

DRAFT



CUMBERLAND
CITY COUNCIL

Westmead South Master Plan

Cumberland City Council

October 2023



Acknowledgment of Country

Cumberland City Council acknowledges the Traditional Custodians of the land on which Cumberland stands, the Darug People, and pays respects to elders past, present and emerging.

We acknowledge the Aboriginal and Torres Strait Islander Peoples as the First Peoples of Australia.

Cumberland City Council also acknowledges the Aboriginal and Torres Strait Islander Peoples living in the Cumberland Local Government Area and reaffirms the important work with all Aboriginal and Torres Strait Islander Communities to advance reconciliation.



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Aerial view of Westmead South, Architectus 2023

1.0 Executive Summary

Planning for Westmead South

In 2022 the Department of Planning and Environment released the Westmead Place Strategy 2036. The Westmead Place Strategy provided a vision for Westmead Area to be Australia's premier health and innovation district, with 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 (Westmead Place Strategy 2036).

Westmead adjoins Parramatta Central Business District (CBD) in the Sydney Central River City District. Considering its proximity to Parramatta and significant State investments, Westmead is well placed to provide 30-minute city for residents, workers and visitors, supported by high quality public transport services.

The Cumberland Local Government Area (LGA) portion of the Westmead health and innovation district, is known as 'Westmead South'. It is situated to the south of the railway, north of the Great Western Highway and is bounded by Bridge Road to the west and Parramatta Park to the east. Westmead Place-based Transport Strategy by Transport for NSW earmarked the area to become a walkable residential neighbourhood, transformed by the Metro Station with increased connectivity, offering housing choice and diversity, with an urban village at its heart.

The New Sydney Metro West

The NSW Government approved the construction of the Sydney Metro West in 2021, a new rail link operating between Hunter Street, in the Sydney CBD and Westmead. This project is under construction and Sydney Metro West will deliver a station interchange at Westmead.

It will provide access to the Sydney and Parramatta CBD and The Bays Precinct within 30 minutes. This significant investment in infrastructure will support the future growth of Westmead and provides an opportunity for Westmead South and Cumberland to be highly connected and accessible, making it a place where people will want to live, work and visit.

The Draft Westmead South Master Plan

The draft Westmead South Master Plan (draft Master Plan) builds on the work already undertaken as part of the Westmead Place Strategy 2036 and seeks to capture the opportunity afforded by the delivery of the Sydney Metro West. The draft Master Plan provides a framework that articulates a clear vision to ensure that the Westmead South becomes a livable, well connected and vibrant place for people to live, work and visit. The draft Master Plan will guide realising the vision and actions to deliver a people focused place, offering high amenity, good housing and sustainability.

The draft Master Plan aims to:

- Develop design principles that respond to the Vision and Top Priorities for the area, and that underpin the design of the draft Master Plan
- Define the planning framework for Westmead South that creates a defined place, and that is responsive to the established development patterns of the existing low density areas, character area and adjoining transitions and sensitive interfaces
- Propose planning controls including land use zones, floor space ratio (FSR), building heights, setbacks and heritage
- Define a high quality and functional open space 'green link' network that delivers new and connected open spaces
- Develop maximum building heights and footprints to support infrastructure provision
- Define land uses to support housing choice, job creation and amenities to support a vibrant livable high street
- Support a people-oriented movement network that is permeable and responds to local road network constraints
- Mitigate flood impacts through the design of open spaces and the street network

The key moves of the framework and strategies contained within this draft Master Plan report are recommendations for achieving the desired high quality planning outcomes within Westmead South. The draft Master Plan does not enact the proposed changes – this will be done via a Planning Proposal, which will be prepared following the Phase 2 Community Consultation public exhibition of the draft Master Plan.

Planning is underway for a new primary school in Westmead South. Further details will be shared with the community by School Infrastructure NSW as planning progresses.

Implementation of the strategy

This draft Master Plan also contains an implementation plan (Chapter 9) which provides an indication of the proposed changes in relation to:

- Diverse and Affordable Housing
- Open Space and Public Domain
- Transport and Access
- Infrastructure and Facilities
- Key Places

*Westmead South,
Evolved Living...*

Proposed vision for Westmead South



The Oakes Centre, Architectus 2023

2.0 Introduction

2.1 Project Background

To support implementation of the Cumberland 2030: Our Local Strategic Planning Statement, Cumberland City Council (Council) endorsed the strategic planning work program in July 2020. The work program focused on master planning for Council's key centres and strategic corridors, including Westmead South.

The following activities to be undertaken prior to further reports being considered by Council for each of the identified centres:

- Completion of background analysis
- Early community consultation on the planning proposal
- Preparation of draft planning proposal
- Preparation of draft planning controls associated with the planning proposal
- Consideration of draft planning proposal by the Cumberland Local Planning Panel
- Councillor briefings prior to early community consultation and prior to consideration by the Cumberland Local Planning Panel

As part of this program, Council have engaged consultants to prepare technical studies to support the preparation of a planning proposal for Westmead South. The planning proposal, if endorsed by Council and the Department of Planning and Environment, will amend the relevant controls in Cumberland Local Environmental Plan 2021 and the Cumberland Development Control Plan 2021 to facilitate the draft Westmead South Master Plan.

2.2 Strategic Significance

Located 1.7km west from the Parramatta Central Business District (CBD) and 25km from the Sydney CBD, Westmead South is situated in the heart of Greater Sydney.

Westmead South is an integral part of the Westmead Health and Innovation District.

Following the establishment of the Westmead Place Strategy by the NSW State Government in 2022, Council has been undertaking planning work to shape the growth of Westmead South over the next 20 years.

The Westmead Place Strategy recognises that Westmead South is well placed in its role as a gateway to the Westmead Health and Innovation District and has potential to provide specialised retail and commercial uses, and diverse housing opportunities.

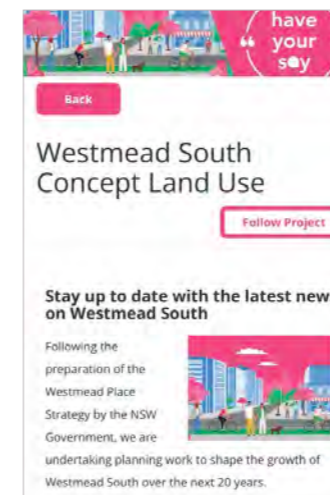
The Westmead Health and Innovation District is poised to transform over the coming decades in response to the significant State and Commonwealth infrastructure investment in the area, such as:

- The future Sydney Metro West station at Westmead
- Parramatta Light Rail Stage 1
- The rapidly growing health, education, and innovation facilities

Planned infrastructure of this scale is expected to provide residents of Westmead South with increased opportunities to access employment, services, and recreation across greater Sydney within thirty minutes. Ultimately, making Westmead a more attractive place to live, work and visit.

Draft Westmead Concept Land Use Plan

In October 2022, Council released the Draft Westmead South Concept Land Use Plan, depicting a potential high level approach to the future of Westmead South for community feedback. Council received a broad range of inputs from residents and business owners in Westmead South ranging from strong support to strong objection, which have been considered in the development of this draft Master Plan.



2.3 Connecting with Country

In 2019, Council prepared the Reconciliation Action Plan (RAP) 2019-2021 to identify specific actions to improve access and equity for Aboriginal and Torres Strait Islander peoples throughout Cumberland.



The RAP seeks to guide Council on best practice for Aboriginal and Torres Strait Islander matters to support future plans for the Cumberland Local Government Area (LGA) and provides opportunities to acknowledge, celebrate and improve future service delivery to the community.

More recently, the NSW Government Architect (GANSW) published the Connecting with Country Framework – a best practice guide on how to respond to Country in the planning, design, and delivery of projects in our LGA.

Taking a Country-Centred approach, Council seeks to implement this framework throughout the project life cycle for Westmead South, through:

- Considering new approaches and process to support a Country-Centred approach
- Engaging a First Nations consultants to assist Council in considering Indigenous perspectives throughout the project's development
- Delivering a healthy Country and community
- Protecting Aboriginal cultural heritage
- Developing Council's cultural competency
- Overall, delivering better places and spaces in Westmead South for all

2.4 What is a Master Plan?

A Master Plan is a strategic document that guides the growth of development in a specific area.

By holistically considering a range of factors to ensure that population growth is appropriately accommodated for, whilst also delivering high quality spaces and amenity outcomes.

A Master Plan addresses the unique aspects of places that are key to its successful, including:

- Integration of buildings and spaces to create unique places responding to heritage, culture, and landscape
- Provision of community services and facilities
- Engagement of local residents and users to involve them in the process of change
- Evaluation of economic and financial impacts associated with delivering the proposed change
- Collaboration or coordination between different agencies and stakeholders in delivering investment and change
- Identification of infrastructure (eg. traffic, communications, water) to support the proposed growth

2.5 Why we need a Master Plan?

Council is preparing strategies to support growth across our key centres and corridors.

A Master Plan is being prepared for Westmead South as it is poised to transform over the coming decades in response to the significant infrastructure investment in the area and its proximity to Parramatta CBD and the Westmead Health and Innovation District.

A Master Plan for Westmead South is an essential part of managing change while preserving character and delivering amenity. If we plan for these things now, with good urban design principles and a clear strategy for growth, we can ensure that Westmead South continues to be a place with the right balance of community, business, growth and culture. Without a Master Plan, growth occurs in an uncoordinated way that can produce poor community and amenity outcomes.

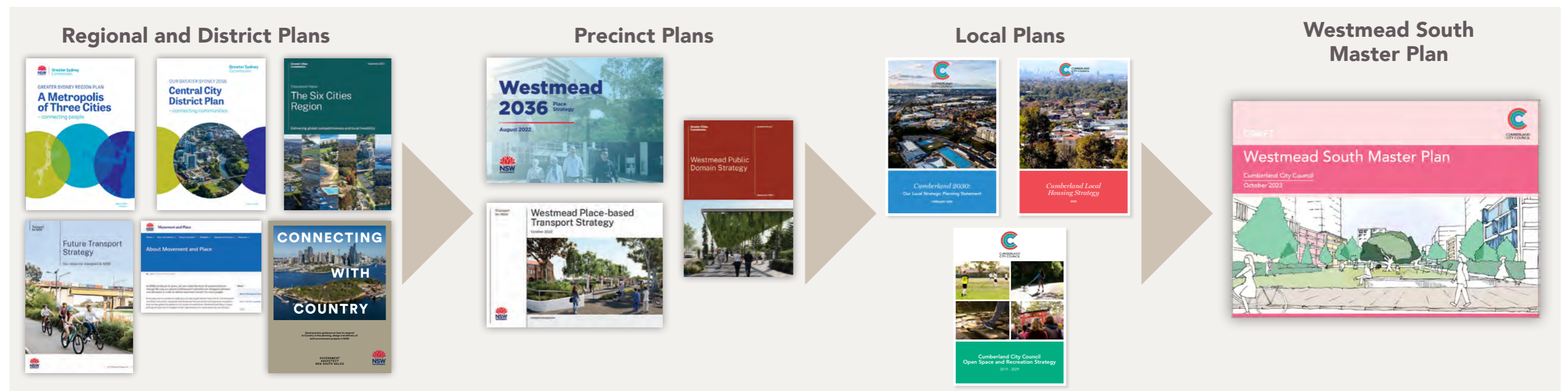
Through this process, we are able to identify the infrastructure needs for the local area alongside future growth.

2.6 Where Does this Master Plan Sit?

The Draft Westmead South Master Plan sits within a strategic framework to shape development across Greater Sydney.

Informed by a suite of technical studies, the final Westmead South Master Plan package will provide detailed strategies and an implementation plan to identify priorities, staging and funding opportunities in Westmead South.

The Westmead South Master Plan, if endorsed, will ultimately inform changes to local planning controls and see the preparation of a Development Control Plan (DCP) for Westmead South. These changes will assist in delivering the vision and strategy of the Master Plan and broader Westmead area.



3.0 Strategic and Planning Context

3.1 Strategic Planning Framework

The draft Master Plan has been informed by the State and Local strategic framework which guides planning across Cumberland City. There are a range of State and regional strategies and plans that identify and support the growth of Westmead as a strategic precinct in Greater Sydney, including:

- Greater Sydney Region Plan
- Six Cities Discussion Paper (still in draft form)
- Central City District Plan
- Future Transport Strategy
- Movement and Place Framework
- Connecting with Country Framework
- Westmead Place Strategy 2036
- Westmead Place-based Transport Study
- Westmead Public Domain Strategy

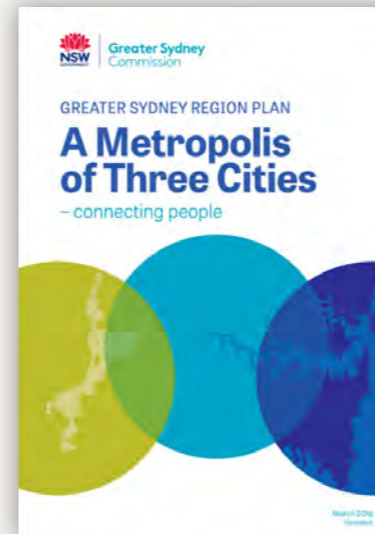
Cumberland City Council has local strategic documents that guide the future growth of the City. The ones relevant to Westmead South include:

- Cumberland 2030: Our Local Strategic Planning Statement
- Cumberland Local Housing Strategy
- Cumberland Open Space and Recreation Strategy 2019-2029

Greater Sydney Region Plan – A Metropolis of Three Cities

Greater Cities Commission

The Greater Sydney Region Plan, A Metropolis of Three Cities (GSRP), is built on a vision of three cities (the Central River City being most relevant to Cumberland) where most residents live within 30 minutes of their jobs, education and health facilities, services, and great places. This vision is supported by 10 directions, established to guide development and planning in each of the three cities, and in all the councils and communities within them. Given the scope and scale of the document, greater detail and specificity related directly to Westmead South and Cumberland City can be found in the supporting Central District Plan.

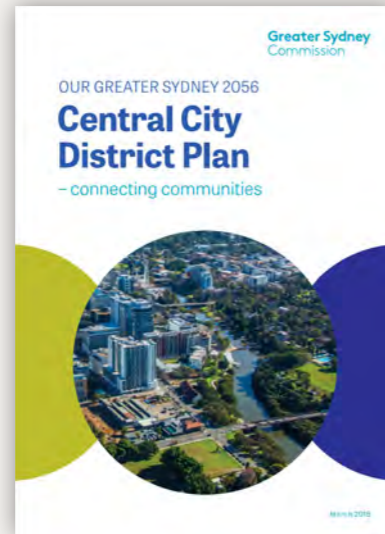


	Metropolitan Centre		Major Urban Parkland including National Parks and Reserves
	Metropolitan Cluster		South Creek Parkland Investigation
	Health and Education Precinct		Waterways
	Strategic Centre		Train Station
	Economic Corridor		Committed Train Link
	Trade Gateway		Train Link/Mass Transit Investigation 0-10 years
	Western Sydney Employment Area		Train Link/Mass Transit Investigation 10-20 years
	Land Release Area		Train Link/Mass Transit Visionary
	Transit Oriented Development		Freight Rail Investigation
	Urban Renewal Area		Light Rail
	Greater Penrith to Eastern Creek Growth Area		Light Rail Investigation
	Urban Investigation Area		Motorway
	Urban Area		Committed Motorway
	Protected Natural Area		Road Investigation 0-10 years
	Metropolitan Rural Area		Road Investigation 10-20 years
			Road Visionary

A Metropolis of Three Cities, Greater Cities Commission 2018

Central City District Plan Greater Cities Commission

The Central City District Plan (CCDP) provides a 20-year strategic framework for area which encompasses Blacktown, Cumberland, Parramatta, and the Hills Local Government Areas. The CCDP focus investment around Parramatta growing into a true CBD and the Westmead Health and Innovation District. Delivery and monitoring of the Plan is underpinned by a livability, productivity and sustainability framework to be carried out through 22 planning priorities and potential indicators that link with the ten directions outlined in the Greater Sydney Region Plan.



Metropolitan Centre	Urban Area	Train Link/Mass Transit Visionary
Health and Education Precinct	Protected Natural Area	Freight Rail Investigation
Strategic Centre	Metropolitan Rural Area	City Serving Transport Corridor
Local Centre	Major Urban Parkland including National Parks and Reserves	Light Rail
Economic Corridor	Waterways	Motorway
Western Sydney Employment Area	South Creek Parkland Investigation	Committed Motorway
Industrial Land	Green Grid Priority Corridor	Road Investigation 10-20 years
Land Release Area	Train Station	Road Visionary
Transit Oriented Development	Committed Train Link	District Boundary
Urban Renewal Area	Train Link/Mass Transit Investigation 0-10 years	
Greater Penrith to Eastern Creek Growth Area	Train Link/Mass Transit Investigation 10-20 years	

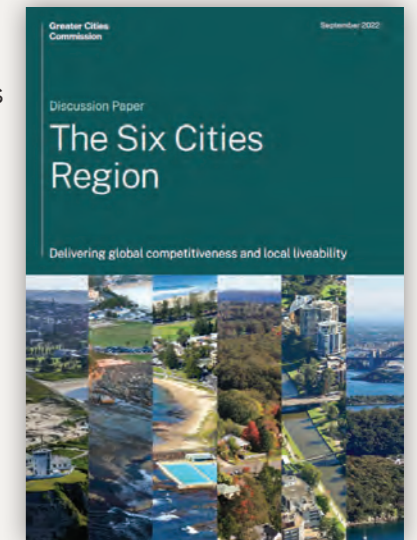
Central City District Plan, Greater Cities Commission 2018

Key Implications:

- The GSRP and CCDP aim to grow the Westmead Health and Innovation District as a world-class innovation district
- The CCDP aims to respond to major State investments such as Sydney Metro Northwest to shape the Central River City
- Direction for high density urban renewal: Align with transport investment; accessibility to jobs and regional transport, and; catchment areas within walking distance of centres with rail, light rail or regional bus transportation

The Six Cities Region Discussion Paper Greater Cities Commission

The Six Cities Region Discussion Paper outlines the vision, ideas, suggested actions and directions for the future growth of the City Region, which now stretches beyond Greater Sydney. The paper highlights further growth in the region since the publication of the Greater Sydney Region Plan in 2018, with commitments to infrastructure and additional dwellings.



Making reference to major investments into the Westmead Health and Innovation District, the paper identifies Westmead as a critical tech and innovation district that will underpin the future NSW economy.

The Discussion Paper supports existing objectives for growth outlined in the Greater Sydney Region Plan, noting that these objectives currently being reviewed through the preparation of updated district plans, anticipated to be released later in 2023.

Key Implications:

- Identification of Westmead as one of three innovation districts that are critical health and education hubs in Greater Sydney
- Supports existing objectives for growth identified in the Great Sydney Region Plan. No changes are proposed to job or housing targets within Westmead or Greater Parramatta from those identified within the Region Plan

Future Transport Strategy

Transport for NSW

Future Transport Strategy is supported by a suite of plans (including the Greater Sydney Services and Infrastructure Plan) to achieve a 40-year vision for the transport system. The vision is built on six state-wide principles; Customer Focused, Successful Places, A Strong Economy, Safety and Performance, Accessible Services, and Sustainability.



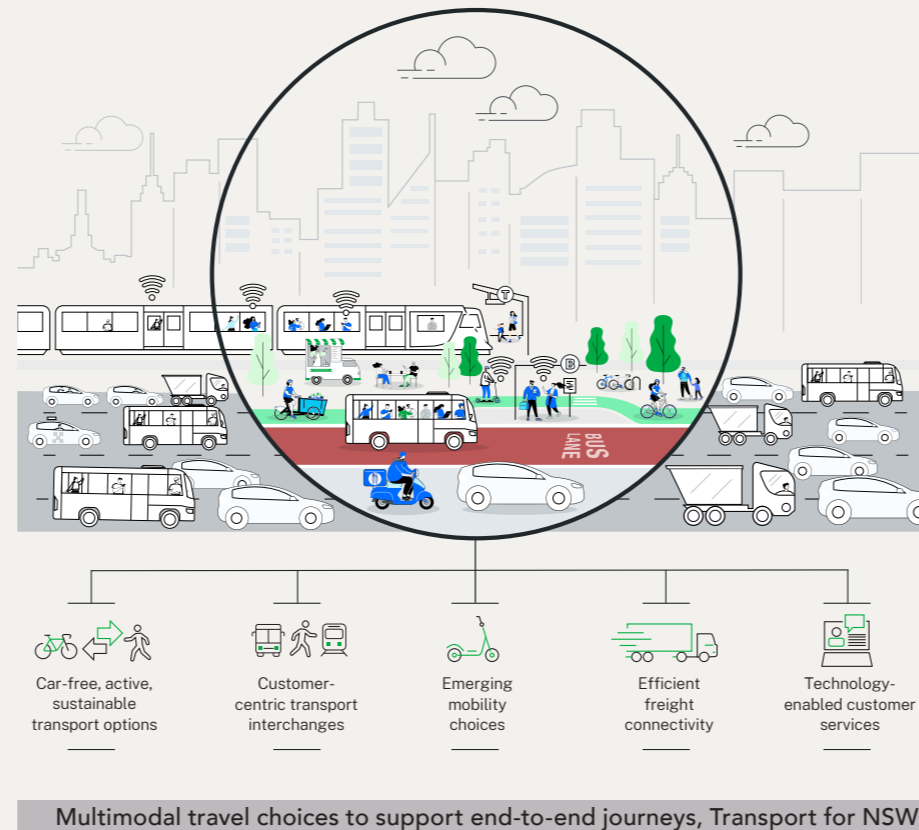
City shaping infrastructure projects identified in the strategy include

Sydney Metro West and Parramatta Light Rail. These projects are expected to transform Westmead South, with the proposed connection of the North-West T-way (Parramatta to Rouse Hill) to the Liverpool-Parramatta T-way via Westmead South providing increased connectivity.

Key Implications:

The Strategy highlights key transport infrastructure projects that are anticipated to take place in and around Westmead South. These include:

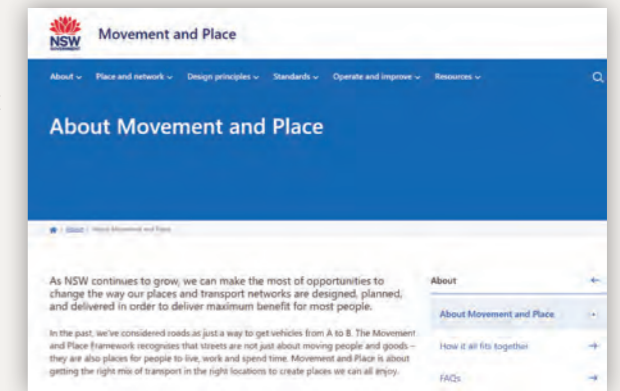
- Sydney Metro West station at Westmead
- Completion and opening of Parramatta Light Rail Stage 1 (terminating at Westmead Interchange)
- Proposed connection of the North-West T-way (Parramatta to Rouse Hill) with the Liverpool-Parramatta T-way via Westmead South



Movement and Place Framework

Transport for NSW

The Movement and Place Framework is a cross-government framework for planning and managing roads and streets across NSW. The framework delivers on NSW policy and strategy directions to create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places.



The framework package includes case studies, guides, tools and policy to support the planning, design and delivery of a well-designed built environment that provides for the movement of people and goods as well as the needs of places and communities.

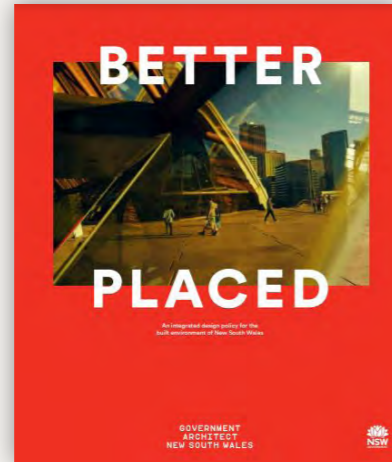
Key Implications:

- Provision of guides, practice notes and case studies for Council and governments to ensure effective pedestrian and vehicular movements in Westmead South

Better Placed

NSW Government Architect (GANSW)

Better Placed establishes the NSW Government’s baseline requirements on the planning and delivery of good design across projects in NSW by guiding best practice design processes. The policy provides a framework to support and develop tools for better design outcomes through locally based policies and initiatives.



Key Implications:

The seven (7) objectives in the Better Placed are critical in delivering the draft Westmead South Master Plan, including:

- Better fit: contextual, local and of its place
- Better performance: sustainable, efficient, and durable
- Better community: equitable, inclusive, and diverse
- Better for people: safe, comfortable and liveable
- Better working: functional, efficient and fit for purpose
- Better value: creating and adding value
- Better look and feel: engaging, inviting and attractive

Greener Places

GANSW

Greener Places provides the best practice guide for the planning, design, and management of green infrastructure across NSW. Greener Places aims to create a healthier, more liveable, and sustainable urban environment by improving community access to recreation and exercise, supporting walking, and cycling connections, supporting and maintaining Indigenous culture and heritage, and improving the resilience of urban areas.



