did not possess either strategic merit or site-specific merit. The Panel were not satisfied that the proposed 132m (40 storey) building height of the 'signature tower' was justified based on the location of the Site on the periphery of the Precinct, "some distance from the primary activity centres such as the Metro Station and Westmead Hospital". The Panel considered that a proposal of this density would likely have a significant impact on the movement network and the demand for open space and infrastructure, which it could not be satisfied would be adequately addressed without the benefit of the outcomes of the current investigations and strategic planning being undertaken by the relevant state agencies and Council.

### 4.3.2 COUNCIL

Council noted that there was no clear direction within the planning framework to suggest that the densities promoted in the previous planning proposal were appropriate for this location. Council noted that the previous proposal sought to facilitate high density residential development rather than an increase in supporting health and educational services.

Council noted that the Structure Plan within the Westmead 2036 Place Strategy identifies the Site as 'existing residential' rather than as an area for urban renewal or future housing opportunity. Council noted that some increase in density could be achieved on the Site, however it did not consider the proposed density to be appropriate for this location or within the broader Westmead context.

The subject site is located at the periphery of the Westmead Precinct and is located over 800m walking distance from the Westmead transport interchange. Council noted that the previous proposal was not cognisant of this constraint and did not propose an appropriate density that could be suitably and hypothetically applied to neighbouring sites.

Council also did not support the creation of a 'micro-hub', noting the key limitations relating to the Site's location. Council's view was that the Site is not in immediate proximity to Westmead Hospital, the future Westmead transport interchange, nor the proposed Sydney University campus to justify the development of the scale and density previously proposed – under both the 'base case' and 'added value' development scenarios. Council also took the view that the provision of ancillary uses such as student accommodation or NDIS accommodation to create a 'micro-hub' and complement the Westmead Health and Education Precinct did not justify the proposed increase in FSR and building height proposed for the Site.

Whilst acknowledging that the LSPS identifies that additional homes can be accommodated within the Westmead Precinct, Council noted that further technical work would be required to determine the appropriate land use, density and height controls for the wider precinct.



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### **Site-Specific Merit Test**

Council considered that the previously proposed built form was excessive for the Site and was out of character with the surrounding context. Council noted that development along Bridge Road generally comprises three-storey walk-up apartment buildings in garden settings, with the subject site located a considerable distance from public transport, amenities, services, and open space.

In terms of built form, Council provided an assessment of the revised, previous planning proposal (described as Attachment F1) and noted that the Proposal did not adequately address their concerns (issued on 10 July 2020, and described as Attachment J8), which included:

- The potential built form was considered excessive and out of character and did not provide a positive relationship and interface to the adjoining Nurses Quarters Estate (to the north).
- The proposed height had not demonstrated whether there would be any impact to the current helicopter operations and flight paths at Westmead Hospital.
- The previous proposal had not demonstrated consistency with the design objectives of the relevant design criteria under the Apartment Design Guide requirements.

As such, Council officers expressed concerns regarding the ability of the previous planning proposal and its intended density of development to have a positive influence on the Westmead Precinct.

## **4.4 PRINCIPLE OF PROPOSED USES**

### **4.4.1 PANEL**

A minority of the Panel considered that the 'base case' of the previous proposal could be resolvable through the gateway process subject to the determination of appropriate mechanisms to ensure the land use mix (including affordable and other forms of special purpose housing) and public benefit uses upon which the Proposal would be predicated are delivered.

### **4.4.2 COUNCIL**

#### **Short-Term Accommodation**

Council expressed concerns that the introduction of 'Hotel or Motel Accommodation' and/ or 'Serviced Apartments' as an APU within the R4 zone could comprise the majority of any realised development. Council had previously requested that the Proposal be amended to cap the extent of the proposed APU.

#### **Affordable Housing**

Council raised concerns in relation to the previous proposal's provision of affordable housing. Council agreed that the Site is a suitable location for affordable housing to support the key worker population in Westmead. However, it was noted that the revision to the previous proposal had removed all references to affordable housing and only included BTR accommodation under the 'added value' option presented. Council expressed concerns regarding the operation of the BTR dwellings and sought further clarification as to whether these would constitute affordable housing.



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### 4.5 SUPPORTING INFRASTRUCTURE

#### 4.5.1 PANEL

A minority of the Panel considered that the 'base case' of the previous proposal could be resolvable through the gateway process subject to the determination of satisfactory arrangements for securing appropriate local, precinct, and regional infrastructure contributions commensurate with the proposed increased development potential of the Site and precinct requirements.

The minority of panel members also advised that confirmation of legal arrangements to secure the use of the common open space and community facilities within the Monarco Residential Estate by future occupants of the subject site, as advised by the Proponent, would be required.