Key Implications:

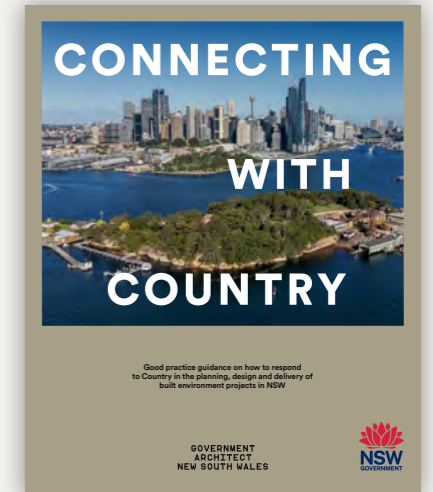
Four (4) principles of green infrastructure are set out in the framework, with supporting design actions to inform the development of the draft Westmead South Master Plan:

- Integration
- Connectivity
- Multifunctionality
- Participation

Connecting with Country Framework

GANSW

In July 2023, the GANSW published the Connecting with Country Framework, intended to ensure ‘connections with Country inform the planning, design, and delivery of built environment projects in NSW’, through advocating for governments, and leaders to make a commitment to better support Aboriginal culture and heritage in the built environment and take a Country-centred approach to planning.



City shaping infrastructure projects identified in the strategy include Sydney Metro West and Parramatta Light Rail. These projects are expected to transform Westmead South, with the proposed connection of the North-West T-way (Parramatta to Rouse Hill) to the Liverpool-Parramatta T-way via Westmead South providing increased connectivity.

Key Implications:

- Guidance to implement Connecting with Country principles in the strategic planning of Westmead South
- An opportunity to explore Indigenous history within Westmead South
- Inform future design controls and connections to nearby areas of bushland, open space and waterways, including Parramatta Park, Toongabbie Creek, Domain Creek and the Parramatta River

Westmead Place Strategy 2036

NSW Department of Planning and Environment

The Westmead 2036 Draft Place Strategy is the NSW Government's strategy to guide the future planning needs of the Westmead Precinct to meet its regional relevance, anticipated growth, and renewal. It sets the planning context and precinct-wide vision for Westmead, with which Council strategies and planning should be consistent.

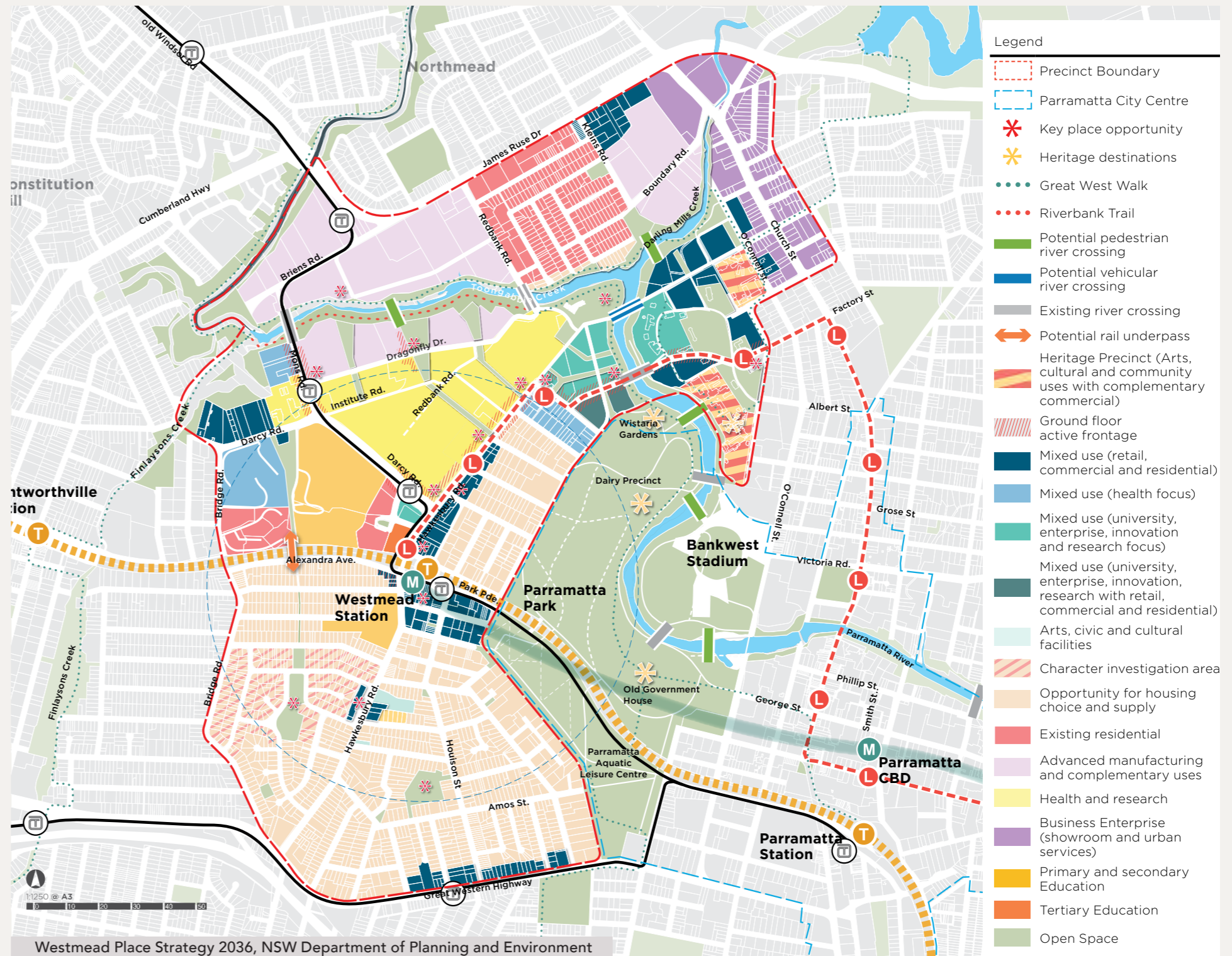


The Strategy outlines a vision for Westmead to be Australia's premier health and innovation district over the next 20 years. Under this vision, Westmead would deliver exceptional place outcomes, with enhanced heritage and environmental assets, activated places, connected communities and housing choice.

Westmead South is one of seven sub-precincts of the Westmead Precinct. The Strategy proposes several changes in land use and development that extends on its current context, role, and function.

Key Implications:

- Identification of Westmead South as a sub-precinct in the broader Westmead Precinct
- Development of Westmead South as a 'walkable, residential neighbourhood' transformed by the proposed Metro Station to increase connectivity, offering housing choice and diversity, with an urban village at its heart
- Key outcomes to deliver in Westmead South, including housing choice and supply, activity spines and nodes, amenity-led development, green grid connections, rail crossings, wayfinding and placemaking



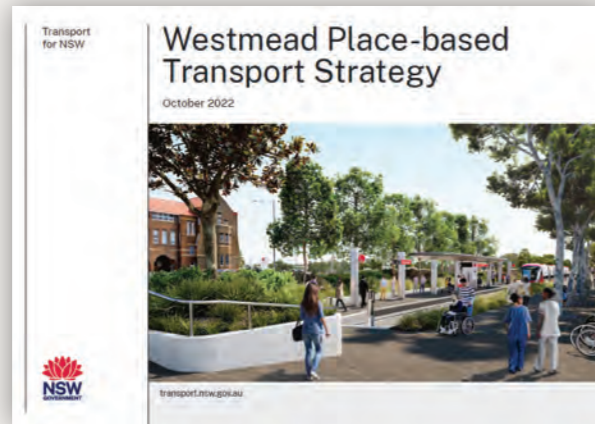
Westmead Place Strategy 2036, NSW Department of Planning and Environment

Westmead Place-based Transport Strategy

Transport for NSW

The Westmead Place-based Transport Strategy is a supporting plan of the Future Transport Strategy and sits alongside the Westmead Place Strategy. The Westmead Place-based Transport Strategy

provides the overarching strategic transport network and vision that will guide future transport planning in Westmead and demonstrates a need for improvements to the transport network in and around Westmead.



Key Implications:

The Westmead Place-based Transport Strategy identifies 43 initiatives for investigation. Key for Westmead South are:

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

Westmead Public Domain Strategy

Greater Cities Commission

The Westmead Public Domain Strategy (WPDS) is framed by the Westmead Place Strategy and exists to assist decision making authorities in creating a 'district in nature'. The WPDS sets out a public domain vision which seeks to connect the unique economic and innovation potential of Westmead in the context of Country.

The Strategy sets out 114 recommended projects that will physically unite these places through overarching public domain principles to connect green spaces, celebrate waterways and place Country..



Key Implications:

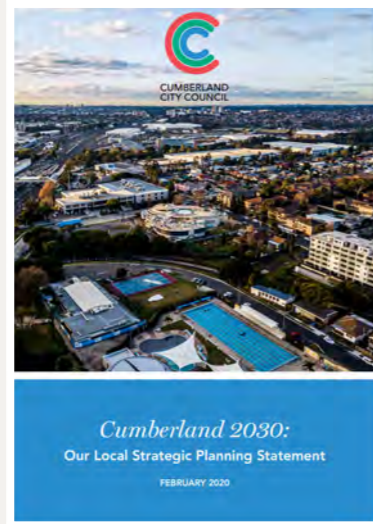
The Strategy identifies 43 initiatives for investigation. Of relevance to Westmead South are:

- Identification of key projects to undertake in Westmead South in order to achieve a high-quality public domain, including:
 - » Valley streets with 'mini wetlands' on sloping streets
 - » 'Water Boulevards' along most other streets in Westmead South — including detailed proposals across the length of Hawkesbury Road
 - » Proposed designs for the potential mid-block link between Austral Avenue and Alexandra Avenue

Cumberland 2030: Our Local Strategic Planning Statement

Cumberland City Council

Westmead South is identified as a Strategic Precinct of Cumberland City, which would provide and support specialised health and education services for Cumberland and the Greater Parramatta area. Council considers Greater Parramatta to include the arc of centres stretching from Lidcombe to Westmead.



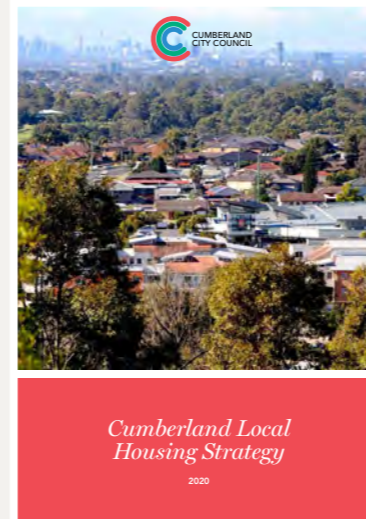
Key Implications:

- Population growth identified in Westmead
- Westmead, with its own distinctive character and strong transport connections, will increasingly act as the inner-city suburbs of Greater Parramatta, providing attractive places to live for the growing workforces of Merrylands and Parramatta CBD
- Identification of Hawkesbury Road as a key connector through Westmead South providing access across the railway
- Potential to facilitate diverse housing opportunities to support the Westmead Health and Innovation District
- The evolving corridor along Great Western Highway adjoining Westmead South with its connectivity with Parramatta Road and Hawkesbury Road

Cumberland Local Housing Strategy

Cumberland City Council

Cumberland City's population is projected to grow significantly by 2036. The Cumberland Local Housing Strategy highlights that most of Cumberland's growth will take place in Merrylands, Auburn, Lidcombe, Wentworthville, Westmead, Toongabbie, Pendle Hill, Granville and Berala.



Key Implications:

Westmead's Strategic Precinct classification reflects the significant transport investment in the area through Sydney Metro West and Parramatta Light Rail.

The Cumberland Local Housing Strategy sets out five (5) priorities, each with objectives and actions. The following priorities are relevant to planning in Westmead South:

- Priority 1: Delivering housing diversity to suit changing community needs
- Priority 2: Promoting transit-oriented housing options to support the 30-minute city
- Priority 3: Facilitating housing that respects and enhances local character
- Priority 4: Valuing heritage and cultural diversity in housing
- Priority 5: Infrastructure-led housing delivery

Cumberland Open Space and Recreation Strategy 2019-2029

Cumberland City Council

The Open Space and Recreation Strategy supports Council's efforts to consolidate and enhance the planning and management of open space and recreation facilities in our area and prepare for increasing and changing recreation needs and demands in our growing and diverse community. It reviews the existing provision and demand for open space and recreation in Cumberland and seeks to ensure that new development provides new and upgraded open space and recreation facilities to support an increased resident and worker population.



Key Implications:

- Provide for the recreation needs of our diverse community, taking into account forecast population growth, to contribute to improved community health and wellbeing
- Deliver a network of quality open space and recreation facilities that are safe, well-maintained, accessible, flexible, and connected
- Support the provision of open spaces that protect our natural environment and heritage by incorporating ecologically sustainable development principles to protect and enhance biodiversity, use water and energy efficiency and valuing resources through circular economy thinking
- Focus on equity, efficiency, partnerships and innovation to resource open space and recreation in an increasingly constrained financial environment

3.2 Current Planning Controls

The Cumberland Local Environmental Plan 2021 (CLEP 2021) applies to Westmead South.

Land use zoning, floor space ratio (FSR) and height of buildings maps are provided on this page. In summary, Westmead South contains the following zonings:

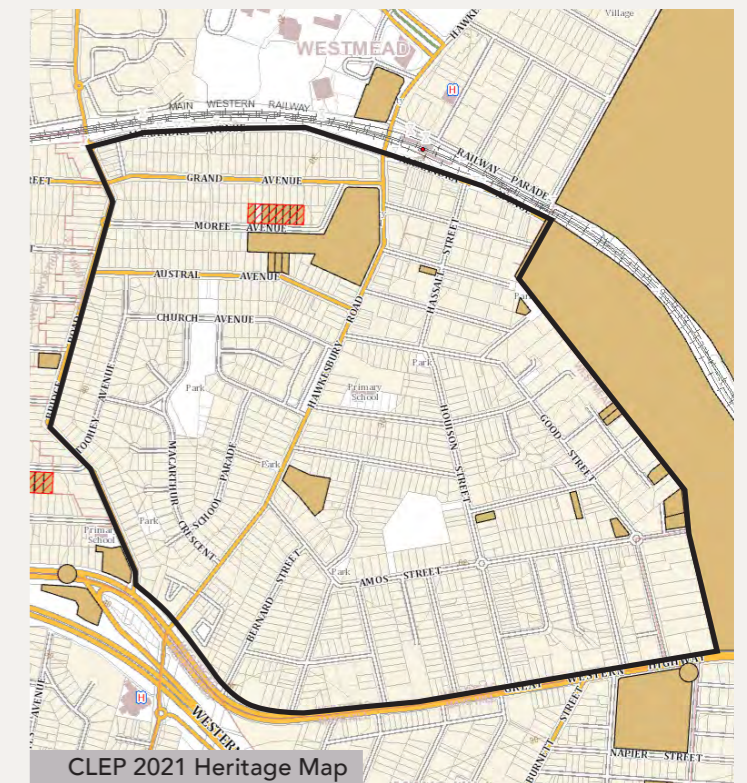
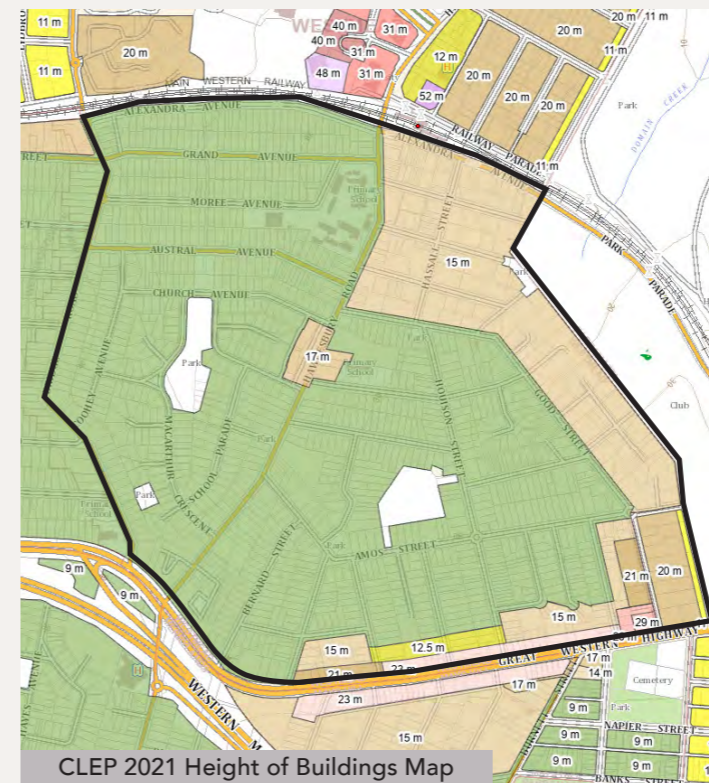
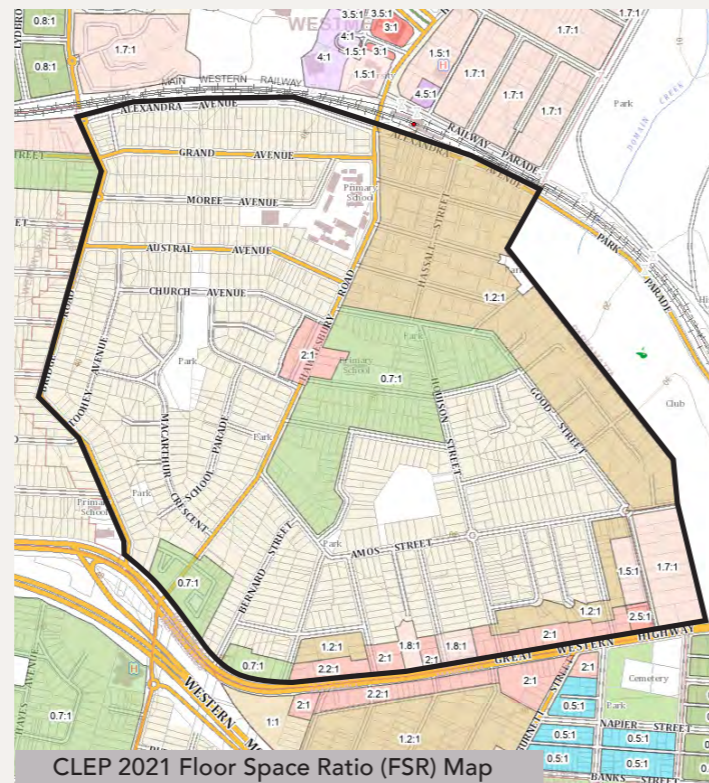
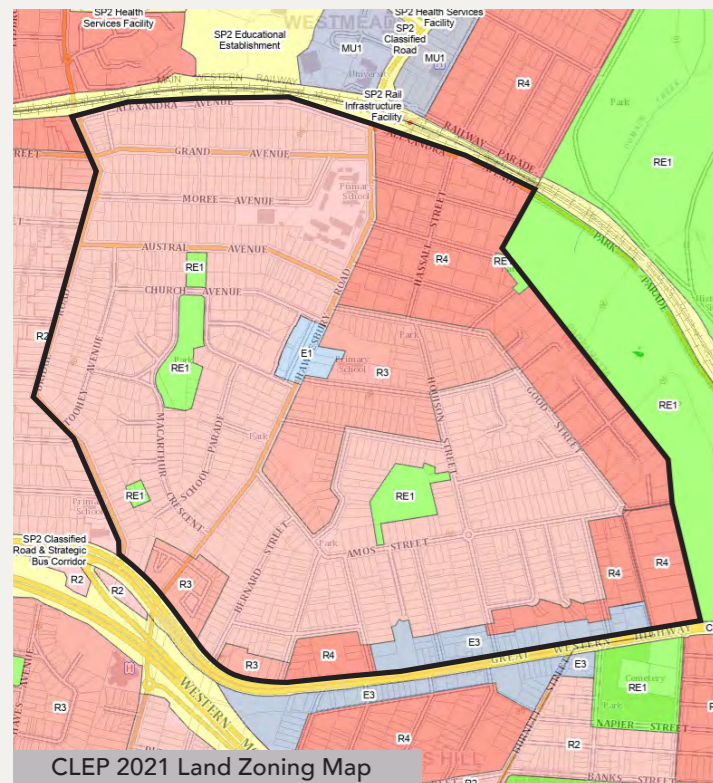
- E1 Local Centre (formerly B1 Local Centre)
- E3 Productivity Support (formerly B6 Enterprise Corridor)
- R4 High Density Residential
- R3 Medium Density Residential
- R2 Low Density Residential
- RE1 Public Recreation
- SP2 Infrastructure

The FSRs in Westmead South range between 0.7:1 to 2.2:1; whereas the building heights are between 9m and 23m.

There are several existing heritage items (marked brown in the Heritage Map) scattered around Westmead South and a Heritage Conservation Area (marked red hatch in the Heritage Map) – Toohey’s Palm Estate Heritage Conservation Area exist along Moree Avenue.

Two State Heritage Items are adjacent to Westmead South, including Mays Hill Precinct, which is part of Parramatta Park (Item No. I611), and Essington (2–8 Bridge Road, Westmead; Item No. I00204).

Legend Westmead South Boundary



3.0 Strategic and Planning Context

3.3 Westmead South Concept Land Use Plan 2022

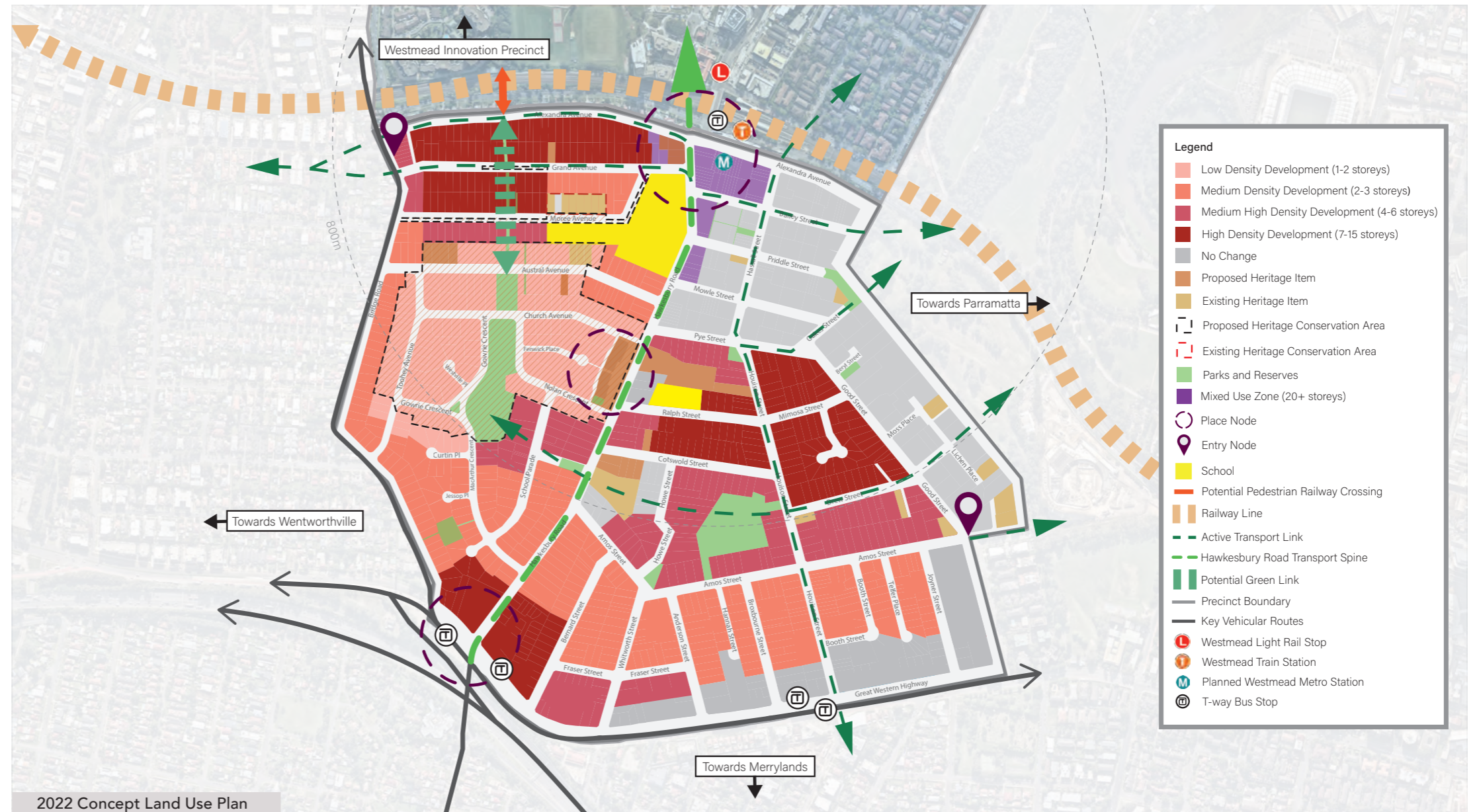
In October 2022, the Westmead South Concept Land Use Plan was developed and exhibited, informed by the State, Regional and Local strategic frameworks and directions.

The Concept Land Use Plan was created as part of the Strategic Planning Pathway to support discussions with the community about the potential future draft Westmead South Master Plan. It does not reflect any endorsed Council policy or plan.

The community was invited to provide comments, feedback and submissions. All the input received during the 2022 community engagement provided was carefully considered to inform the development of this draft Master Plan.

Westmead South Concept Land Use Plan

October 2022



2022 Concept Land Use Plan



Historical aerial view of Westmead South (1935-1945), State Library NSW

4.0 Westmead South Now

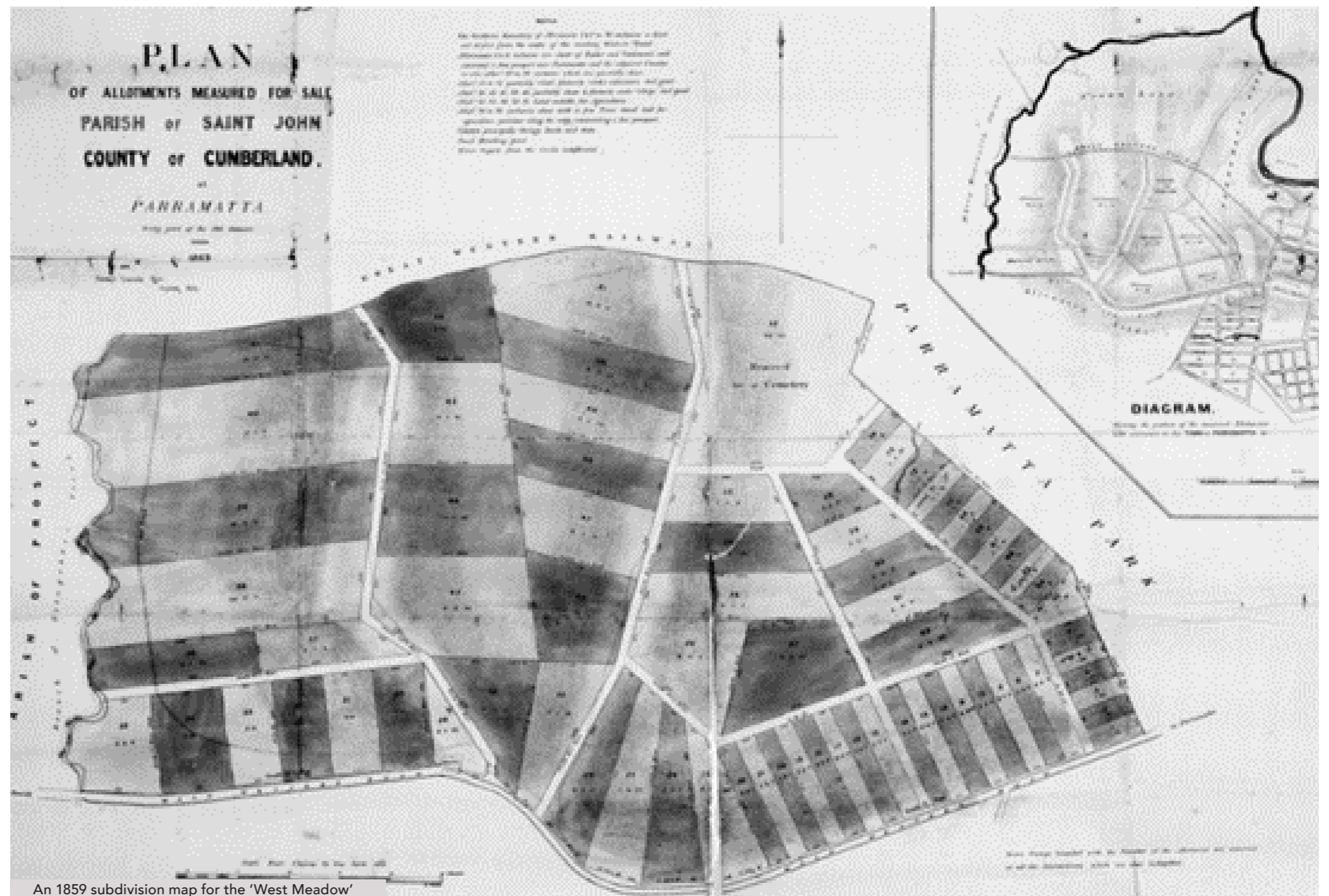
4.1 History

The area that now forms Westmead South is on Darug land. In 1810, it became part of the Parramatta Domain, an area of 2,000 acres forming an arc around the western side of the Township of Parramatta.

The name Westmead comes from 'mead' (old English for meadow) and 'west', indicating its location from Parramatta. The name Westmead was not used until 1859 when the first part of the land was subdivided to allow for the expansion of Parramatta. Crown land auctions were held between 1859 and 1861 to sell off the land.

An 1859 subdivision map for 'West Meadow' shows the layout of Westmead's first streets including what are still its major arterial roads, Bridge Road and Hawkesbury Road. The same subdivision map also shows the Western railway line which divides the northern and southern sections of Westmead.

The Western railway line was extended in 1860 to Blacktown from its first terminus located at what is now Granville and was under construction when the 1859 subdivision map was drawn. Parramatta Railway Station was built as part of this extension, but Westmead Railway Station was only added in 1883 after residents petitioned the Railways Department for a train station on the Western Line.



An 1859 subdivision map for the 'West Meadow'

The Western Road – now the Great Western Highway – formed the southern boundary of Westmead then as it still does now. This road links Parramatta with the Blue Mountains and beyond and is one of Cumberland’s oldest roads, dating back to 1793 for the earliest section near Parramatta.

Finlaysons Creek, a tributary of Toongabbie Creek, was the western boundary of the ‘Western Meadows’ with the Wentworthville Estate on the other side of the creek. But Bridge Road has since become the western border of Westmead and the area between Finlaysons Creek and Bridge Road is now part of Wentworthville. Parramatta Park formed the eastern boundary of Westmead and still does today.

The next subdivisions in Westmead took place during the 1880s-1890s. A 1890s Municipal map shows settlement at Westmead was clustered into two areas at the north and south of the suburb. The southern end was closest to Parramatta and the other cluster had formed near the Westmead Railway Station on new residential blocks released in 1883.

By World War 1 (WW1) the population of Westmead was large enough to justify the construction of a school. Westmead Public School opened in 1917 and grew rapidly necessitating new buildings by the late 1920s as the new housing estates brought new families to

the area. The school’s distinctive two-storey brick building, containing four classrooms, assembly hall, headmaster’s office and staffroom was opened in 1928.

Further subdivisions took place in the 1920s, during the Sydney housing boom, most notably the landmark Toohey Palm Estate released in 1925, situated between Bridge and Hawkesbury Roads adjacent to the railway line.

A sprinkling of shops had opened on both sides of Westmead Railway Station by the 1920s, plus a few scattered shops along Hawkesbury Road and Bridge Road to serve local residents with basic needs. The close proximity of Parramatta deterred the growth of any larger scale shopping strips at Westmead.

In 1926, the Westmead Progress Hall opened in Hassall Street to provide a venue for local meetings and events. The building still stands and is now owned by Cumberland City Council. Park Parade was developed jointly by Holroyd and Parramatta Councils during the Interwar Period beside the railway line to provide a direct link for road traffic between Westmead and Parramatta via Alexandra Ave and Pitt Street.

By the 1930s, the character of Westmead was predominantly residential with only a few remaining large tracts of undeveloped land. The largest of these lay between Bridge and Hawkesbury Roads, south of the Toohey Palm Estate. This was acquired by the NSW Housing Commission in the 1940s and developed as a model housing estate in the late 1940s to

showcase the benefits of good planning. The Westmead Housing Estate comprised 300 brick houses plus a shopping centre (Oakes Centre) and a block of 18 flats (on Hawkesbury Road), designed by architect Emil Sodersten. The Estate was located between Hawkesbury and Bridge Roads and is still largely intact and included central park on the estate – M.J. Bennett Reserve.

In 1946, the NSW Housing Commission resumed portions of the remaining former Houison Estate and constructed Ralph Street c1948-9 through it. Another piece of remaining land was the residue of the Houison Estate while part of this land was subdivided in 1926 and suburban lots were sold around the edges of Hawkesbury Road, the newly created Cotswold Street and Houison Street.

Sydney Smith Park was created following the acquisition of land for the park in 1947 by the former Holroyd City Council.

In 1951, the Catholic Church created a new parish at Westmead to serve the rapidly growing population brought to the area by the development of the Housing Commission estate. The Sydney Archdiocese bought land in Ralph Street for a church and school. The Sacred Heart Catholic Church was officially opened on 28 March 1954. The school began in 1956, as a church-school run by the Sisters of Mercy. It was the first Catholic primary school in Westmead as, prior to that, children travelled to nearby Parramatta to attend Catholic schools.

During the Post-war Period (c1945-1965), the last remaining parcels of undeveloped land were gradually subdivided to create new residential streets, such as Booth Street, Telfer Place and Hannah Street at the southern end of Westmead and Thomas Clarke Street off Mimosa Street.

From the 1980s onwards, blocks of flats were built along the streets closest to the railway station, particularly Mowle, Priddle, Bailey and Hassall streets and this form of development is now the dominant housing style in this part of Westmead. Since then, it has continued down the eastern corridor of Westmead, particularly along Good Street.

By the 1930s, the character of Westmead was predominantly residential

Legend  Westmead South Boundary



1890s Prospect & Sherwood Municipality map – Atlas of Suburbs of Sydney, Higginbotham and Robinson, date unknown

4.2 Demographics

Population Growth

The population in Westmead is projected to grow. Westmead is expected to accommodate a slightly greater share of population growth of Cumberland City over the next two decades. This would be an increase in the share of population from 3.5% in 2016 to 3.69% by 2036 across Cumberland City, under current planning controls (Cumberland 2030: Our Local Strategic Planning Statement).

Westmead is significantly denser than the Cumberland City average. The area has an average density of 5,668 persons per square kilometre compared with 3,386 persons per square kilometre in Cumberland City. This reflects Westmead's central location adjacent to Parramatta and the Westmead Health and Innovation District and its easy accessibility to metropolitan centres, strategic centres, and key local centres.

People

Migration trends over the past few decades has resulted in increased cultural and linguistic diversity in the study area. In 2021, 73.9% of people in Westmead were born overseas. A large number of Indian migrants have chosen to settle in Westmead and its neighbouring suburbs, and the 2021 Census recorded that more than

35.7% of Westmead's population were of Indian ancestry. The next greatest reported ancestry was Chinese (7.7%), followed by English (7.1%), Australian (6.2%) and Nepalese (4.0%).

The cultural diversity of the community is also reflected through the languages spoken at home. 76.6% of Westmead's residents are most likely to speak non-English language at home, with the top five languages spoken at home, other than English, being Hindi (9.8%), Tamil (8.4%), Telugu (6.7%), Gujarati (6.3%) and Nepali (3.8%).

Hinduism represents the most commonly held religion in Westmead (43.6% of all people), out of the non-Christian religions.

Catholicism was the second highest reported religion at 11.5%, compared with the Cumberland average of 39.9%.

Dwellings

Given Westmead South's proximity to Parramatta and the rapidly growing Westmead Health and Innovation District, the potential dwelling numbers in Westmead South will require careful consideration. This includes the key drivers that will shape the future growth of Westmead South, and its role in delivering Australia's premier health and innovation district.

In 2016, Westmead South consisted of 41.2% separate houses, 32.1% medium-density dwellings and 25.5% high-density dwellings. The number of medium- and high-density dwellings in the study area (57.6%) is much higher than the Cumberland City average (43%) and reflects the central location of the study area and the construction of three-to-four storey walk ups near the Railway Station and along Good Street from the 1980s and more recently, high-density residential development along Great Western Highway.

In terms of the number of bedrooms, 45.3% of dwellings in the study area had two bedrooms in 2016, with 27.8% having three bedrooms, 10.7% having four bedrooms, 4.2% having five bedrooms or more, and 4.6% having zero or one bedrooms. The study area has a greater number of two-bedroom dwellings at 45.3% versus the Cumberland City average at 28.6% and fewer three-, four- or five- more bedroom dwellings.

The prevalence of apartments in the study area could reflect the greater numbers of two-bedroom dwellings, and with greater 'couples with children' households and single-person households and the need for the study area to cater to both its current and future residents, careful consideration will be required to ensure diversity of housing is achieved in terms of dwelling types, quality, number of bedrooms, and amenity.

Lot Size and Frontage

Typical house lots area 450-650sqm with 15 - 18m frontage, though some area larger and smaller. There is greater diversity, generally with larger lots and frontages in the R4 High Density Residential and E3 Productivity Support zones.

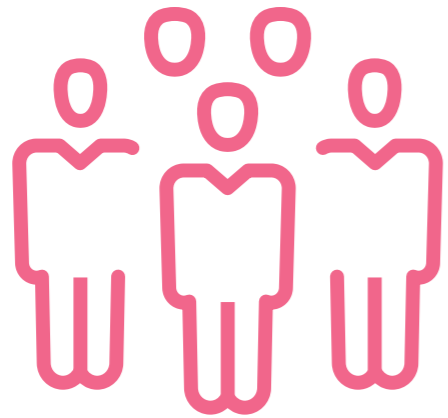
More than 35.7% of Westmead South's population were of Indian ancestry

35.7%



70.1%

of Westmead's residents are most likely to speak non-English language at home



TOTAL
POPULATION
16,555



TOTAL
HOUSEHOLDS
5,850



8,442
are men
(51.0 %)



8,116
are women
(49.0 %)



1,927
are 60+
(11.7%)



2,501
are
young people
(15.1%
aged 10-24)



2,446
are households
of couples with
children
(57.6%)



11,201
are born
overseas
(67.7%)



4,484
speak a
language other
than English at
home
(76.6%)



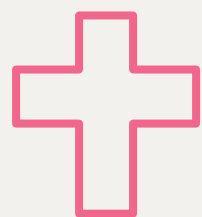
115
are of
Aboriginal and/
or Torres Strait
Islander decent
(0.7%)



731
have a
need for
assistance
(4.4%)



1,106
attend
University
(19.6%)



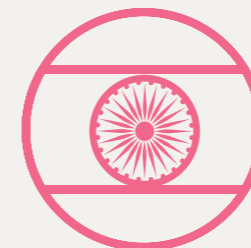
1,904
are Catholic
(11.5%)



1,217
are Muslim
(7.4%)



7,219
are Hindu
(43.6%)



5,905
are
of Indian
ancestry
(35.7%)



1,268
are of
Chinese
ancestry
(7.7%)

Snapshot of demographic make up of whole Westmead suburb, Australian Bureau of Statistics Census 2021

4.3 Local Context

Located in the Central River City, Westmead is the geographical centre of Metropolitan Sydney.

Westmead South is strategically situated adjacent to the growing Parramatta CBD and Westmead Health and Innovation District. The Westmead Health and Innovation District is set to as a prominent global centre for healthcare, research, education, and commercialisation with 50,000 jobs by 2036 (Cumberland 2030: Our Local Strategic Planning Statement).

The close proximity of Parramatta CBD to Westmead South, provides regional retail, commercial and civic functions.

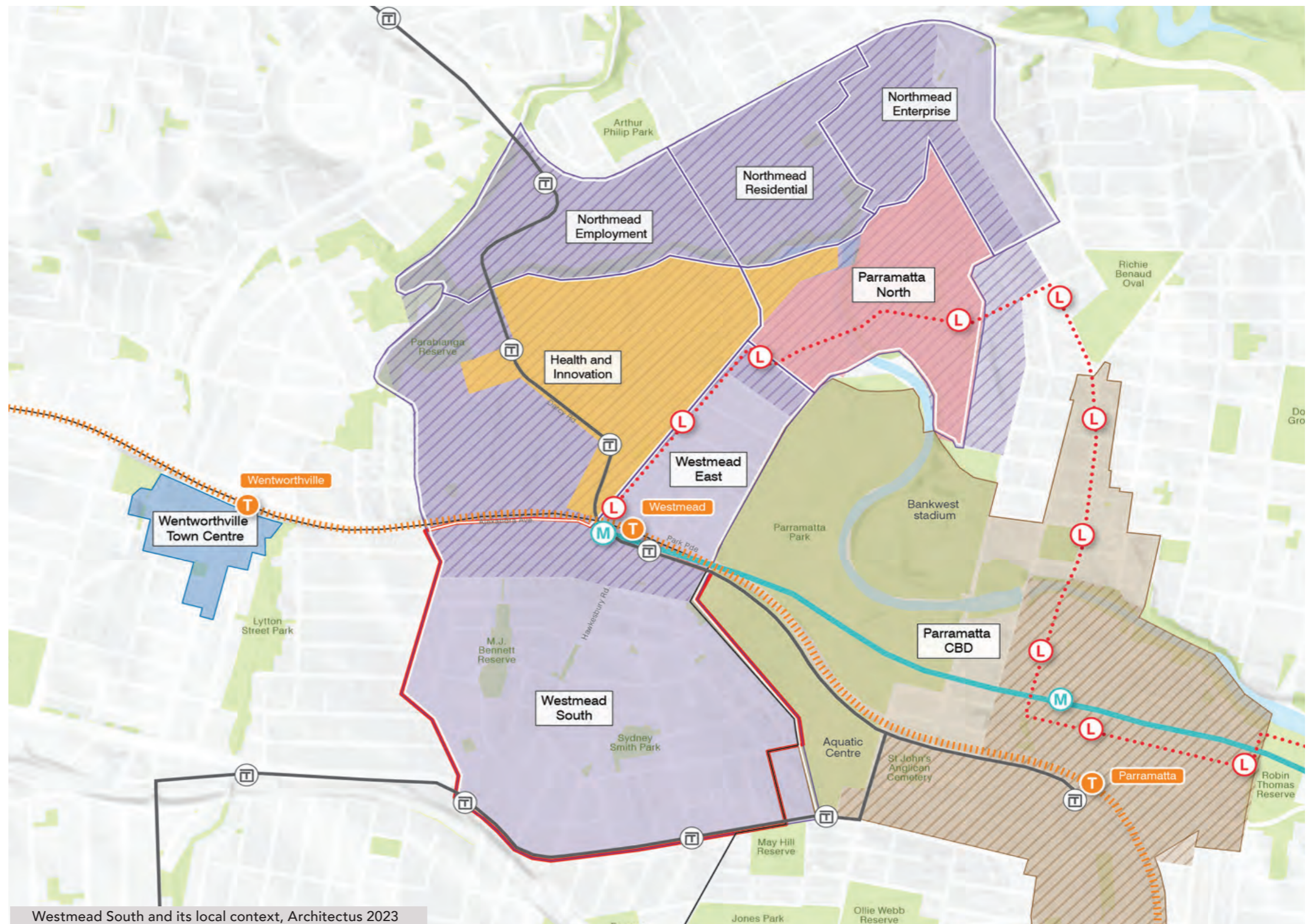
Parramatta North Precinct, which is along Parramatta River further north of Westmead South, will feature green spaces and public / culture amenities to celebrate the history of the area.

Wentworthville Town Centre along the railway line to the west of Westmead South, is another bustling hub frequently visited by the Westmead South community.

Westmead South enjoys good access to public transport, including T-ways and train services. Parramatta Light Rail Stage 1 (to be opened in 2024) and Sydney Metro West (under construction) will further improve Westmead South's connection to other key centres in Metropolitan Sydney.

Great Western Highway, Hawkesbury Road and Bridge Road provide Westmead South with easy access for private and commercial vehicles to the surrounding key destinations.

Westmead South's transport and access are further discussed overleaf.



Westmead South and its local context, Architectus 2023

4.4 Traffic and Access

Westmead Train Station

Westmead Train Station is located on the T1 Western Line and T5 Cumberland Line of the Sydney Trains network. It provides frequent train services to Sydney CBD, Parramatta, Blacktown, and other suburbs in the Western Sydney area.

Bus Services

The T-way Bus Service is a rapid bus transit system that operates between Parramatta and Liverpool, with stops at Westmead, Fairfield, and other suburbs along the route. The T-way provides fast and frequent bus services primarily along Great Western Highway, with buses running every 10 minutes during peak periods.

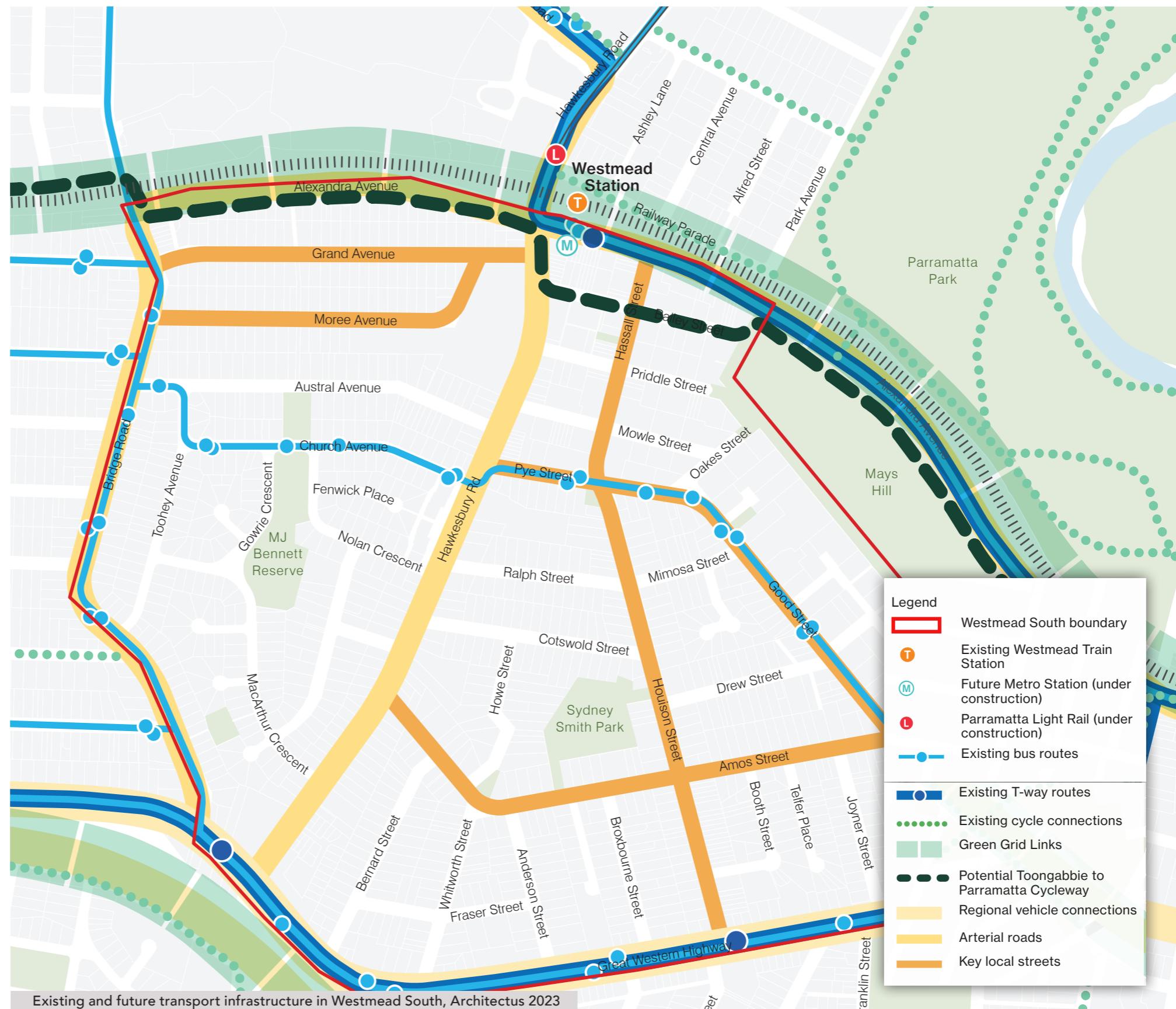
Several local bus services operate in Westmead South, providing connections to nearby suburbs and major transport hubs such as Parramatta Train Station and Westfield Parramatta. However, the frequency is relatively low.

Active Transport - Walking and Cycling

Existing major regional cycle links run north and south of the study area, with Hawkesbury Road a key linking street. The route north becomes the Windsor-Parramatta Cycleway and the route south is the M4 cycleway.

Existing pedestrian connections generally occur along the street network, with the exception being a north-south cross block link in the north-western part of Westmead South connecting Austral Avenue to Alexandra Avenue.

A potential north-south Hawkesbury Road link as well as east-west potential Toongabbie to Westmead link are the key cycling links to investigate, particularly as most other streets do not provide direct connectivity.