The Site (legally described as SP 31901) benefits from an Easement across DP 270360 for the *"full and free right of all proprietors to use the Lot and its facilities for the purpose of recreation subject to compliance by such persons with the By-Laws, Rules and Regulations of the Community Association provided this Easement does not include use of the Community Centre by the proprietors of SP31901"*.



**Figure 27. Monarco Estate Reciprocal Rights** (Source: Six Maps, 2023)



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### 4.5.2 COUNCIL

With respect to community infrastructure demand, it was noted that the existing provision would not have capacity to absorb the increased population needs associated with the previous proposal. Council communicated their preference for a monetary contribution in lieu of physical provision of community facilities at the Site.

## 4.6 TRAFFIC AND TRANSPORT

### 4.6.1 PANEL

A minority of the Panel noted the Site's adjacency to Westmead Hospital, schools and other facilities together with its "reasonable proximity" to both the Wentworthville and Westmead train stations. The proposed transport options for the Site's population (such as e-bikes and walking, as an alternative to cars) were deemed to be a "reasonable proposition". It was also advised that a proposal could demonstrate further how it would overcome increased reliance on private vehicular trips through promotion and planning for walking and cycling.

A minority of the Panel considered that the 'base case' of the previous proposal could be resolvable through the gateway process subject to the evaluation of any implications for the proposed density arising from TfNSW's Precinct-wide Strategic Transport Study, and within a timeframe that does not unreasonably delay the progress of the Proposal and Council's subsequent transport study for the Precinct.

The minority of panel members also noted that the FSR should be no greater than the 'base case' proposition (4.5.1), which was deemed as being appropriate with respect to future traffic and transport planning for a large precinct due to undergo major urban transformation. The 'base case' was therefore deemed to not represent a significant risk should the Proposal proceed ahead of the finalisation of those studies.

### 4.6.2 COUNCIL

Council noted throughout their response to the previous proposal that it was premature to assess that planning proposal without first completing the technical work required to finalise the then draft Place Strategy, including a comprehensive precinct-wide traffic and transport study. Council considers that this study is critical to understanding cumulative traffic impacts prior to any significant changes to land uses and planning controls.

Council acknowledged that TfNSW had commenced work on the strategic transport study, noting that this is the first stage of a two-stage process. Stage 1 of the work is a vision and validate approach, while Stage 2 will result in outputs to enable Council or DPE to undertake an informed rezoning. Council advised that Stage 1 would be completed by end of November 2021, whilst the scoping and funding for Stage 2 was yet to be confirmed. The Westmead Place-Based Transport Strategy prepared by TfNSW and released on 21 October 2022 is discussed at **Section 4.1.1.6** of this Report.



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The Proponent attended an initial meeting with Council and TfNSW on 2 March, where the following matters were discussed:

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

The Proponent has retained Ason Group as Traffic Engineer to progress and agree the site specific Modelling and Methodology Report, which will inform the Traffic Report in support of the new Proposal.





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## PART F RECOMMENDATIONS AND CONCLUSIONS

The proposed amendment to PLEP 2023 to include additional building height, additional FSR and an APU for short-term accommodation, would support the precinct-oriented development of the Site for residential accommodation and allied health and education uses. The proposed residential, allied health and education uses are consistent with the current R4 High Density Residential zoning of the site, with the exception of short-term visitor accommodation for which an APU would be sought. The increased density of development proposed reflects the zone objectives as well as key strategic policies.

In summary, the proposed PLEP 2023 amendment for additional building height, additional FSR and an APU for short-term accommodation would be appropriate for the following reasons:

- The proposed PLEP 2023 amendment would enable the reimagination of the Site as Australia's first precinct-oriented health and education village, co-locating residential accommodation and allied health uses within a high density, mixed use 'micro hub'. Whilst the majority of envisaged uses are already permitted with consent in the R4 High Density Residential zone, an APU would be required to provide short-term accommodation for NDIS patients, families visiting children or other relatives in hospital, as well as visiting nurses, doctors, medical experts and professors.
- Additional building height and FSR would be required to support the viability of creating the micro hub on the Site to complement the Westmead Health and Education Precinct and Innovation District.
- Given the Site's strategic location within the Westmead Health and Education Precinct and Innovation District, the Greater Parramatta to Olympic Peninsula (GPOP), close proximity to major public transport infrastructure (including the imminent arrival of the Parramatta Light Rail and Sydney Metro West, and two existing train stations), the Green Grid, jobs and services, it provides valuable opportunity to contribute to a sustainable, transit-oriented, mixed use community and a 'supportive' micro hub.
- In response to the strategic position of the Site, the Proposal has also been designed to mark the gateway to the Westmead Health, Educational and Innovation District and GPOP Corridor, and serve as a fringe catalyst for the broader precinct.
- Consistent with strategic policy for urban renewal corridors and health, education and innovation precincts generally, and GPOP and Westmead specifically, the Proposal would create opportunities for diverse new housing, allied health and education facilities, new jobs, local services and an activated public domain, combining to revitalise strategically-located land in close proximity of major public transport.
- This also reflects the government's strategic objectives for the Parramatta Light Rail and Sydney Metro West, which have been conceived as catalysts of revitalisation.
- The envisaged precinct-oriented development would directly respond to the needs of those working at and visiting Westmead's health and educational institutions, reducing reliance on private vehicular trips, and contributing to local and regional aspirations for the creation of walkable and liveable places.
- Overall, the Proposal would be consistent with the State, regional and local strategic planning framework. As described through this Report, the Proposal is specifically consistent with the