Existing and future transport infrastructure in Westmead South, Architectus 2023

4.5 Local Character

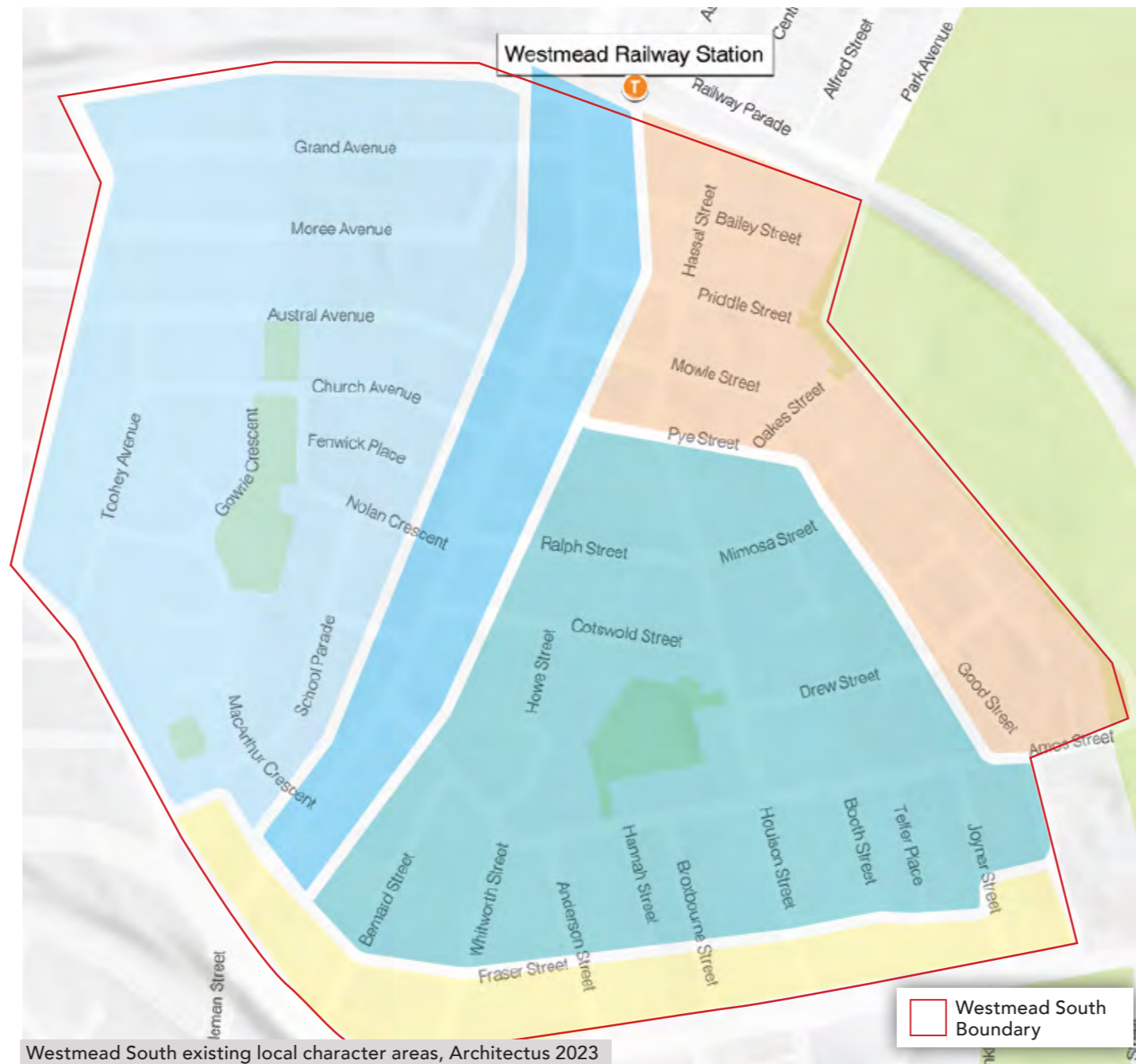
Westmead South is predominantly a residential suburb. To support the residential core, other uses including educational, public worship, retail and commercial are scattered around the area.

M.J. Bennett Reserve, Austral Avenue Reserve and Sydney Smith Park are the key open spaces in this area. Mays Hill Precinct, which forms part of Parramatta Park, is immediately adjacent to the Westmead South, forming its eastern boundary, which also service the area.

Hawkesbury Road forms the main north-south connection through the area linking Great Western Highway and Westmead Health and Educational District to the north. Hawkesbury Road is on the ridge line with views to Parramatta CBD down the road network to its east.

Westmead South currently presents different characteristics, which can be summarised in high level into five local character areas:

- Hawkesbury Road
- M.J. Bennett Reserve Neighbourhood
- Mays Hill Neighbourhood
- Sydney Smith Park Neighbourhood
- Great Western Highway

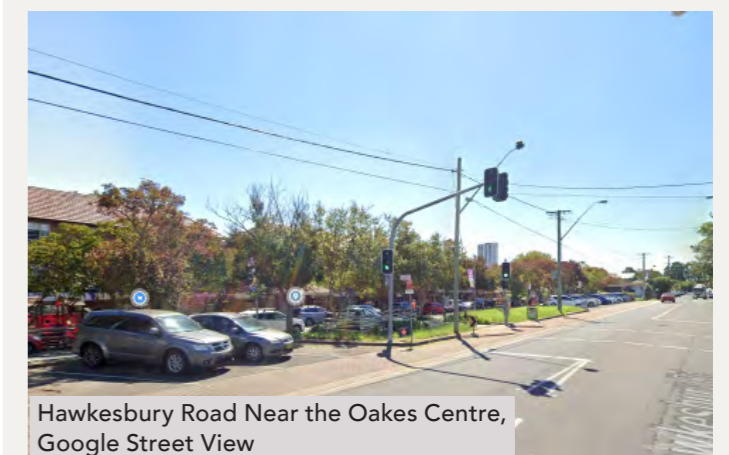


Hawkesbury Road

Hawkesbury Road Area presents a mixed use character. Residential and non-residential uses exist along Hawkesbury Road.

Westmead Public School and the Oakes Centre are currently the two key attractors in this area. Sydney Metro Block adjacent to the Train Station is currently under construction to deliver the future Westmead Metro Station and interchange between light rail, train and T-way services.

Hawkesbury Road is currently a vehicle dominated road corridor, which separates the east and west sides of the Westmead South. It can be challenging to traverse along and access this corridor due to existing traffic movements and speeds.

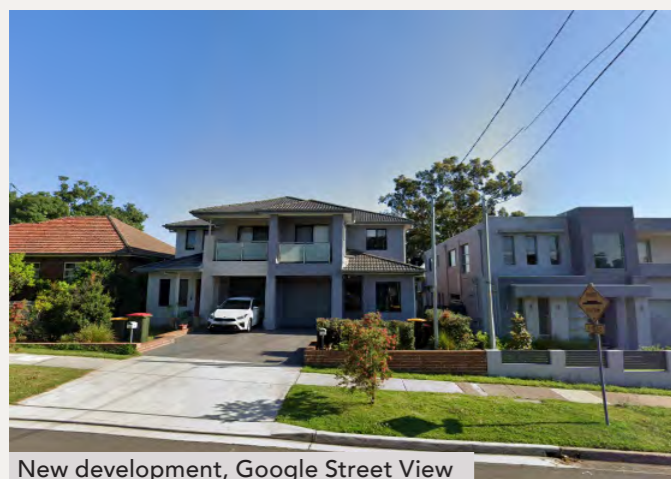
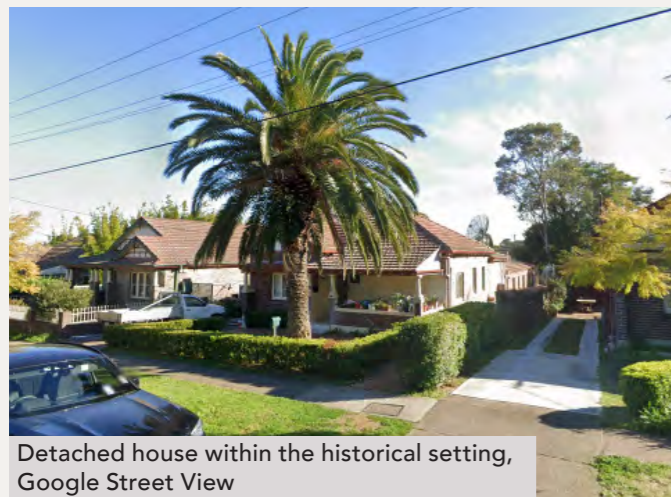


M.J. Bennett Reserve Neighbourhood

M.J. Bennett Reserve Neighbourhood is characterised by low density houses and its historical setting. The majority of the existing heritage items are located in this character area.

Detached houses with some semi-detached dwellings are the key building typologies in this area. There has been number of duplex house developments in recent years.

M.J. Bennett and Austral Avenue Reserves character form the focal point of the area, providing recreational and sporting facilities.



Mays Hill Neighbourhood

At the doorstep of Mays Hill / Parramatta Park, this neighbourhood enjoys easy access and views to the public open space and Parramatta CBD beyond.

The 3-4 storey apartment buildings, built in 1980s, occupy the most of the area. The area is leafier than the rest of Westmead South, benefiting from the front and rear setbacks.



Sydney Smith Park Neighbourhood

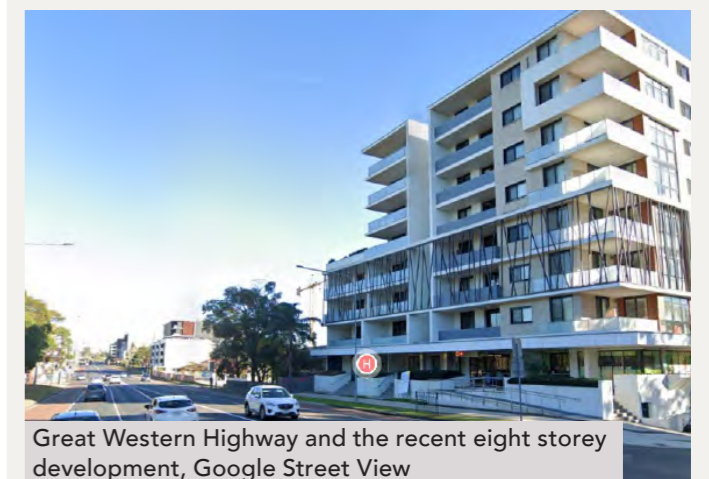
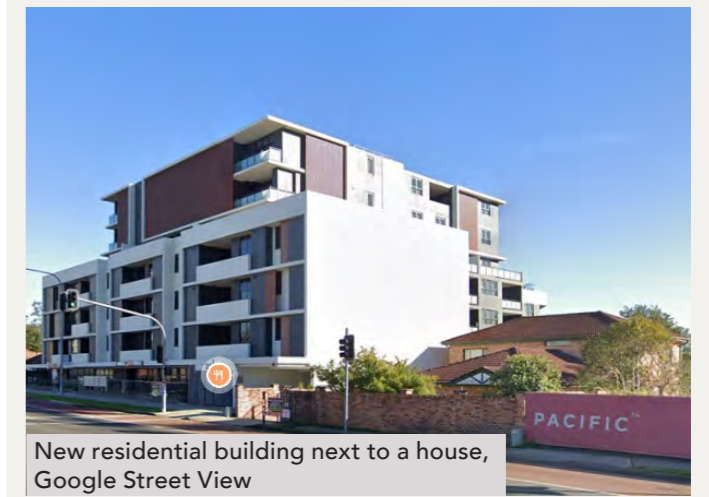
Like M.J. Bennett Reserve Neighbourhood, Sydney Smith Park Neighbourhood is also a low density area. However, more recently constructed houses, either attached or detached, can be found in Sydney Smith Park Neighbourhood.

Sydney Smith Park, which is the major open space, is located at the heart of the area. It also provides a flood management function during extreme events.



Great Western Highway

Great Western Highway is a busy thoroughfare, connecting Westmead South to the Metropolitan Sydney road network. Along the Great Western Highway there have been various recent development within Westmead South, ranging between six and eight storeys in height. Great Western Highway's character is changing to a mixed-use zone, which has non-residential uses on the ground level and residential above, due to these recent constructions. However, there are still some single to two storey buildings exist.



4.6 Key Existing Spaces

Westmead South has several key destinations, valued and used by its community, including:

- The Oakes Centre
- Westmead Public School
- M.J. Bennett Reserve
- Sydney Smith Park

The Oakes Centre

The Oakes Centre is a small mixed use centre, located at the west side of Hawkesbury Road. The Oakes Centre services the retail and business needs of the local community, consisting of:

- Yoga studio
- Hair salon
- Indian grocery store
- Bottle shop
- Restaurants
- Shop top housing

The Oakes Centre has been identified as an opportunity area to be investigated further, with potential future activations undertaken by Council.



The Oakes Centre, Architectus 2023

Westmead Public School

Westmead Public School is one of a few primary schools in Westmead South. The school is a large multicultural school with a student population of 1,635 currently. The school has an outstanding reputation within the community for excellence in student academic achievement.

The NSW Government has committed to a new school in Westmead South. The latest updates from School Infrastructure NSW is:

Planning is underway for a new primary school in Westmead South. Further details will be shared with the community by School Infrastructure NSW as planning progresses. For enquiries, please contact School Infrastructure NSW at 1300 482 651 or schoolinfrastructure@det.nsw.edu.au.



Westmead Public School entrance, Westmead Public School website

M.J. Bennett Reserve

M.J. Bennett Reserve is located on the western portion of Westmead South, extending from Church Avenue to MacArthur Crescent. The park is one of two large open spaces in Cumberland City that supports Westmead South, and is used for local school sports, community sporting groups and recreation.

Outside of Parramatta Park with its Regional level facilities, M.J. Bennett Reserve is a key space that appears to be the highest uses park in Westmead South.



M.J. Bennett Reserve

Sydney Smith Park

Sydney Smith Park is located in the south eastern portion of Westmead South.

Bound by low to medium density residential buildings, the park is used regularly by local residents, community sporting groups and recreationally.

While competing with Parramatta Park, Sydney Smith Park is a key space in Westmead South, being the second largest open space for community use in Cumberland City. It also provides a flood management function during extreme events.



Sydney Smith Park

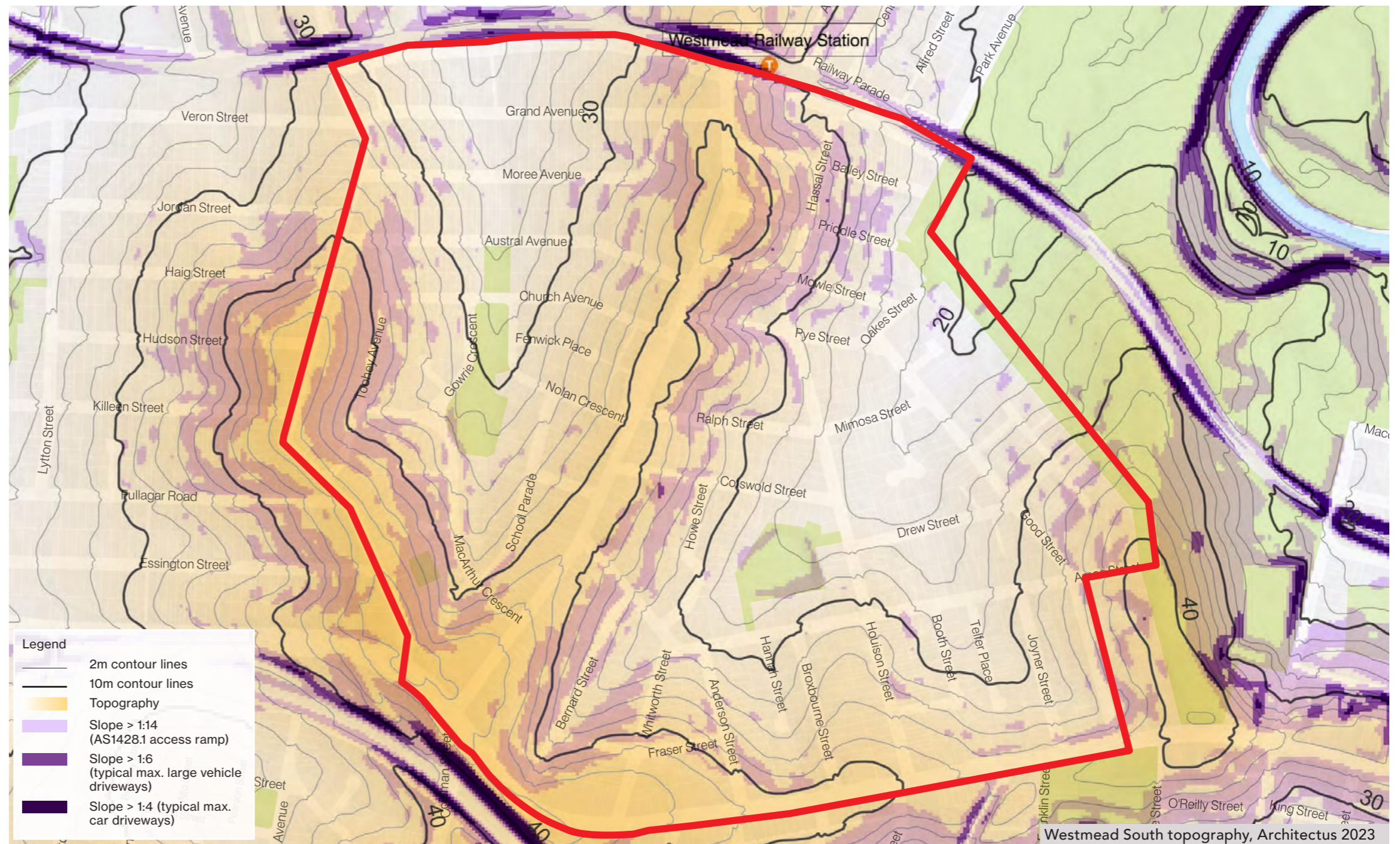
4.7 Topography

Westmead South is generally an area with gently sloping topography.

The local high point is to the southwest, with ridgelines along the Great Western Highway, Bridge Road and Hawkesbury Road.

There is a pattern of views from the ridgeline roads along side streets, including from Hawkesbury Road east to Parramatta CBD.

Open spaces and parks within Westmead South generally sit along the valley lines and do not include significant distant views. The valley lines are generally reflective of the historical creek beds.



4.8 Parks and Open Spaces

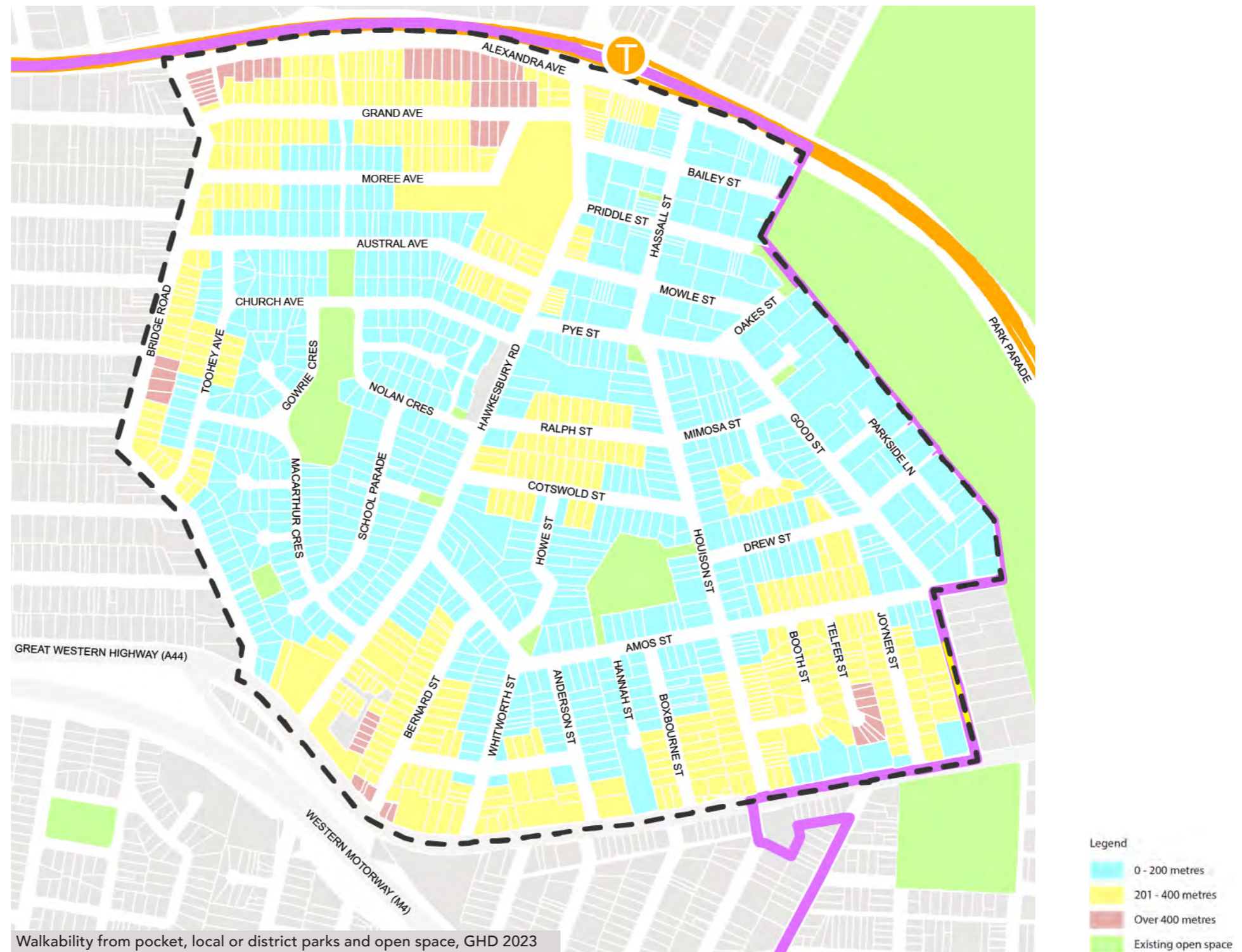
There are currently ten (10) parks and open space facilities located within Westmead South. This consists of two local sports field facilities, and eight (8) pocket parks.

M.J. Bennett Reserve consists of a grassed oval and permanent exposed concrete cricket wicket. M.J. Bennett Reserve is used for training by a local junior rugby league club, hockey club, cricket club and used for local cricket competition games in summer season. Westmead Public School also uses M.J. Bennett Reserve for school sporting activities.

Sydney Smith Park consists of a grassed playing field and baseball cage. It is used for training and games for the local soccer clubs and recreationally by neighbouring residents.

Greener Places by Government Architect NSW (GA NSW) identifies performance indicators for the provision of open space in communities. It notes that open spaces should be accessible for everyone, between 200m and 400m from where they live and offer a diversity of sporting and recreation opportunities.

The assessment indicates that the majority of land parcels in Westmead South are located within 200 to 400 metres walking distance to a local or district level park. However, there are some land parcels in the north and south of Westmead South are located over 400 metres to a local or district level park. This highlights a need for greater accessibility and provision of open spaces for the current and future residents.



4.9 Tree Canopy Cover

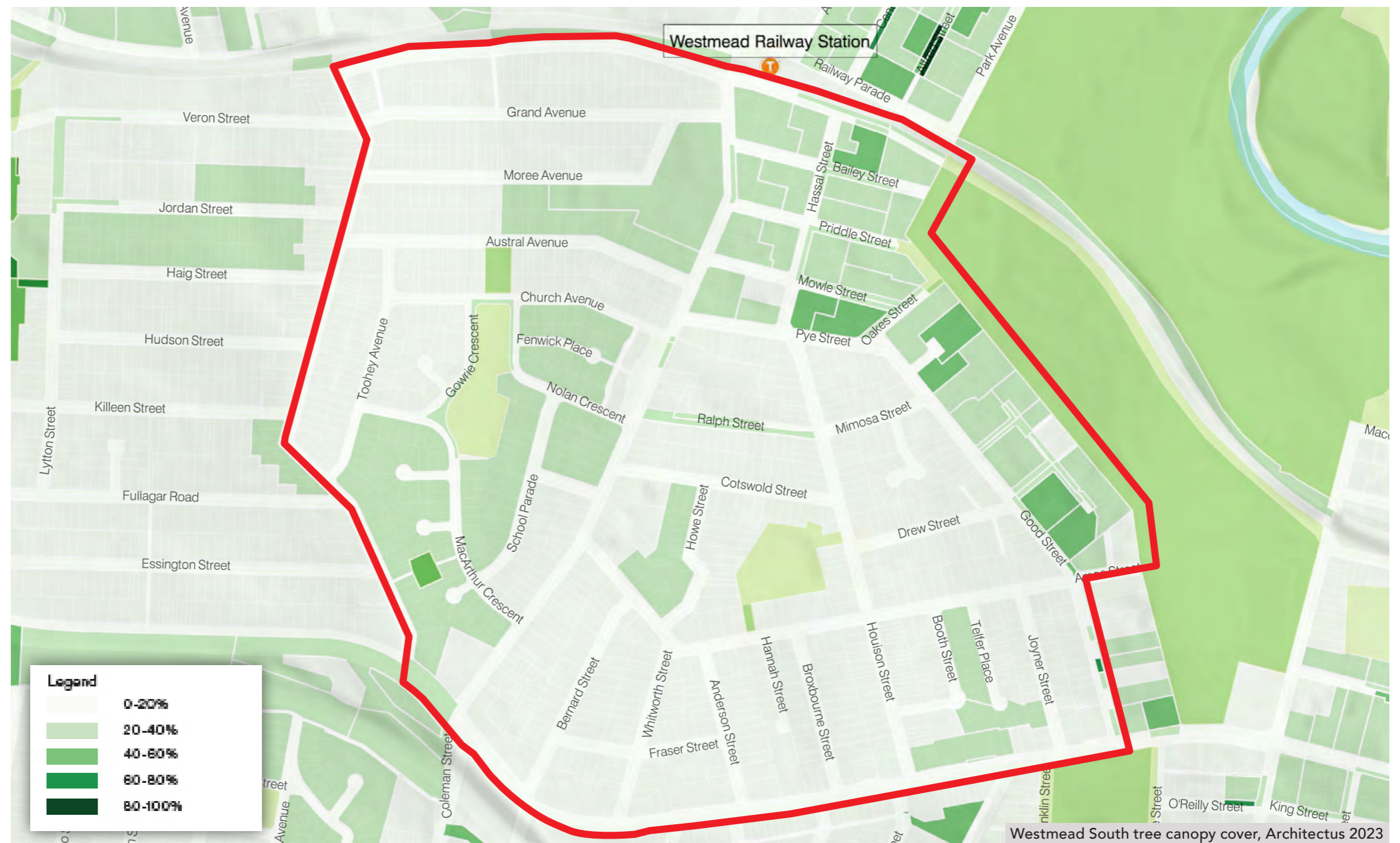
The tree canopy coverage in the northeast of Westmead South typically ranges from 20% to 40%, which is reasonably consistent with the overall range of 15% to 35%.

However, the typical new apartments along the Great Western Highway and detached houses in the study area generally have a low tree canopy coverage of 0% to 20%, which falls below the standard requirement.

The Austral Avenue Reserve has a good tree canopy coverage of 20% to 40%, while M.J. Bennett Reserve and Sydney Smith Park has a very low coverage of just 0% to 20%.

The streets in the area mainly exhibit a low tree canopy coverage of 0% to 20%, which is significantly below the standard requirement of 40% to 50%.

Therefore, opportunities exist to increase tree canopy coverage in streets, parks and private developments to reduce heating and provide cooling needs.



4.10 Flooding

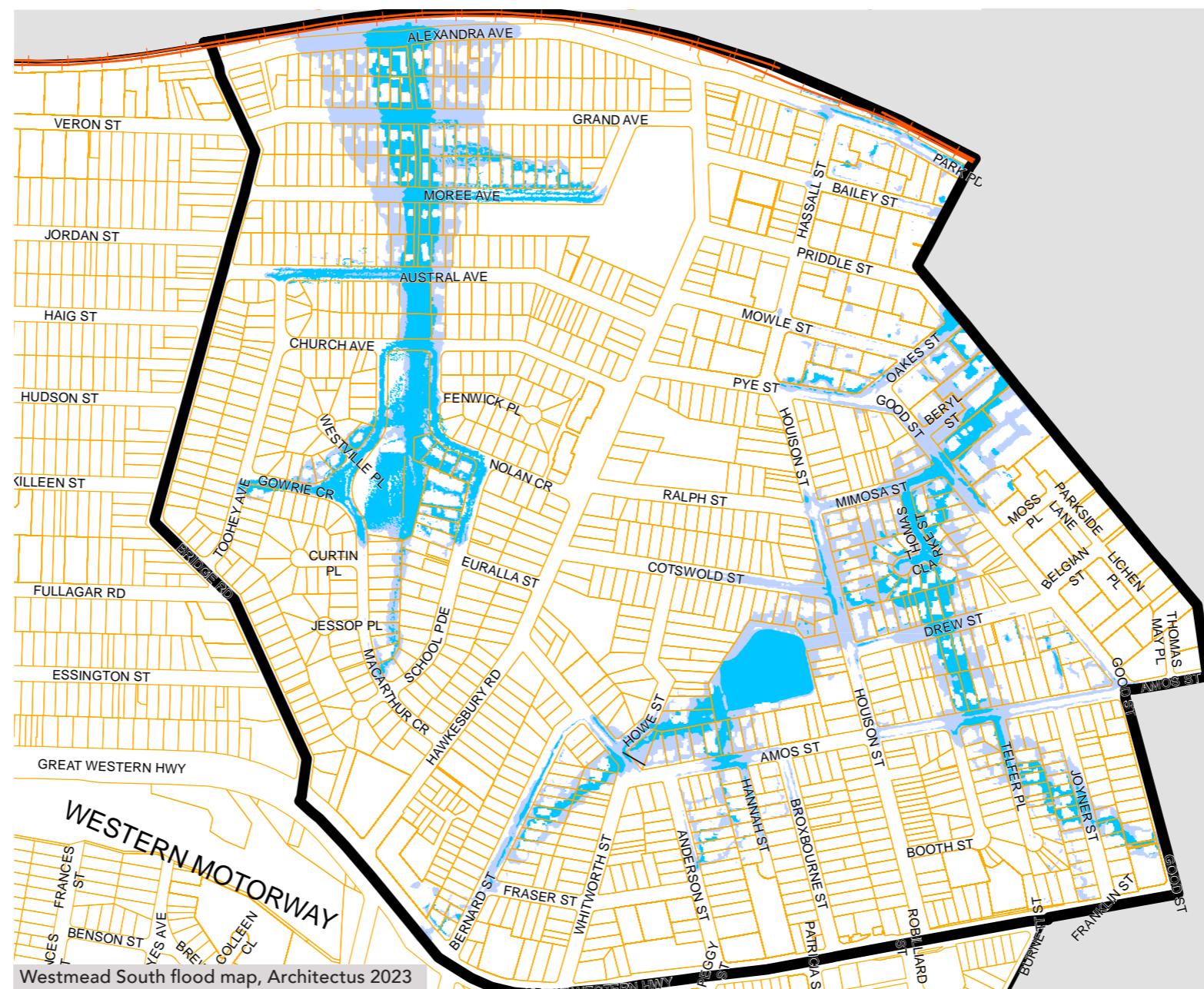
The flood risk map on this page is based off the existing Westmead Creek Flood Study and Domain Creek Flood Study.

Further work is underway to update the flood modelling of this area. Thus the information in the adjacent should be considered preliminary only and will be updated through the course of this project.

Flooding generally flows through the valley areas, reflective of the former creek lines and encompasses the major parks of M.J. Bennett Reserve and Sydney Smith Park. It is of particular concern to properties in close proximity to:

- M.J. Bennett Reserve and Austral Avenue Reserve and along the mid-block link leading north to Alexandra Avenue
- Bernard Street to the south, Howe Street Park and Sydney Smith Park, as well as Joyner Street and Telfer Place to the southeast; these all lead to a larger area of potential flooding occupying the street block around Thomas Clarke Street, leading along Beryl Street and Oakes Street. This becomes Domain Creek which flows directly into the Parramatta River.

Therefore, opportunities exist to explore solutions to safely deliver housing and revitalisation with consideration to these flood impacts.



Legend

- Westmead South Boundary
- Cadastre
- 1% Annual Exceedance Probability (AEP)
- Probable Maximum Flood (PMF)

- Notes:**
- An annual exceedance probability (AEP) is the probability of an event occurring in any given year
 - The Probable Maximum Flood (PMF) combines a range of extreme conditions and probabilities to calculate the largest flood that could possibly occur within a catchment

4.11 Social Infrastructure

The Westmead South Community Needs and Social Infrastructure Assessment (GHD, 2022) provides a more detailed study of social infrastructure and is relied on to support the draft Master Plan.

Key uses include the following:

Healthcare

Westmead South is located in close proximity to Westmead Hospital, one of Australia’s largest hospitals. Additionally, several medical centres and clinics are situated in and around the area, providing access to general practitioners, specialists, and allied health services such as physiotherapy, podiatry, and dental care.

Education

Westmead South residents have access to a variety of schools located within or near the broader Westmead area. NSW Government has already committed to a new school in this area.

Public Worship Places

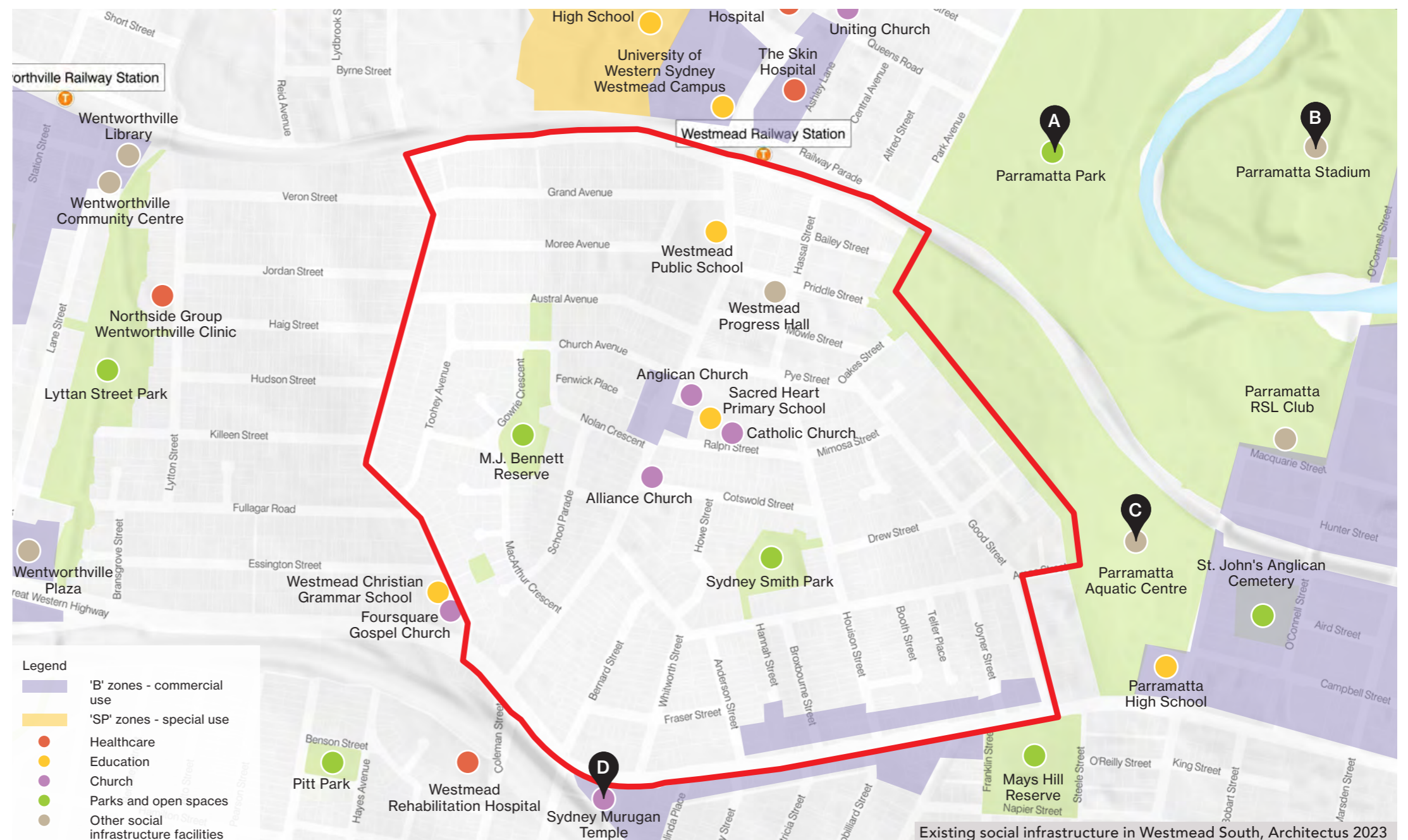
There are several churches of different denominations located near Westmead South, offering regular services and events for local residents to attend. With Sydney Murugan Temple, one of the largest Hindu Temples in Sydney, located adjacent to the southern boundary of Westmead South. It offers regular worship services, classes, and cultural programs.

Parks and Open Spaces

Westmead South has several parks and open spaces that offer opportunities for local residents to exercise, relax, and spend time with family and friends. They are also used for community events and activities, such as picnics, sports games, and outdoor concerts.

Other Facilities

Westmead South enjoys a convenient location to several key sporting and leisure facilities in Parramatta, such as Parramatta Stadium, renowned for hosting major sporting events, and the Parramatta Aquatic Centre, which provides various swimming and water-based activities for all ages and skill levels.



5.0 Community Engagement

5.1 Phase 1 Community Engagement

Phase 1 community engagement was undertaken for around five (5) weeks, commencing on Tuesday 25 October 2022 and concluding on Wednesday 30 November 2022.

Following preparation of the Westmead Place Strategy by the NSW Government, Council provided a draft Concept Land Use Plan to the community. This plan was drafted with a focus on sustainable growth and development, a range of housing close to jobs and public transport, and opportunities to preserve local character in the area.

Face to face engagement sessions were held during the exhibition period. These events were held on different days and nights of the week, both AM and PM and on weekdays and weekends.

A total of 5,882 notification letters were sent to the impacted residents and owners, which provided information about the Westmead South Phase 1 community engagement. The letter also includes the QR code for the 'Have Your Say' page (HYS) to enable submissions and a Frequently Asked Question (FAQ) information sheet. Expression of Interest (EOI) for Westmead South Community Voice Panel was sought at the same time.

5.2 Phase 1 Community Engagement Activities

Phase 1 community engagement activities consisted of multiple difference avenues to ensure the reach was maximised across Westmead South.

These activities included the following:

- Three drop-in sessions at two local primary schools and a local hall, during the day, night and on the weekend
- Pop-up stalls at the Oakes Centre, Diwali Festival and Westmead Train Station, across multiple days and times
- Corflute signs were hung around Westmead South with QR codes to provide more information
- Flyers and surveys were dropped to all businesses in Westmead South
- Information cards, flyers, FAQ's and surveys were provided at all drop-in and pop-up sessions
- Council provided a 'speak to a planner' phone service for the five week period
- All information was provided on Council's dedicated Westmead South 'Have Your Say' page



Phase 1 community engagement pop-up stall 2022



Westmead South Community Voice Panel session 2023

5.3 Feedback from Phase 1 Community Engagement

During consultation Council received 173 written independent submissions, which included 74 emails, eight (8) letters and three (3) petitions, 78 online submissions (HYS survey) and 10 agency submissions, from individuals, families, households, businesses, and organisations.

The feedback received was mixed, with positive and negative responses and is summarised below:

- There was general support for the proposal to invest in Westmead South, with suggestions and concerns about certain aspects of the plan
 - There were concerns about high rise building in front of the Westmead Public School and next to the metro for fear it will become a highly congested area
 - There were concerns about inconsistencies between the Concept Land Use Plan Map and Capability Study and Westmead Place Strategy
 - Residents living in areas labelled as proposed heritage listings had concerns about the impact this might have on their homes
 - Shop owners raised concerns over the proposed heritage listing of the 'Oakes Shopping Centre', as they felt it will restrict the redevelopment and modernisation of the centre
- Some residents living in low/medium density areas which are to be surrounded by high density areas under the new proposal raised concerns:
 - » they fear this will diminish the value of their properties
 - » there was a fear that high rise apartments would overshadow their homes, and
 - » they felt the proposal would create an uninviting neighbourhood
 - Some residents felt that the proposed plan does not support house-based family living in Westmead South
 - There were suggestions to create more parking complexes to compensate for the influx of new apartments, businesses, community spaces
 - Suggestions for community hubs in a variety of locations, including:
 - » Howe Street, amalgamating the properties that back onto Sydney Smith Park
 - » Intersection at the Great Western Highway and Hawkesbury Road, identified as a node on the Concept Land Use Plan Map
 - » Revitalising the Oakes Centre to become key shopping hub
 - There were suggestions to upgrade some already existing unit blocks instead of establishing new apartment blocks, particularly closer to the station

Overall, the responses received from the Phase 1 community engagement period has been considered to have been useful and valuable in improving the quality of Council's assessment and consideration processes and will be used to during the further technical investigations and preparation of the draft Master Plan.

5.4 Community Voice Panel

As part of Phase 1 community engagement, Council sought Expressions of Interest (EOI) for the Westmead Community Voice Panel (CVP).

The Westmead South CVP was designed to be a representative sample of community members, who agree to be consulted about challenges and opportunities as a Master Plan for Westmead South was developed.

A total of 33 submissions were received and reviewed based on a specific selection criteria. 15 panel members were selected from the applications.

Three (3) CVP workshops were conducted over the course of 2023, involving a number of activities to engage with the community and test ideas for the future of Westmead South. The key topics covered include density distribution, character and uses, public domain quality and function and key places.

The meeting minutes and workshop materials can be found on the CVP 'Have Your Say' page.

5.5 Phase 2 Community Engagement Overview

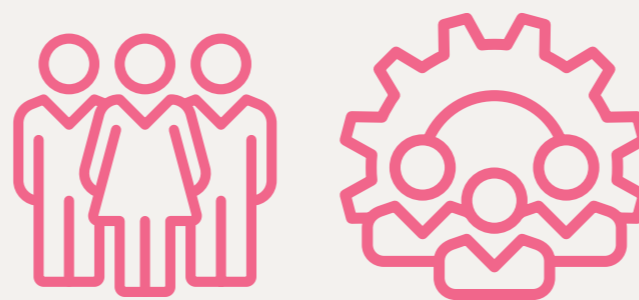
Phase 2 community engagement will consist of a range of consultation activities, similar to those in Phase 1. Phase 2 will be supported by a suite of further technical studies which informed the draft Master Plan.

Activities will include:

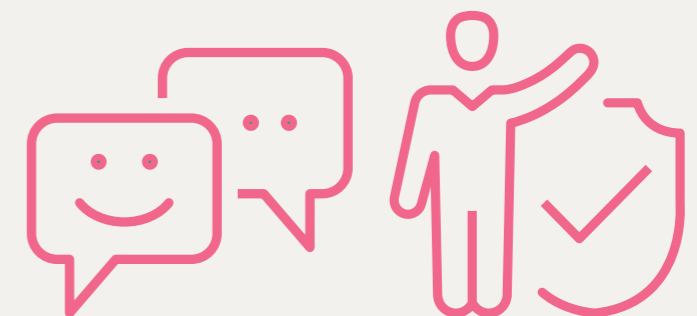
- Notification Letters
- A dedicated 'Have Your Say' page
- Face to face community sessions at a range of locations
- Pop-up stalls at a range of locations
- Signage at key places
- 'Speak to a planner' phone service
- Online surveys and interactive maps



33 Expressions of Interest received



15 panel members were selected



3 panel sessions held in 2023

5.6 How Submissions Inform Westmead South Planning Moving Forward



6.0 Vision and Principles

Westmead South, Evolved Living

6.1 Project Vision

Westmead South will have evolved into a unique place, providing living and employment close to public transport.

It will be a smart precinct built upon its rich Indigenous and historical heritage, leveraging health and innovation uses in broader Westmead area.

Its character will be further defined by high quality public spaces, diverse building typologies and uses. A network of green spaces coupled with walking and cycling initiatives will ensure Westmead South evolves into a livable inner city precinct distinct itself from the surrounding suburbs.

6.2 Vision Statement

The story of Westmead South evolved along two main spines Hawkesbury Road connecting north and south with urban infrastructure; and the green corridor bridging east and west.

Hawkesbury Road will be reimaged to a people centric corridor. It will form a north-south spine connecting the whole Westmead South and the surrounding suburbs. The function of Hawkesbury Road will be changed to accommodate walking and cycling (active transport), improved public transport and place activations. Its vehicular thoroughfare function will be protected; however, will be balanced with the abovementioned functions.

Walking and cycling will also be encouraged throughout Westmead South to improve residents' wellbeing and the area's connections to the surrounding suburbs, facilities and open spaces.

Transit Oriented Development (TOD) opportunities will be promoted near the future Westmead Metro Station and along Alexandra

Avenue. This will provide higher density living options at the doorstep of Westmead Health and Innovation District and public transport.

The northern end of Hawkesbury Road will be transformed into a new urban centre, providing 'high street' function and mix of uses close to Westmead Train and Metro Stations. The area will accommodate high quality urban spaces with much needed community and retail facilities.

This mixed-use area will provide vibrancy to key streets, including Hawkesbury Road, Alexandra Avenue and Bailey Street. The buildings will transition gradually down towards the surrounding areas providing sensitive interfaces.

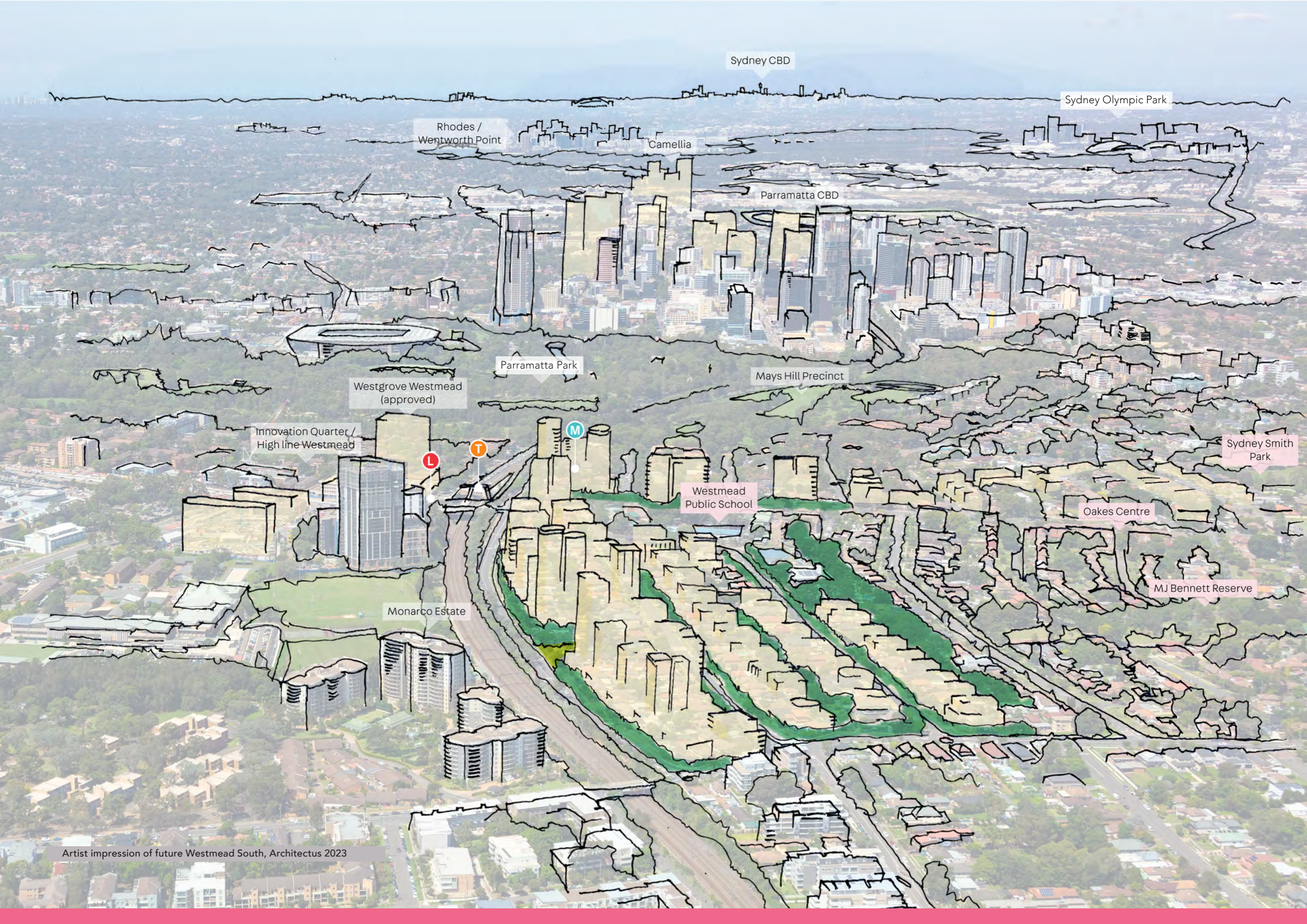
Westmead South's character will be preserved and enhanced by protecting its extraordinary heritage. New development, in particular those in close proximity to heritage items, will be carefully considered regarding height, bulk and scale to ensure new buildings respect the area's heritage in a sympathetic way. The First Nations story will also be honoured and reflected through Connecting with Country Framework specifically for Westmead South.

Westmead South will have improved open space network through existing park upgrades and proposed new parks. The new and existing parks and open spaces will be connected via through site links and tree lined streets to form Westmead South's green spine. This will improve the area's livability and appearance. The network of open spaces will also ensure a sizeable open space is within walking catchment from any medium to high density development.

The accessibility of Westmead South and existing parks will be strengthened through improved or newly established through site links. This in turn will promote walking and cycling activities for the residents' wellbeing. The growth along the Great Western Highway will continue. The living amenity of new development will be improved via acoustic and air quality measures.

Resilience of Westmead South will be bolstered through Water Sensitive Urban Design (WSUD), Environmentally Sustainable Design (ESD) and Smart City initiatives. These design principles will apply to the public domain areas and future development within Westmead South to achieve a sustainable future.