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Greater Sydney Region Plan, the Central City District Plan, the Place Strategy for Westmead and its accompanying Transport Strategy, the LSPS, the LHS and Parramatta Community Strategic Plan. The Proposal would also reflect the vision for GPOP and the Westmead Precinct.

- Aligning with the vision of the Place Strategy, the Proposal would deliver diverse new housing to augment choice and supply, activate the Site and public domain through a variety of active uses and public spaces, and connect the local community to living, working, studying and socialising opportunities through co-location within the Site and more broadly through close walking and cycling proximity to the balance of the Westmead Precinct and major public transport. The proposed permeable network of shared streets, pedestrian lanes and open spaces would promote walkability, cyclability and connect the green grid; all in accordance with local and regional aspirations for the creation of walkable and liveable places.
- The Site's contribution to the Westmead 'engine room' would be optimised with increased housing supply and diversity through the inclusion of key worker housing, student accommodation, and significant public benefit through an enhanced breadth and quantum of precinct-supportive uses including NDIS patient and family accommodation, medical motel, student accommodation and a community facility. A Contributions towards further improving connectivity through the precinct would also be explored through discussions with Council and would form the basis of a draft VPA. Accordingly, the Proposal would actualise the Place Strategy.
- In accordance with the Greater Sydney Region Plan and District Plan's vision for GPOP, the Westmead Health and Education Precinct and the 30-minute city, the envisaged development of the Site would see intensified housing development concentrated in an existing urban area supported by major employment opportunities, public transport, services and the major infrastructure investment committed for the region in association with the Growth Infrastructure Compact.
- Further, the range of allied health and education-related uses nominated for inclusion on the Site directly reflect the 'active ecosystem' described by the Plan as characterising successful innovation districts. Specialist medical facilities, housing (including key worker and student housing), temporary accommodation for NDIS patients and short-term accommodation for visitors, are all key to the growth and development of the Westmead Health and Education Precinct and Innovation District.
- New housing on the Site would support the need for additional housing supply in Sydney in accessible locations close to places of employment and established infrastructure. Through the delivery of up to 371 dwellings, the Proposal would also contribute to meeting supply targets, placing downward pressure on prices to improve affordability, and diversifying housing choice. A range of unit sizes would assist in accommodating a variety of price-points and meeting the needs of Sydney's diverse and growing population.
- In addition to providing residential apartments, the Proposal would deliver student housing, temporary NDIS patient accommodation, short-term family accommodation and key-worker housing, thereby responding to the diverse housing needs of the Westmead Health and Education Precinct community.
- Through the proposed high density development incorporating a range of allied health and education uses (including the proposed APU for short-term NDIS patient and family accommodation), new jobs would be introduced on the site. Accordingly, the Proposal would support additional economic activity, new employment opportunities and service provision on the



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site. The suitability of the site for such economic uses owes to its proximity to Westmead Health and Education Precinct and Innovation District, public transport infrastructure, and population catchments (providing a local workforce and demand for the services offered).