Sydney CBD

Sydney Olympic Park

Rhodes /
Wentworth Point

Camellia

Parramatta CBD

Parramatta Park

Mays Hill Precinct

Westgrove Westmead
(approved)

Innovation Quarter /
High line Westmead

Sydney Smith
Park

Westmead
Public School

Oakes Centre

MJ Bennett Reserve

Monarco Estate

Artist impression of future Westmead South, Architectus 2023

7.0 Draft Master Plan

7.1 The Draft Master Plan

Legend - Development areas

Area	FSR (of which retail)	Storeys	Land use / description
A1	3.5:1 (0.6:1)	25	Mixed use (Station site)
A2	4.5:1 (0.6:1)	20	Mixed use
A3	4.2:1 (0.6:1)	25	Mixed use
A4	2.8:1 (0.6:1)	15	Mixed use
B1	3.6:1	25	High density residential (+ new open space)
B2	3.6:1	15	Residential apartments
B3	3.6:1	20	Residential apartments
C	2.9:1	12	Residential apartments
D	2.5:1	8	Residential apartments
E	1.6:1	6	Residential apartments
F	3.2:1 (0.6:1)	8	Mixed use (Hawkesbury Road high street)
G1	2.2:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G2	1.8:1 (0.6:1)	6	Mixed use (Great western highway extension)
H	1.2:1 [no change]	4	Residential apartments (existing blocks)
I	0.7:1	2	Medium density residential (1-2 storeys)
J	0.7:1	2	Low to medium density residential (1-2 storeys)
K	-	1	Potential heritage conservation area to be investigated

- Westmead South boundary
- SP1 zone - school
- Potential Heritage Conservation Area/Special Character Area
- Potential heritage item
- Existing Heritage Conservation Area
- Areas proposed to be rezoned adjoining the potential Heritage Conservation Area - further controls to be considered providing transition and sympathetic response to proposed Heritage Conservation Area and heritage items
- On very large sites, greater heights may be possible where it can be demonstrated through a site specific planning proposal that superior amenity outcomes for residents and appropriate urban design scale transition can be delivered
- Unlikely to change (heritage, school, church, strata title)
- Hawkesbury Road high street - active frontages, 6m front setback
- Great Western Highway frontage - ground floor non-residential uses
- Hawkesbury Road - movement spine
- Key pedestrian streets (see public domain diagram)
- Existing open spaces
- New public plaza - Oakes Centre and Metro plaza
- Potential new open space (dedication or other)
- Potential open space expansion to be investigated
- Existing pocket parks to be zoned RE1
- Potential RE1 zone to be further explored
- New Link - Dedication through development - 4.5m of 6m setback
- Widened link - Dedication through development - 4.5m of 6m setback



NB: Draft Master Plan subject to change

Draft Westmead South Master Plan, Architectus 2023

Potential Development Capacity

The potential development capacity introduced by the draft Master Plan is summarised on this page.

It outlines indicatively, the future land uses, total dwelling numbers, employment opportunities (non-residential capacity) and population. This prediction is important to inform infrastructure, open space, traffic and transport planing for Westmead South.

In calculating the potential development capacity, the following methods are used:

- Only unconstrained sites are assumed to be uplifted based on the proposed controls (refer to the section below for the constrained sites definition)
- Proposed Floor Space Ratio (FSR) controls are used to calculate the potential development capacity

Constrained Sites

Constrained sites are the land parcels that have nil or minimal redevelopment potential.

The following criteria were adopted in identifying the constrained sites:

- Strata titled properties (with eight or more identical owners, either residential or non-residential)
- Heritage items
- Recent constructions
- Educational facilities and public worship places
- Community facilities
- Public open spaces

Therefore, all other land parcels are assumed to be unconstrained sites in calculating the draft Master Plan potential development capacity.

Other Assumptions

The following assumptions are made in the calculation:

- Average apartment building typology Gross Floor Area (GFA) is 90sqm
- Average multi-dwelling typology GFA is 120sqm
- Minimum assumption for non-residential FSR of 0.6:1 is used in the mixed used areas (areas labeled A, F and G)
- Existing dwellings numbers are consistent with the 2021 Australian Bureau of Statistics (ABS) Census data for Westmead
- 2.59 population per dwelling (ppd) is used
- Existing non-residential GFA is an estimation only

Existing Condition

Existing Dwellings	3,100 dwellings
Existing Population	8,050 people
Existing Non-Residential GFA	4,000sqm

Indicative Residential Capacity

Constrained Dwellings Assumed to be Retained	1,960 dwellings
Potential Additional Dwellings	7,760 dwellings
Potential Future Total Dwellings (Retained + Additional)	9,720 dwellings
Potential Total Population (2.59 ppd)	25,170 people
Changes in Dwellings (Compared with Existing Dwellings)	6,620 dwellings*
Changes in Population (Compared with Existing Population)	17,120 people

Indicative Non-Residential Capacity

Constrained Non-Residential Assumed to be Retained	4,000sqm
Potential Additional Non-Residential GFA	52,640sqm
Potential Total Non-Residential GFA	56,640sqm


* This number including roughly 770 additional dwellings anticipated along the Great Western Highway


7.2 Master Plan Framework


The Master Plan Framework for Westmead South has been established to guide the development of the draft Master Plan.


The framework creates an overarching structure of how the future of Westmead South will come together.

In summary, the future of Westmead South is formed by two spines running generally north-south and east-west, linking the key destinations and different proposed character areas.

- 

Hawkesbury Road is the key north-south connection linking the key destinations, including future Metro Station, the Oakes Centre, and providing access to the surrounding areas.
- 

A 'green link', consisting of new and old parks, forms the east-west spine. The green link stitches areas on both sides of Hawkesbury Road together and supplements the east-west movements
- A safe, accessible and mixed use corridor along Hawkesbury Road will be created for all users linking the two key activity nodes at the future Metro Station and the Oakes Centre for community life and function
- 

Concentrate the medium to high density and height within walking distance of public transport infrastructure and services
- 

Preserve the low density and the unique historical settings of Westmead South
- Promote housing diversity by allowing low-rise medium density housing close to public open spaces and T-way stops

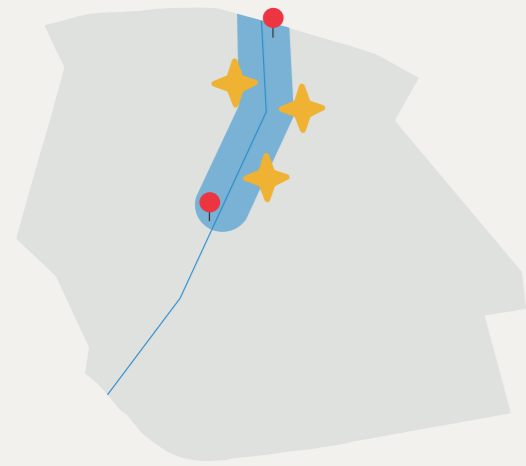


7.3 Key Moves

Westmead South, Evolved Living

Key Move 1

Transform Hawkesbury Road into a 'high street'



From the Oakes Centre to the Westmead Metro Station, Hawkesbury Road will be an inviting and bustling main street that is pedestrian and cyclists friendly. It will also link the two activity nodes promoting community life and function.

Hawkesbury Road will also offer improved public transport and will be a connecting point of both east and west parts of Westmead South.

Key Move 2

Promote Westmead South as a key area in the Central River City

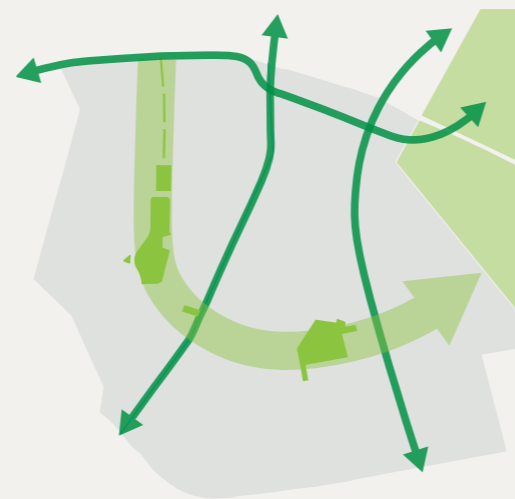


Centrally located in the Metropolitan Sydney with easy access to Westmead Health and Innovation District, Westmead South will focus on becoming a future inner city suburb of Parramatta CBD with its accessible, livable and connected hallmarks.

Westmead South will provide diverse housing choices close to employment opportunities and education.

Key Move 3

Enhance transport connections within and beyond

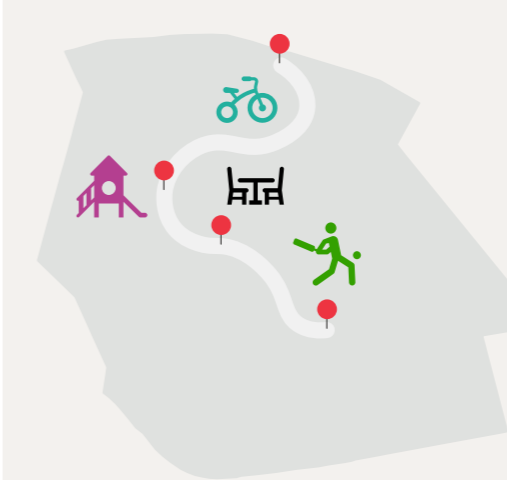


Connectivity and accessibility within Westmead South will be enhanced and improved, where appropriate. This will be achieved through traffic infrastructure upgrades, establishing a network of active transport links.

Westmead South's connection with the surrounding suburbs will also be strengthened via the improved public transport offering.

Key Move 4

Expand and strengthen public open and civic spaces



A network of public open and civic spaces will be created linking existing and new parklands.

This, coupled with the proposed active transport links, will enhance Westmead South's living amenity and appearance.

The green network will also facilitate the future growth of Westmead South and create public open and civic spaces for all users.

Key Move 5

Foster a community with a strong identity and sense of place



Westmead South is a place with a strong identity and unique characteristics.

Its sense of place will be bolstered via improved connectivity, accessibility, living amenity and transport in addition to community infrastructure.

The Aboriginal and Historical heritage will be both valued and preserved through proper means.

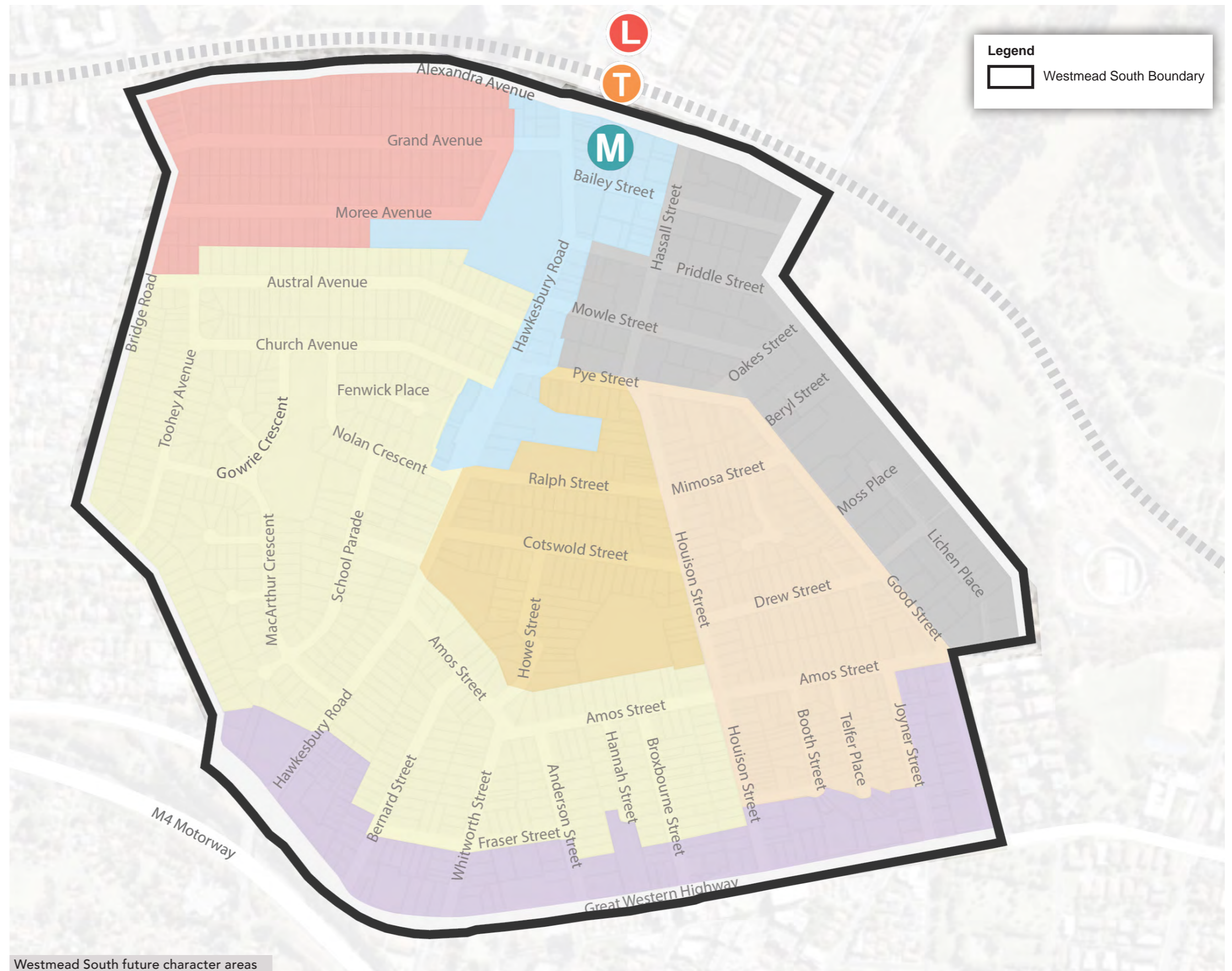
7.4 Future Westmead South

The draft Master Plan and public domain plan outline the future of Westmead South.

There are seven (7) distinct character areas emerged from the draft Master Plan, namely:

- Hawkesbury Road High Street Character Area
- Northern Living Character Area
- Eastern Living Character Area
- Central Living Character Area
- Westmead Village Character Area
- Domain Creek Village Character Area
- Great Western Highway Mixed Use Character Area

The desired character and key design guidelines for each character area are provided overleaf.



NB: Those character areas have been adjusted to align with the existing land parcel boundaries

Hawkesbury Road High Street Character Area

Desired Character

The delivery of Westmead Metro Station and interchange, as part of Sydney Metro West project, will be the catalyst of transforming Westmead South.

At the doorstep of Westmead Health and Education District, Hawkesbury Road High Street Character Area will offer mixture of uses, including educational, community, retail and commercial uses, servicing the broader Westmead community.

A safe and accessible corridor along Hawkesbury Road will be created for all users linking the two key activity nodes at the future Metro Station and the Oakes Centre. Active uses on ground level will be provided along Hawkesbury Road, transforming the car dominant thoroughfare into a 'high street' to prioritise pedestrian and public transport movement. This, in turn, will benefit the movements and activities around Westmead Public School.

High quality mixed use tower buildings, located at and around the Metro Station, will provide living opportunities close to jobs and transport infrastructure. The slender towers will also ensure the living, visual, solar amenity and minimise the overshadowing impact to school playgrounds, especially during key hours in min-winter. All buildings above nine(9) storeys will be subject to design excellence.

Building height will be transitioning down along Hawkesbury Road towards the Oakes Centre to provide proper scale transition to the surrounding lower scale areas.

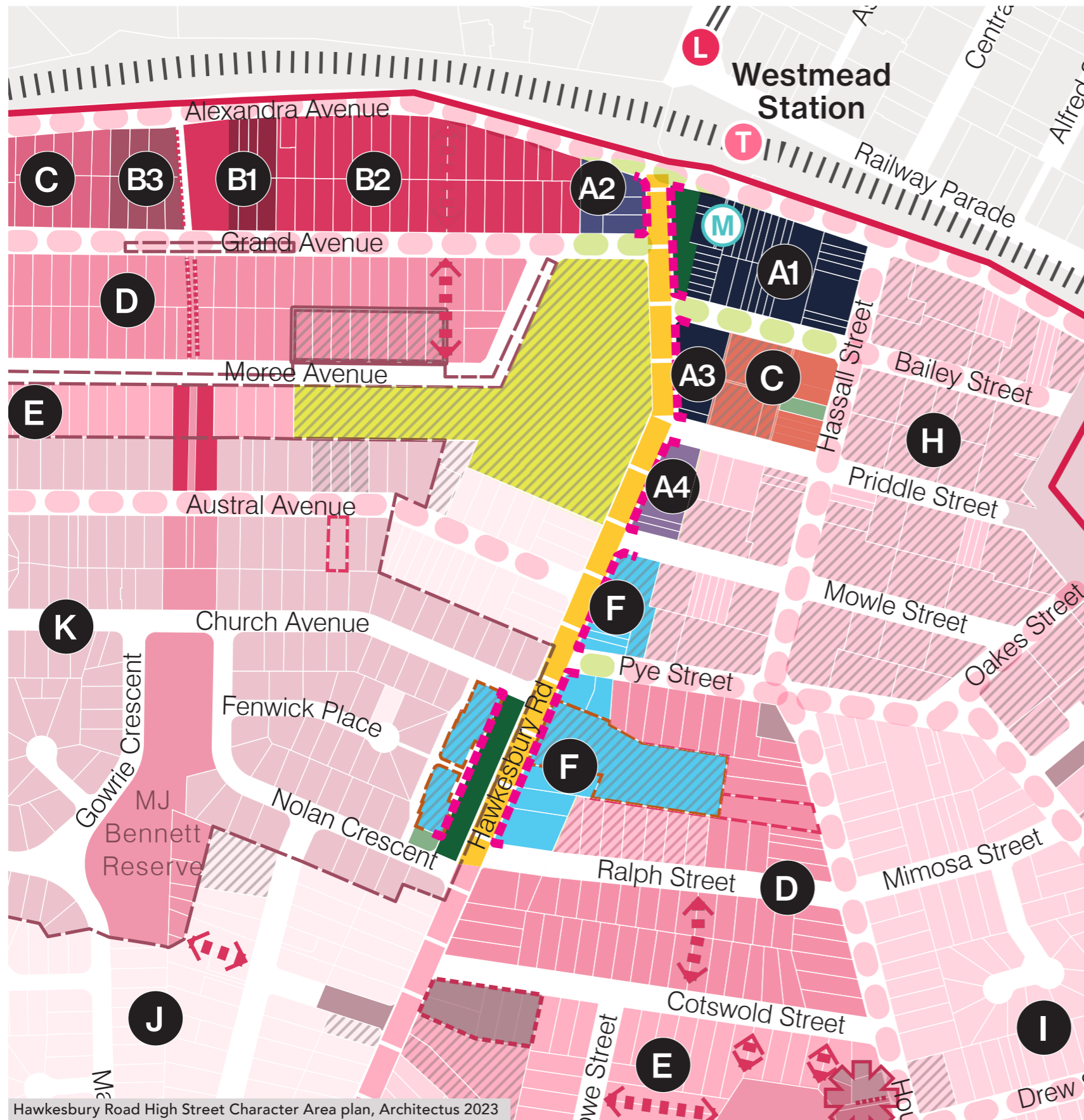
Community facilities and new open spaces will be provided to facilitate the growth, including two new civic plazas on Metro Station site and in front the Oakes Centre respectively, bookending the this character area.

Design Guidelines

The following overarching guidelines are proposed to achieve the desired character:

- The maximum building height in this area should be concentrated close to the Metro Station and should not exceed 25 storeys. Transition in height along Hawkesbury Road should be provided, from maximum 25 storeys to eight (8) storeys near the Oakes Centre
- Slender towers should be provided with 750 sqm maximum Gross Floor Area (GFA). All future development in this area should achieve design excellence
- Facade articulation should be introduced to reduce bulk and scale. Building length should not exceed 45m
- Ground floor non-residential active uses should be provided, in particular along Hawkesbury Road, to provide place activation and improve passive surveillance
- Future development in this area should provide 6m setback to Hawkesbury Road, accommodating widened footpath, landscaping and outdoor dining opportunities
- Maximum four (4) storey podium height should be followed, providing a human scale streetscape
- Levels above the podium height should provide a minimum 3m secondary setback
- The interface between residential and non-residential uses should be carefully considered to preserve living amenity
- Overshadowing to public open spaces and school play areas should be minimised. Developments is to show a minimum of three (3) hours solar access can be achieved in mid-winter between 9am and 3pm

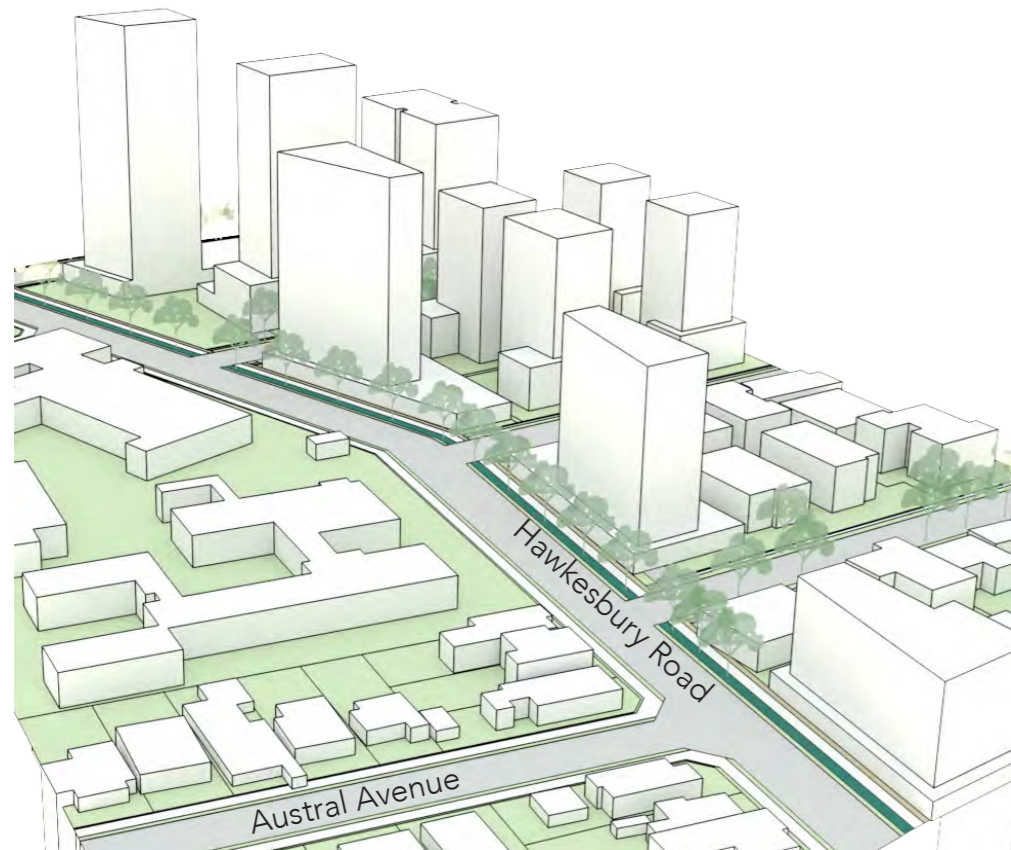




Hawkesbury Road High Street Character Area plan, Architectus 2023

Area	FSR (of which retail)	Storeys	Land use / description
A1	3.5:1 (0.6:1)	25	Mixed use (Station site)
A2	4.5:1 (0.6:1)	20	Mixed use
A3	4.2:1 (0.6:1)	25	Mixed use
A4	2.8:1 (0.6:1)	15	Mixed use
B1	3.6:1	25	High density residential (+ new open space)
B2	3.6:1	15	Residential apartments
B3	3.6:1	20	Residential apartments
C	2.9:1	12	Residential apartments
D	2.5:1	8	Residential apartments
E	1.6:1	6	Residential apartments
F	3.2:1 (0.6:1)	8	Mixed use (Hawkesbury Road high street)
G1	2.2:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G2	1.8:1 (0.6:1)	6	Mixed use (Great western highway extension)
H	1.2:1 [no change]	4	Residential apartments (existing blocks)
I	0.7:1	2	Medium density residential (1-2 storeys)
J	0.7:1	2	Low to medium density residential (1-2 storeys)
K	-	1	Potential heritage conservation area to be investigated

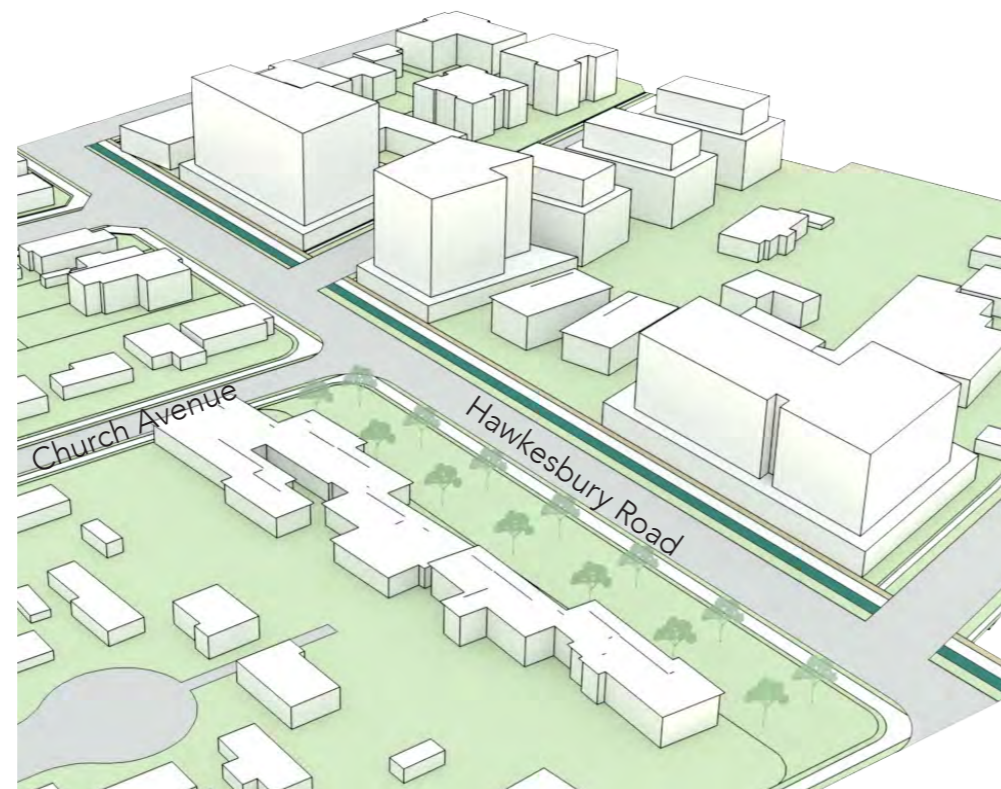
- Westmead South boundary
- SP1 zone - school
- Potential Heritage Conservation Area/ Special Character Area
- Potential heritage item
- Existing Heritage Conservation Area
- On very large sites, greater heights may be possible where it can be demonstrated through a site specific planning proposal that superior amenity outcomes for residents and appropriate urban design scale transition can be delivered
- Unlikely to change (heritage, school, church, strata title)
- Hawkesbury Road high street - active frontages, 6m front setback
- Great Western Highway frontage - ground floor non-residential uses
- Hawkesbury Road - movement spine
- Key pedestrian streets (see public domain diagram)
- Existing open spaces
- New public plaza - Oakes Centre and Metro plaza
- Potential new open space (dedication or other)
- Potential open space expansion to be investigated
- Existing pocket parks to be zoned RE1
- Potential RE1 zone to be further explored
- New Link - Dedication through development - 4.5m of 6m setback
- Widened link - Dedication through development - 4.5m of 6m setback



Indicative 3D building envelopes near the Metro Station, Architectus 2023



Example showing distinct podium and upper levels and building's interface with open space, Architectus 2023



Indicative 3D building envelopes near the Oakes Centre, Architectus 2023



Example showing ground floor activation and building articulation, Architectus 2023

Northern Living Character Area

Desired Character

The Northern Living Character Area will facilitate the majority of the housing growth in the Westmead South, leveraging its close proximity to Westmead Interchange.

This area will be transformed to a higher density living precinct, providing urban living opportunities alongside a new local park.

The much needed new open space will be provided along Alexandra Avenue, forming a key place on the 'green link' between Alexandra Avenue, Austral Avenue Reserve and M.J. Bennett Reserve. Council will advocate with TfNSW to provide access across the railway line.

The uplift of this area will be carefully managed through built form transition to the sensitive interfaces, including the Westmead Primary School, heritage items, existing and proposed Heritage Conservation Area / Special Character Area. The character area's accessibility will be improved through the proposed uplift, which will deliver new through site links.

Variation in building height along Alexandra Avenue will provide an interesting skyline along the northern edge of Westmead South. All buildings above nine(9) storeys will be subject to design excellence.

Design Guidelines

The following overarching guidelines are proposed to achieve the desired character:

- A new park along Alexandra Avenue with a minimum size of 3,000sqm (including the existing through link) to be delivered
- The maximum building height in this area should be concentrated close to the future open space along Alexandra Avenue and should not exceed 25 storeys. Transition in height should be provided in accordance with the proposed height
- Slender towers should be provided with 750 sqm maximum Gross Floor Area (GFA).
- Facade articulation should be introduced to reduce bulk and scale. Building length is not to exceed 45m
- Maximum four (4) storey podium height should be followed, providing a human scale streetscape. Levels above the podium height should provide a minimum 3m secondary setback
- Buildings adjacent to heritage item or Heritage Conservation Area should be sympathetic to the historical setting
- Future development in this area should provide a minimum 6m setback to accommodate front gardens
- Overshadowing to public open spaces and school play areas should be minimised. A minimum of three (3) hours solar access should be achieved in mid-winter between 9am and 3pm
- Achieve 30% mature tree canopy coverage and provide minimum 25% site area as communal open space
- Improve street spaces to achieve Water Sensitive Urban Design and street tree planting



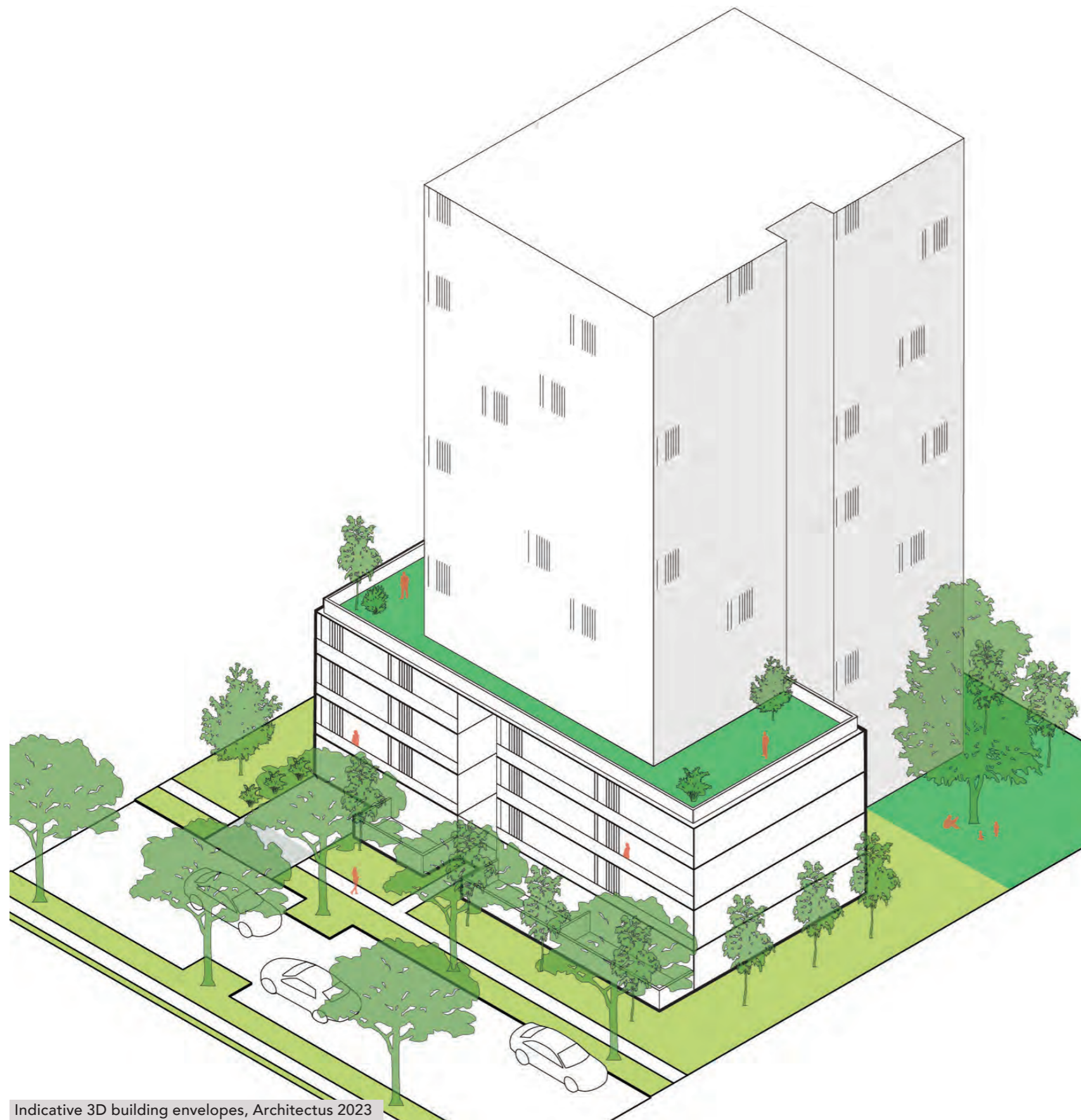
Northern Living Character Area location



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G2	1.8:1 (0.6:1)	6	Mixed use (Great western highway extension)
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- Potential heritage item
- Existing Heritage Conservation Area
- Areas proposed to be rezoned adjoining the potential Heritage Conservation Area - further controls to be considered providing transition and sympathetic response to proposed Heritage Conservation Area/Special Character Area and heritage items
- On very large sites, greater heights may be possible where it can be demonstrated through a site specific planning proposal that superior amenity outcomes for residents and appropriate urban design scale transition can be delivered
- Unlikely to change (heritage, school, church, strata title)
- Hawkesbury Road high street - active frontages, 6m front setback
- Great Western Highway frontage - ground floor non-residential uses
- Hawkesbury Road - movement spine
- Key pedestrian streets (see public domain diagram)
- Existing open spaces
- New public plaza - Oakes Centre and Metro plaza
- Potential new open space (dedication or other)
- Potential open space expansion to be investigated
- Existing pocket parks to be zoned RE1
- Potential RE1 zone to be further explored
- New Link - Dedication through development - 4.5m of 6m setback
- Widened link - Dedication through development - 4.5m of 6m setback

Northern Living Character Area plan, Architectus 2023



Indicative 3D building envelopes, Architectus 2023



Example showing ground floor unit with front gardens and direct street access, Architectus 2023



Example showing relationship of the building and communal open space, Architectus 2023

Eastern Living Character Area

Desired Character

The Eastern Living Character Area will have less changes. The majority of this area is characterised by three-to-four storey residential flat buildings (walk ups).

These strata titled properties present challenges in relation to redevelopment potential and feasibility.

Given the strict solar access rules applied to Mays Hills Precinct under the Greater Sydney Parklands Trust Act 2022, any additional height in this area will need to be carefully considered and tested, in particular on the land parcels immediately adjacent to Mays Hill Precinct.

Although this draft Master Plan does not introduce any planning control changes to the Eastern Living Character Area, this does not mean the area will not be regenerated in the long term.

Depending on site specific assessments, the draft Master Plan is open to explore some potential that may exist on the strata titled properties closer to the Metro Station and Oakes Centre, namely the following blocks:

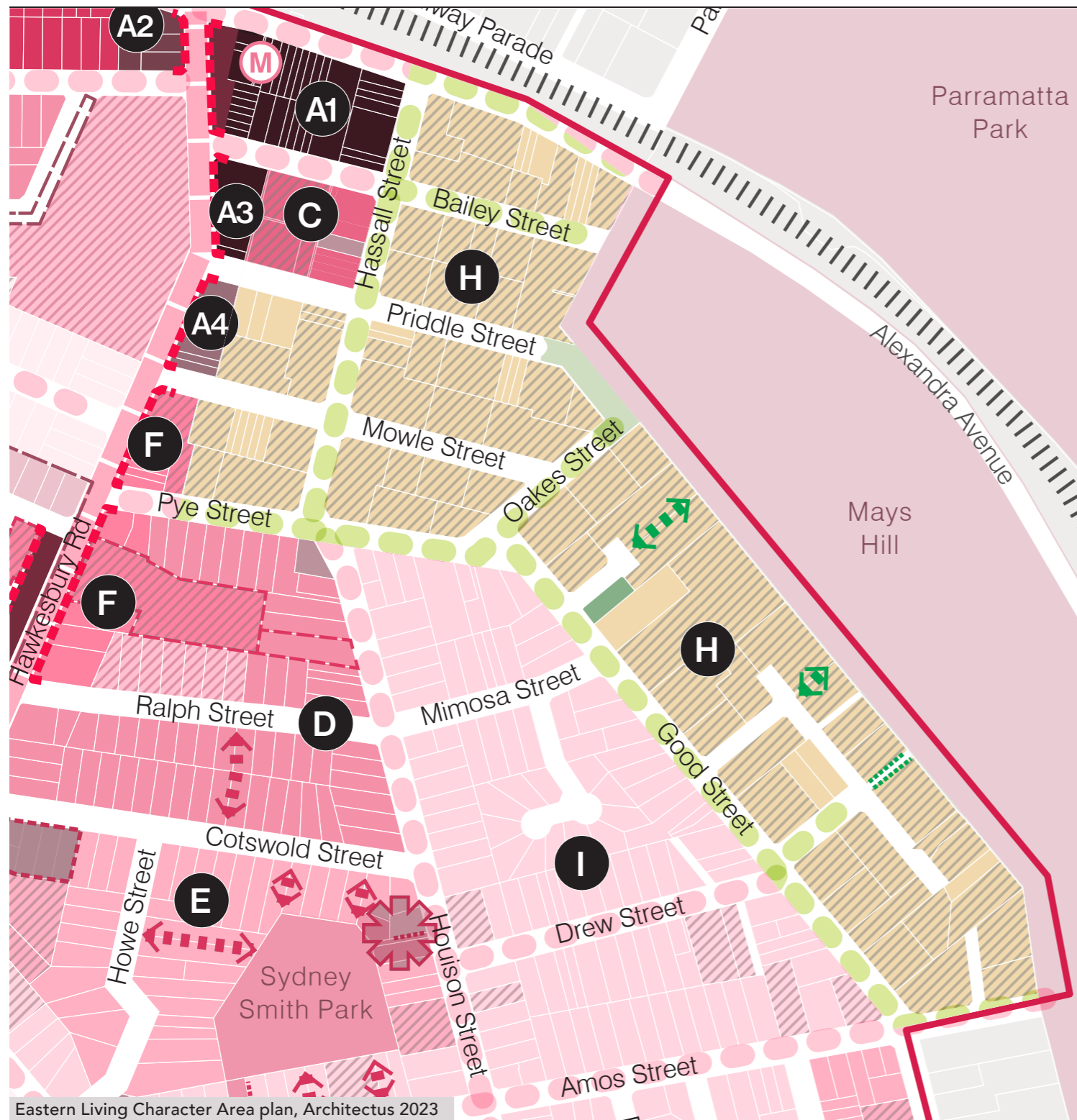
- Blocks between Alexandra Avenue and Priddle Street
- Blocks between Hawkesbury Road and Hassall / Houison Streets with the Eastern Living Character Area

Design Guidelines

The following overarching guidelines are proposed to achieve the desired character:

- Existing planning controls still apply to this area
- Protect solar access to Mays Hill Precinct in accordance with the Great Sydney Parklands Trust Act 2022
- New development should provide through links and laneway widening according to the draft Master Plan
- Additional development potential on the nominated blocks may be considered case by case, subject to merit assessments, overshadowing impact and other considerations





Area	FSR (of which retail)	Storeys	Land use / description
A1	3.5:1 (0.6:1)	25	Mixed use (Station site)
A2	4.5:1 (0.6:1)	20	Mixed use
A3	4.2:1 (0.6:1)	25	Mixed use
A4	2.8:1 (0.6:1)	15	Mixed use
B1	3.6:1	25	High density residential (+ new open space)
B2	3.6:1	15	Residential apartments
B3	3.6:1	20	Residential apartments
C	2.9:1	12	Residential apartments
D	2.5:1	8	Residential apartments
E	1.6:1	6	Residential apartments
F	3.2:1 (0.6:1)	8	Mixed use (Hawkesbury Road high street)
G1	2.2:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G2	1.8:1 (0.6:1)	6	Mixed use (Great western highway extension)
H	1.2:1 [no change]	4	Residential apartments (existing blocks)
I	0.7:1	2	Medium density residential (1-2 storeys)
J	0.7:1	2	Low to medium density residential (1-2 storeys)
K	-	1	Potential heritage conservation area to be investigated

- Westmead South boundary
- SP1 zone - school
- Potential Heritage Conservation Area/ Special Character Area
- Potential heritage item
- Existing Heritage Conservation Area
- Areas proposed to be rezoned adjoining the potential Heritage Conservation Area - further controls to be considered providing transition and sympathetic response to proposed Heritage Conservation Area/Special Character Area and heritage items
- On very large sites, greater heights may be possible where it can be demonstrated through a site specific planning proposal that superior amenity outcomes for residents and appropriate urban design scale transition can be delivered
- Unlikely to change (heritage, school, church, strata title)
- Hawkesbury Road high street - active frontages, 6m front setback
- Great Western Highway frontage - ground floor non-residential uses
- Hawkesbury Road - movement spine
- Key pedestrian streets (see public domain diagram)
- Existing open spaces
- New public plaza - Oakes Centre and Metro plaza
- Potential new open space (dedication or other)
- Potential open space expansion to be investigated
- Existing pocket parks to be zoned RE1
- Potential RE1 zone to be further explored
- New Link - Dedication through development - 4.5m of 6m setback
- Widened link - Dedication through development - 4.5m of 6m setback

Central Living Character Area

Desired Character

Situated at the heart of the Westmead South, the Central Living Character Area is conveniently located and serviced by both Metro Station and T-way stops along the Great Western Highway.

The Central Living Character Area will have transitioned into a medium to high density residential living area close to Sydney Smith Park and the future Oakes Centre Plaza. The area will embrace high standard living amenity benefits from improved through block links and access to Sydney Smith Park.

This character area is adjacent to lower density areas. Therefore, a sensitive built form transition is proposed to reflect the lower density settings mainly to its south and east. Transition in building height from north towards south is proposed coupled with a human scale podium height.

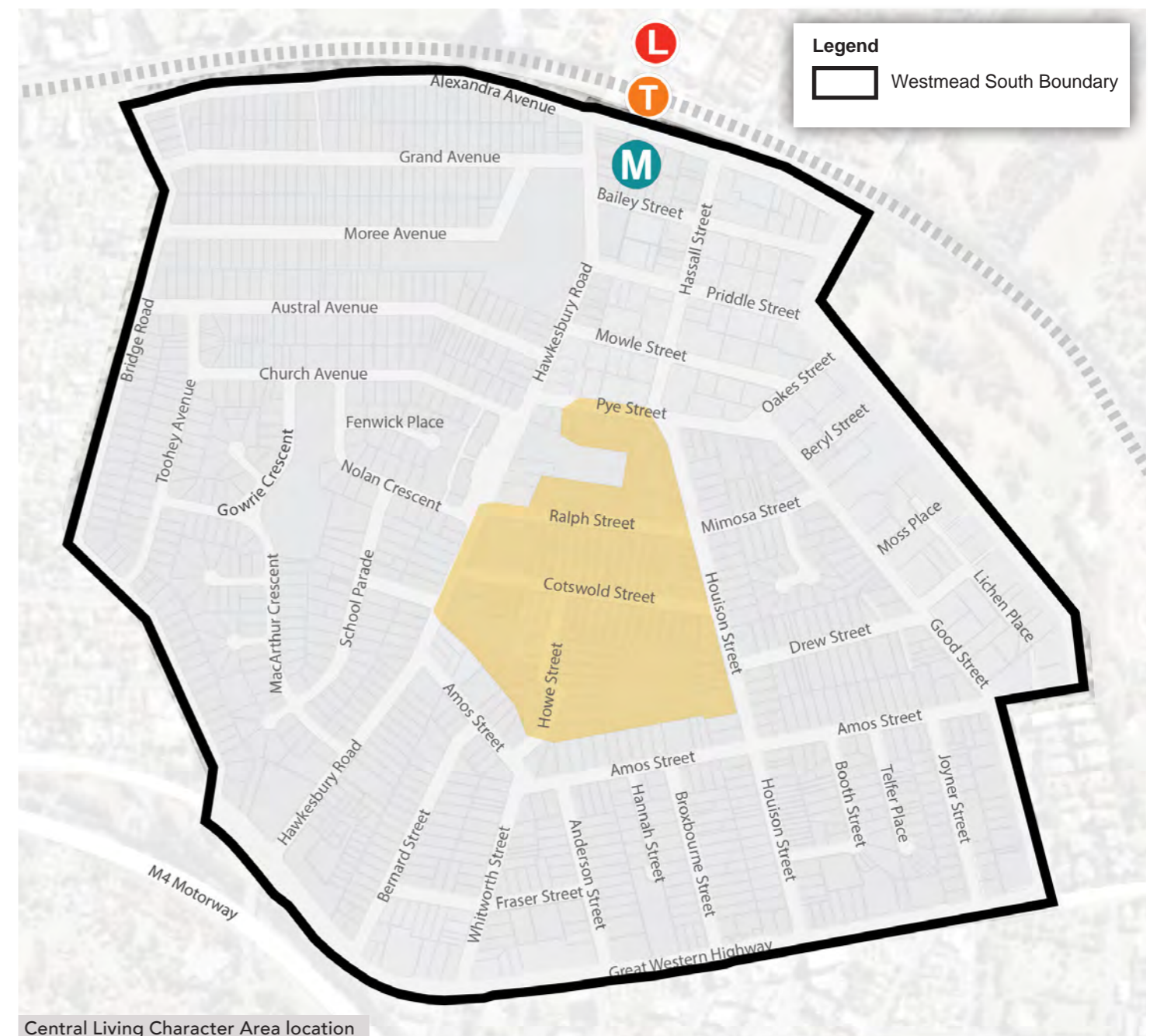
Sydney Smith Park's accessibility will be improved via through site links (as part of future redevelopment) and widening along Houison Street for an improved entry experience.

Additional publicly accessible open space will be explored along Cotswold Street to improve this area's living amenity and residents' wellbeing.

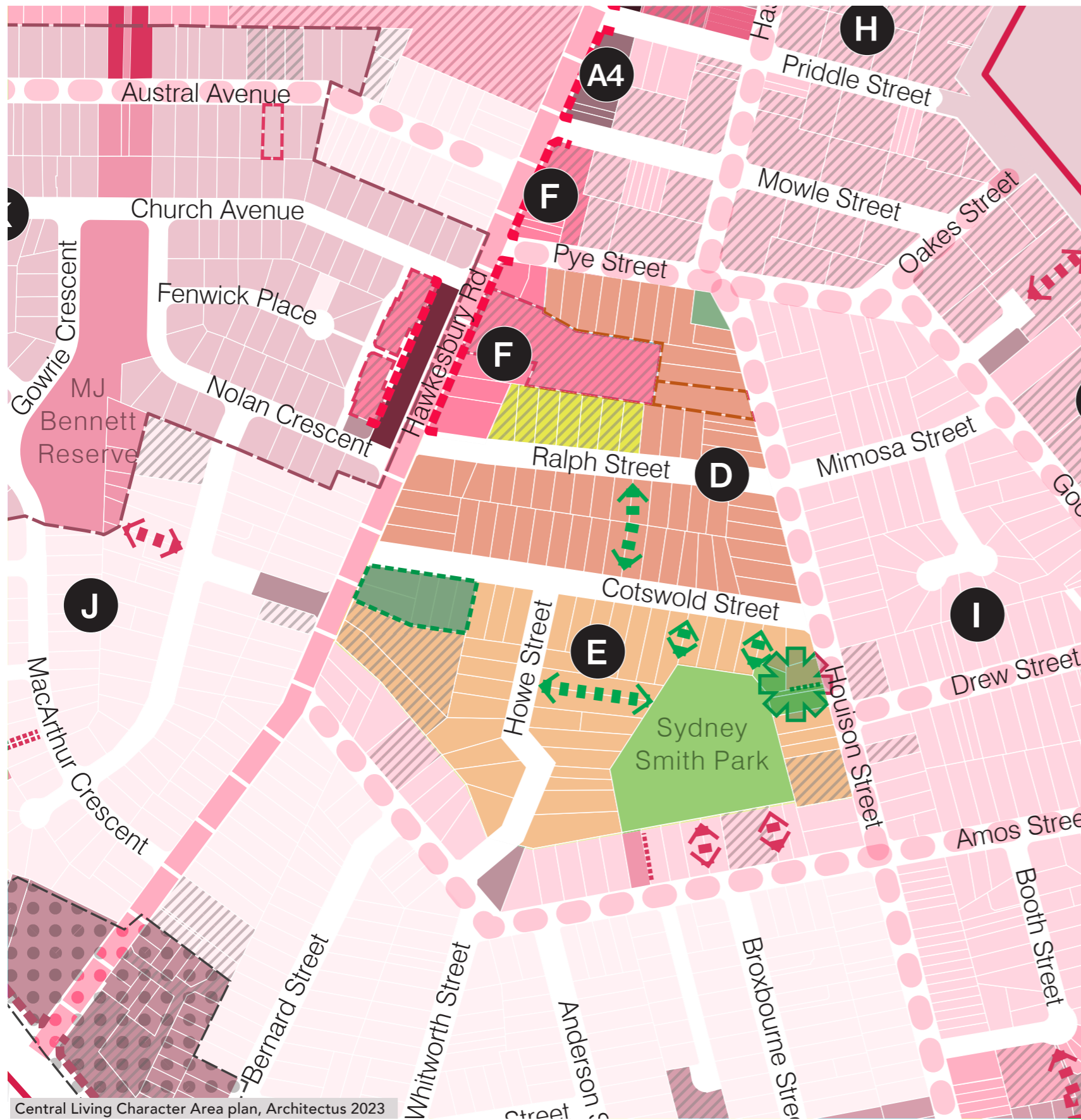
Design Guidelines

The following overarching guidelines are proposed to achieve the desired character:

- The maximum building height in this area should be eight (8) storeys located to the north of Cotswold Street. The building height should transition down to six (6) storeys towards the south
- Facade articulation should be introduced to reduce bulk and scale. Building length should not exceed 45m
- Future development in this area should provide 6m setback to accommodate front gardens
- Maximum four (4) storey podium height should be followed, providing a human scale streetscape. Levels above the podium height should provide a minimum 3m secondary setback
- Explore opportunities to open the turf area at 1 Cotswold Street to the public for recreation purpose
- Improve accessibility to Sydney Smith Park via through site links and widened street entrances
- Overshadowing to public open spaces and school play areas should be minimised. A minimum of three (3) hours solar access should be achieved in mid-winter between 9am and 3pm
- Achieve 30% mature tree canopy coverage and provide minimum 25% site area as communal open space



Central Living Character Area location



Central Living Character Area plan, Architectus 2023

Area	FSR (of which retail)	Storeys	Land use / description
A1	3.5:1 (0.6:1)	25	Mixed use (Station site)
A2	4.5:1 (0.6:1)	20	Mixed use
A3	4.2:1 (0.6:1)	25	Mixed use
A4	2.8:1 (0.6:1)	15	Mixed use
B1	3.6:1	25	High density residential (+ new open space)
B2	3.6:1	15	Residential apartments
B3	3.6:1	20	Residential apartments
C	2.9:1	12	Residential apartments
D	2.5:1	8	Residential apartments
E	1.6:1	6	Residential apartments
F	3.2:1 (0.6:1)	8	Mixed use (Hawkesbury Road high street)
G1	2.2:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G2	1.8:1 (0.6:1)	6	Mixed use (Great western highway extension)
H	1.2:1 [no change]	4	Residential apartments (existing blocks)
I	0.7:1	2	Medium density residential (1-2 storeys)
J	0.7:1	2	Low to medium density residential (1-2 storeys)
K	-	1	Potential heritage conservation area to be investigated

- Westmead South boundary
- SP1 zone - school
- Potential Heritage Conservation Area/ Special Character Area
- Potential heritage item
- Existing Heritage Conservation Area
- Areas proposed to be rezoned adjoining the potential Heritage Conservation Area - further controls to be considered providing transition and sympathetic response to proposed Heritage Conservation Area/Special Character Area and heritage items
- On very large sites, greater heights may be possible where it can be demonstrated through a site specific planning proposal that superior amenity outcomes for residents and appropriate urban design scale transition can be delivered
- Unlikely to change (heritage, school, church, strata title)
- Hawkesbury Road high street - active frontages, 6m front setback
- Great Western Highway frontage - ground floor non-residential uses
- Hawkesbury Road - movement spine
- Key pedestrian streets (see public domain diagram)
- Existing open spaces
- New public plaza - Oakes Centre and Metro plaza
- Potential new open space (dedication or other)
- Potential open space expansion to be investigated
- Existing pocket parks to be zoned RE1
- Potential RE1 zone to be further explored
- New Link - Dedication through development - 4.5m of 6m setback
- Widened link - Dedication through development - 4.5m of 6m setback



Indicative 3D building envelopes, Architectus 2023



Artist impression of future Houison Street showing height transition, Architectus 2023



Example showing medium rise built form, Architectus 2023

Westmead Village Character Area

Desired Character

The Westmead Village Character Area is an established low scale residential neighbourhood with unique and rich historical and landscape heritage. The area is serviced by M.J. Bennett Reserve, Austral Avenue Reserve and the improved through site links offering a variety of recreational and sporting facilities.