- The proposed LEP amendment aligns with the relevant Section 9.1 Ministerial Directions including as they relate to residential zones, the integration of land use and transport and the Greater Parramatta Priority Growth Area.
- The Proposal is consistent with the aims of the PLEP 2023 as it seeks to facilitate the sustainable development and use of land for housing, allied health and education uses, to meet the needs of local and regional populations, promote growth and reinforce the role of Westmead and Parramatta.
- The future provision of high rise residential development with complementary allied health and education uses, is consistent with the R4 zone objectives as it provides diverse new housing supply in close proximity to public transport and road infrastructure, significant employment opportunities associated with the Westmead Health and Education Precinct and Innovation District, local retail centres and other services. It is noteworthy that the envisaged residential, allied health and education development would already be permissible pursuant to PLEP 2023, with no change of zone required. The exception is the short-term accommodation, for which an APU would be sought.
- An APU for Hotel or Motel Accommodation and Serviced Apartments on the Site within the R4 zone would be appropriate, having regard to the following:
  - The proposed APU would achieve the objectives of the R4 High Density Residential zone by supporting the short-term living needs of NDIS patients, families visiting children or other relatives in hospital, as well as visiting nurses, doctors, medical experts and professors. Whilst not representing permanent housing, short-term accommodation would be integral to meeting the temporary accommodation needs of the local health and education community.
  - Whilst maintaining the potential for the Site to provide a significant supply of housing, Hotel or Motel Accommodation and Serviced Apartments would allow the Site to also contribute to employment generation and the provision of services to support the needs of the surrounding community.
  - Accordingly, the proposed APU would complement the role and primary function of the Westmead Health and Education Precinct and Innovation District.
  - Hotel or Motel Accommodation and Serviced Apartments would integrate with the range of other uses already permitted in the R4 zone.
  - All other proposed uses are already permitted with consent, demonstrating the primary suitability of the R4 zone for facilitating the envisaged development of the site for residential, allied health and education.
- The proposed amendment of the PLEP 2023 height of buildings and FSR standards to allow built form up to 22 storeys with a 4.5:1 FSR would continue to achieve the objectives of the standards, as follows:
  - The Site and surrounding area have been designated for high density built form and high intensity residential, education and health land uses. The Proposal would integrate with



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- the desired high density built form character of the area, with building separation, setbacks and orientation responding to the Site's immediate context.
- The design response aims to complete the arrangement and built form of the Monarco Estate sub-precinct, with the Proposal completing the graceful evolution of this sub precinct's character with two built form concepts capable of delivering the quantum of development required to achieve the objectives outlined in **Section 2.2** of this Report, and those driving the R4 zoning.
  - The density of development proposed for the Site, combined with the stepped design of the concept built form, would create a transition in height and scale between existing multi-storey residential flat buildings to the south and west and the anticipated future high rise development on land to the north.
  - This would also protect the amenity of existing residential development to the south, existing and proposed open spaces, and the new residential dwellings to be provided on the site, including with respect to solar access, privacy, views and visual impact.
  - The Proposal would provide the opportunity to more effectively relate to the public domain through a new public street, two shared streets, pedestrian through-site links, publicly-accessible open space, active ground floor uses, and high quality architectural design. Contributions towards further improving connectivity through the precinct would also be explored through discussions with Council.
  - A draft VPA Offer would be prepared to ensure the Proposal provides significant and commensurate public benefits.
- The Concept Design demonstrates that future high-density development on the Site can be designed to provide a high level of amenity for the subject and adjoining sites.
  - The Proposal would not result in any land use conflict but rather would complement and support the range of existing and future land uses and development types in immediate proximity of the Site.
  - The Proposal would provide the opportunity to more effectively relate to the public domain through a new public street, pedestrian through-site links, publicly-accessible open space, active ground floor uses, and high quality architectural design.
  - The Proposal would not exhibit any adverse environmental impact. Rather the Proposal would enable the redevelopment of an old housing estate for higher density development that is highly accessible and serviced by existing and planned infrastructure. The Site's redevelopment would create opportunities for development designed in accordance with the principles of ESD, new public streets, pedestrian links and open spaces, community facilities and other uses that support the Westmead Health, Education and Innovation District, the co-location of housing, jobs and services, and the promotion of active transport use.
  - The Proposal would deliver positive economic outcomes associated with delivering supply in response to demand for residential accommodation, short-term accommodation, medical suites, and retail. Additional economic benefits relate to construction jobs and ongoing employment, project investment and construction costs, State and local financial contributions/rates, increased local spending flows generated by residents and workers (including external to the subject site),



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and the stimulation of wider revitalisation and investment in Westmead that accords with strategic objectives.

- The Proposal would deliver an extensive range of social infrastructure, including many of the types of social infrastructure expressly identified as being needed for Westmead by Parramatta Council's Social Infrastructure Strategy. These include a community centre, short-term visitor accommodation, affordable and key-worker housing, new streets, pedestrian through-site links, cycle lanes and footpaths, and publicly-accessible open space.
- A draft VPA Offer would be prepared to ensure the Proposal provides significant public benefit through the dedication of land for a new street, half-road construction, provision of pedestrian through-site links, provision of publicly-accessible open space, delivery of a community centre (up to 750m<sup>2</sup>), the provision of precinct-supportive uses, and inclusion of affordable housing.

It is therefore recommended that the proposed amendment to WLEP 2011 is favourably considered by Council, and that the necessary steps are outlined to direct the future preparation of a pre-Gateway Planning Proposal.