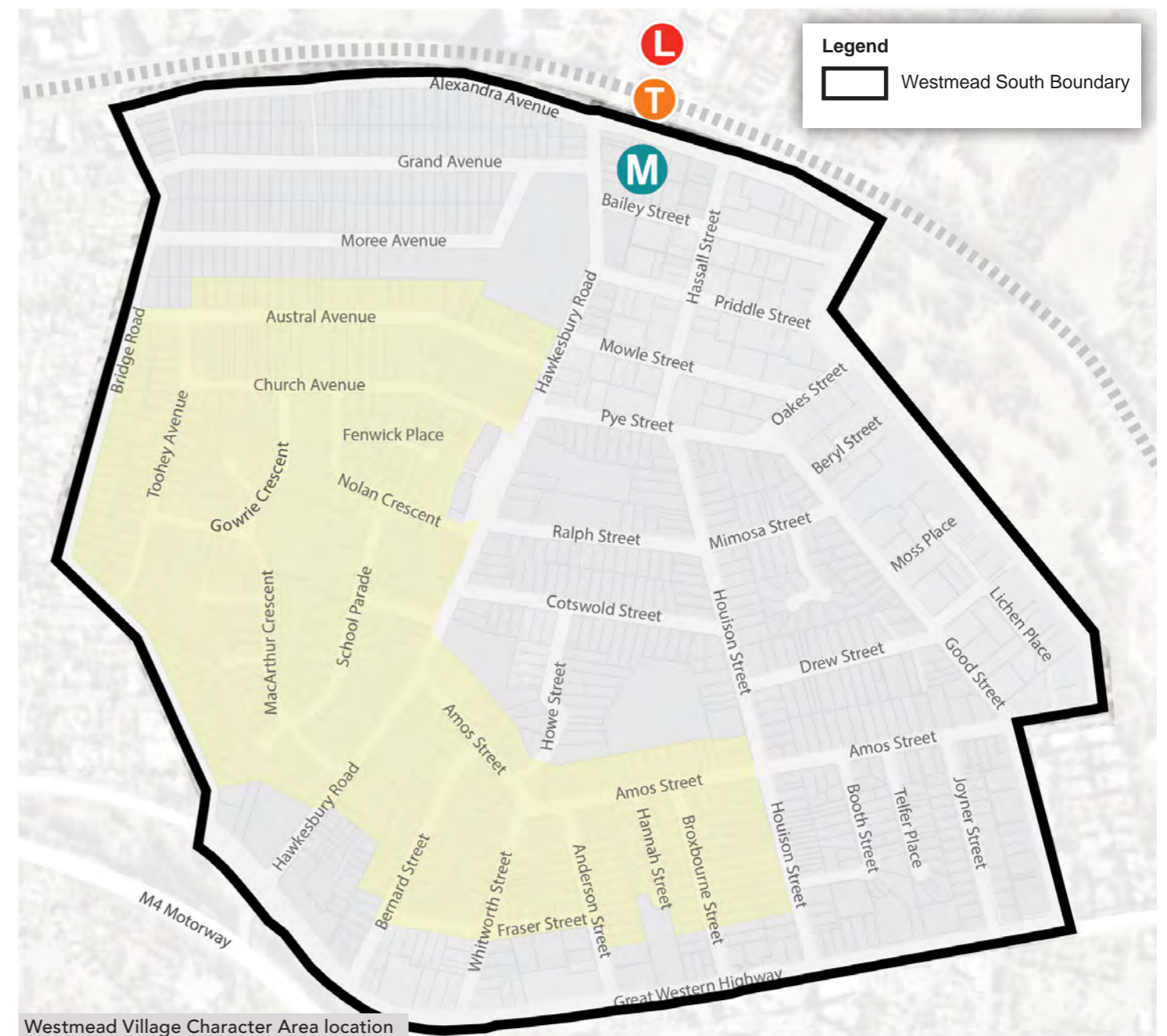
The low scale and historic qualities of this area will be retained and celebrated, while allowing for some new low and medium density development opportunities.

A Heritage Conservation Area or Special Character Area (outlined in brown dashed line overleaf) is being investigated around M.J. Bennett Reserve to preserve the uniqueness of Westmead South.

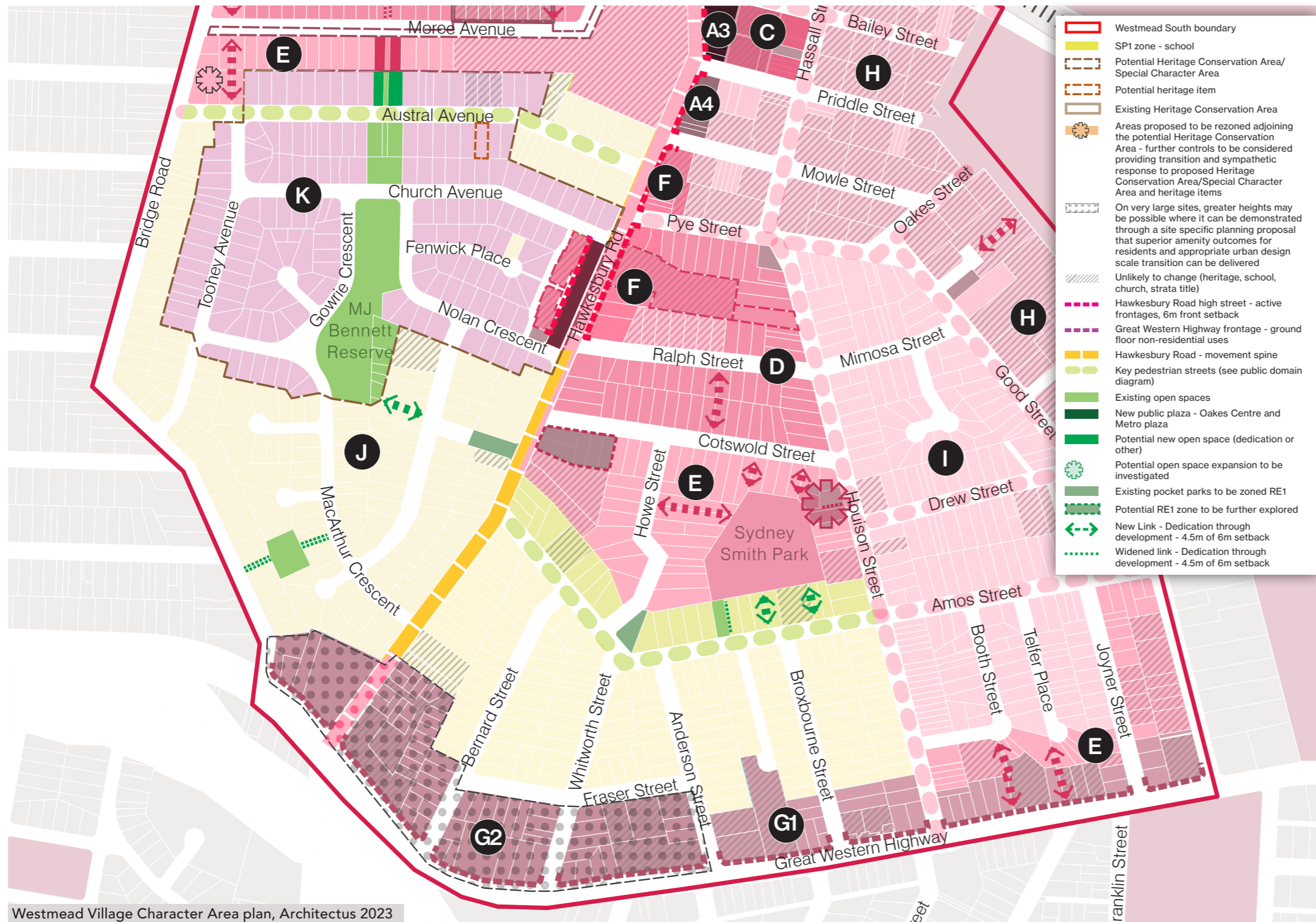
Design Guidelines

The following overarching guidelines are proposed to achieve the desired character:

- The maximum building height in this area should be two (2) storeys
- New development should respond to the historical settings and character of this area in a sympathetic way
- New development in this area should reflect the existing prevailing street setback condition
- New development should provide at least 1.5m side setback to improve living amenity and privacy
- Leverage M.J. Bennett Reserve, Austral Avenue Reserve and the existing through links to establish the 'green link'. This link will hold the new Alexandra Avenue Open Space to the north, the future Oakes Centre Plaza, Sydney Smith Park and tree lined streets to the east together
- Overshadowing to public open spaces and school play areas should be minimised. A minimum of three (3) hours solar access should be achieved in mid-winter between 9am and 3pm
- New development should achieve a minimum 30% mature tree canopy coverage



Westmead Village Character Area location



- Westmead South boundary
- SP1 zone - school
- Potential Heritage Conservation Area/ Special Character Area
- Potential heritage item
- Existing Heritage Conservation Area
- Areas proposed to be rezoned adjoining the potential Heritage Conservation Area - further controls to be considered providing transition and sympathetic response to proposed Heritage Conservation Area/Special Character Area and heritage items
- On very large sites, greater heights may be possible where it can be demonstrated through a site specific planning proposal that superior amenity outcomes for residents and appropriate urban design scale transition can be delivered
- Unlikely to change (heritage, school, church, strata title)
- Hawkesbury Road high street - active frontages, 6m front setback
- Great Western Highway frontage - ground floor non-residential uses
- Hawkesbury Road - movement spine
- Key pedestrian streets (see public domain diagram)
- Existing open spaces
- New public plaza - Oakes Centre and Metro plaza
- Potential new open space (dedication or other)
- Potential open space expansion to be investigated
- Existing pocket parks to be zoned RE1
- Potential RE1 zone to be further explored
- New Link - Dedication through development - 4.5m of 6m setback
- Widened link - Dedication through development - 4.5m of 6m setback

Area	FSR (of which retail)	Storeys	Land use / description
A1	3.5:1 (0.6:1)	25	Mixed use (Station site)
A2	4.5:1 (0.6:1)	20	Mixed use
A3	4.2:1 (0.6:1)	25	Mixed use
A4	2.8:1 (0.6:1)	15	Mixed use
B1	3.6:1	25	High density residential (+ new open space)
B2	3.6:1	15	Residential apartments
B3	3.6:1	20	Residential apartments
C	2.9:1	12	Residential apartments
D	2.5:1	8	Residential apartments
E	1.6:1	6	Residential apartments
F	3.2:1 (0.6:1)	8	Mixed use (Hawkesbury Road high street)
G1	2.2:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G2	1.8:1 (0.6:1)	6	Mixed use (Great western highway extension)
H	1.2:1 [no change]	4	Residential apartments (existing blocks)
I	0.7:1	2	Medium density residential (1-2 storeys)
J	0.7:1	2	Low to medium density residential (1-2 storeys)
K	-	1	Potential heritage conservation area to be investigated

Westmead Village Character Area plan, Architectus 2023

Domain Creek Village Character Area

Desired Character

The Domain Creek Village Character Area is named after the Domain Creek, which previously used to trail through this area.

The low rise setting of this area will be protected, with the area characterised by low to medium density dwellings. The minor changes to the planning controls in this area will enable low-rise medium density residential development, such as multi dwelling housing and townhouses, to be delivered. The addition of diverse non-apartment housing stock contributes positively to the dwelling diversity in Westmead South.

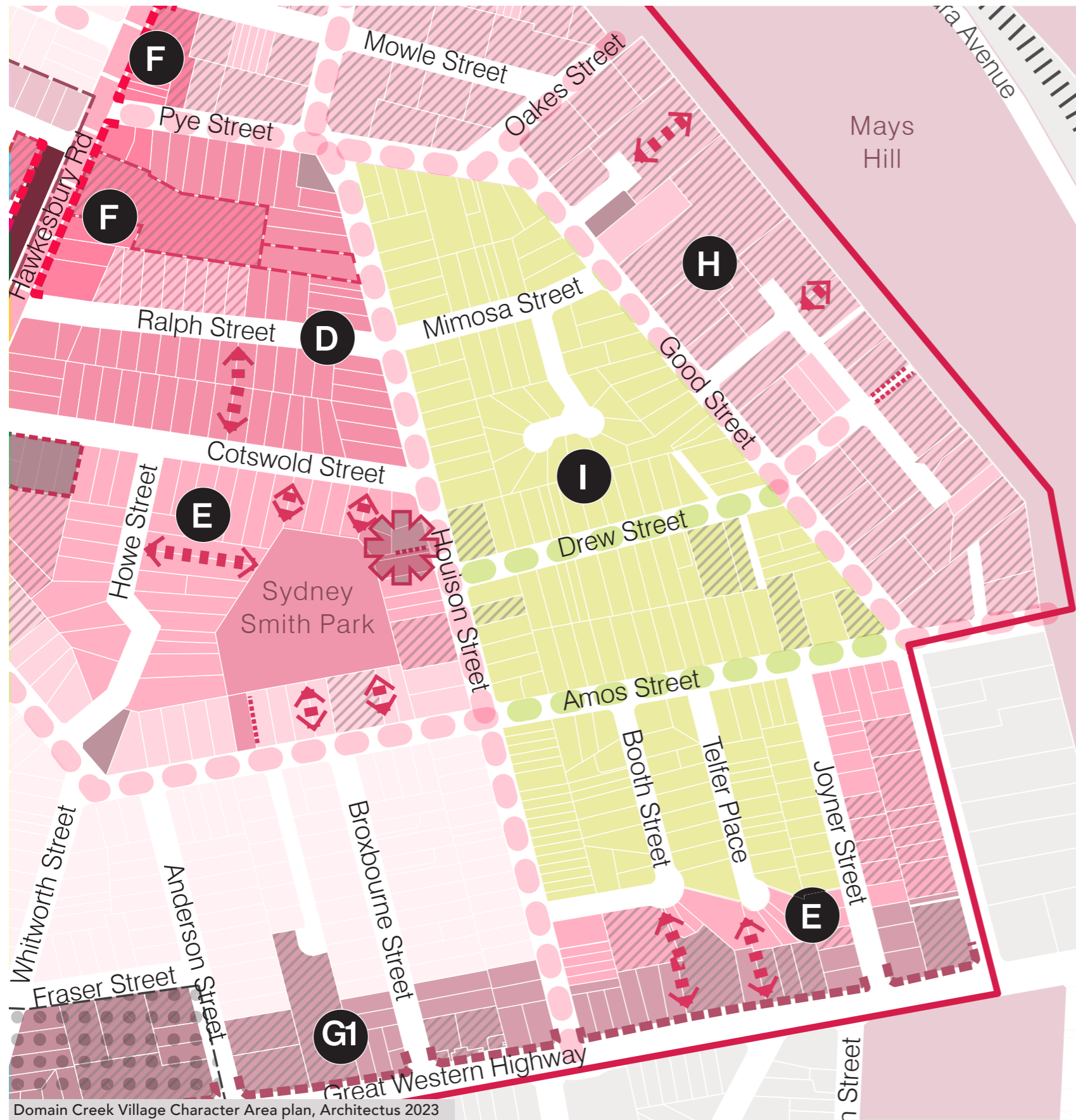
Design Guidelines

The following overarching guidelines are proposed to achieve the desired character:

- The maximum building height in this area should be three (3) storeys
- Low-rise medium density housing typology is encouraged in this area
- New development should respond to established streetscape and reflect the existing prevailing street setback condition
- New development should provide at least 1.5m side setback to improve living amenity and privacy
- New development should achieve a minimum 30% mature tree canopy coverage



Domain Creek Village Character Area location



Area	FSR (of which retail)	Storeys	Land use / description
A1	3.5:1 (0.6:1)	25	Mixed use (Station site)
A2	4.5:1 (0.6:1)	20	Mixed use
A3	4.2:1 (0.6:1)	25	Mixed use
A4	2.8:1 (0.6:1)	15	Mixed use
B1	3.6:1	25	High density residential (+ new open space)
B2	3.6:1	15	Residential apartments
B3	3.6:1	20	Residential apartments
C	2.9:1	12	Residential apartments
D	2.5:1	8	Residential apartments
E	1.6:1	6	Residential apartments
F	3.2:1 (0.6:1)	8	Mixed use (Hawkesbury Road high street)
G1	2.2:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G2	1.8:1 (0.6:1)	6	Mixed use (Great western highway extension)
H	1.2:1 [no change]	4	Residential apartments (existing blocks)
I	0.7:1	2	Medium density residential (1-2 storeys)
J	0.7:1	2	Low to medium density residential (1-2 storeys)
K	-	1	Potential heritage conservation area to be investigated

- Westmead South boundary
- SP1 zone - school
- Potential Heritage Conservation Area/ Special Character Area
- Potential heritage item
- Existing Heritage Conservation Area
- Areas proposed to be rezoned adjoining the potential Heritage Conservation Area - further controls to be considered providing transition and sympathetic response to proposed Heritage Conservation Area/Special Character Area and heritage items
- On very large sites, greater heights may be possible where it can be demonstrated through a site specific planning proposal that superior amenity outcomes for residents and appropriate urban design scale transition can be delivered
- Unlikely to change (heritage, school, church, strata title)
- Hawkesbury Road high street - active frontages, 6m front setback
- Great Western Highway frontage - ground floor non-residential uses
- Hawkesbury Road - movement spine
- Key pedestrian streets (see public domain diagram)
- Existing open spaces
- New public plaza - Oakes Centre and Metro plaza
- Potential new open space (dedication or other)
- Potential open space expansion to be investigated
- Existing pocket parks to be zoned RE1
- Potential RE1 zone to be further explored
- New Link - Dedication through development - 4.5m of 6m setback
- Widened link - Dedication through development - 4.5m of 6m setback

Domain Creek Village Character Area plan, Architectus 2023

Great Western Highway Mixed Use Character Area

Desired Character

The Great Western Highway Mixed Use Character Area will extend the recent mixed use development along the Highway. The Great Western Highway will continue to be a key thoroughfare, providing east-west connections across Greater Sydney.

Ground floor non-residential uses will continue to be provided along the Great Western Highway, including showroom retail, bulky goods, medical, allied health and wellbeing. This will help provide services and amenities for the Westmead South community, and people passing through the area.

Residential use will be carefully oriented and designed to minimise acoustic and air quality impacts. Winter gardens will be encouraged for apartments facing the Great Western Highway.

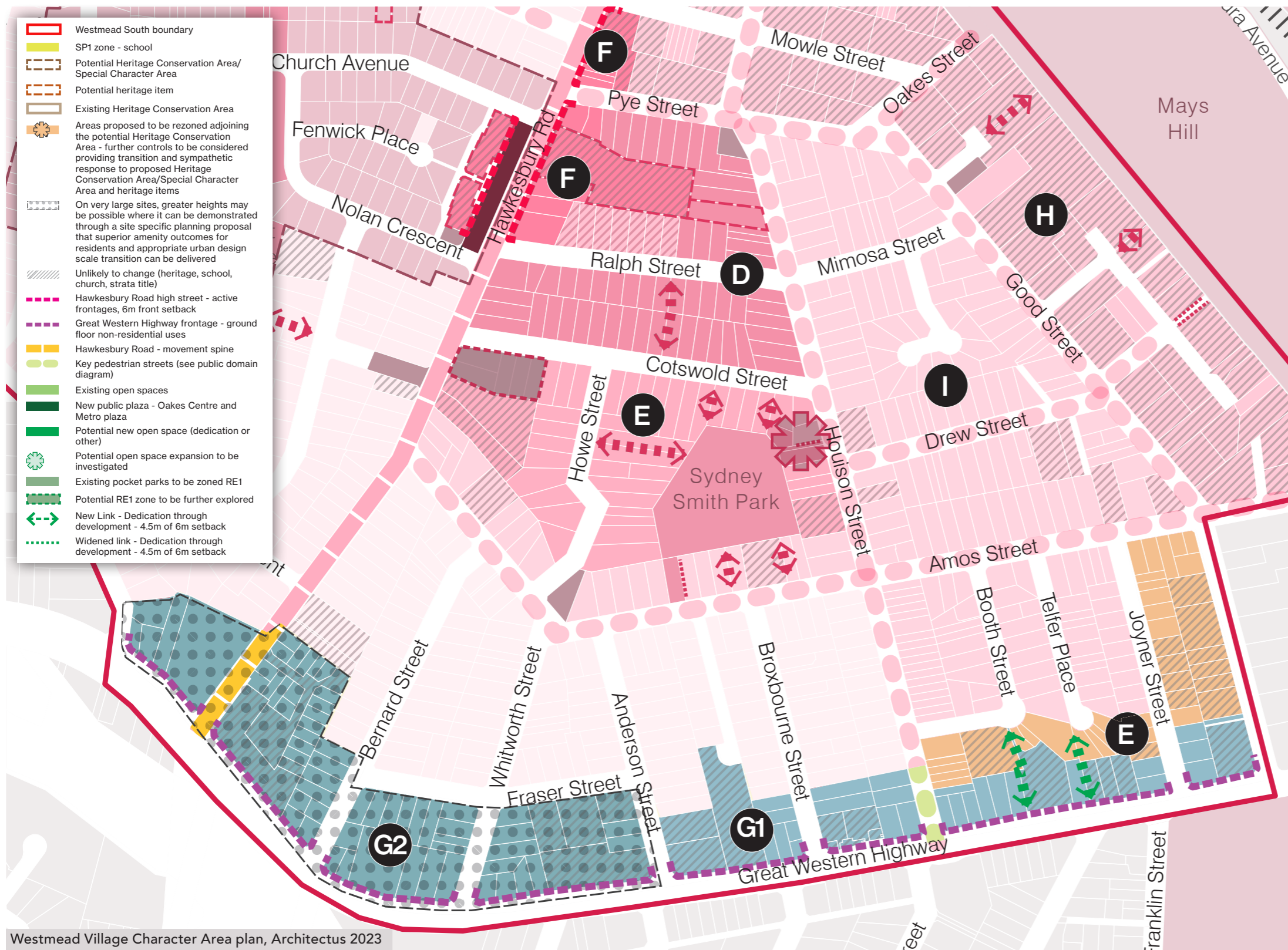
The Great Western Highway streetscape will be improved and unified, by the introduction of continuous footpaths, verges and street trees. This will also help to improve the public domain amenity along the busy road.

Design Guidelines

The following overarching guidelines are proposed to achieve the desired character:

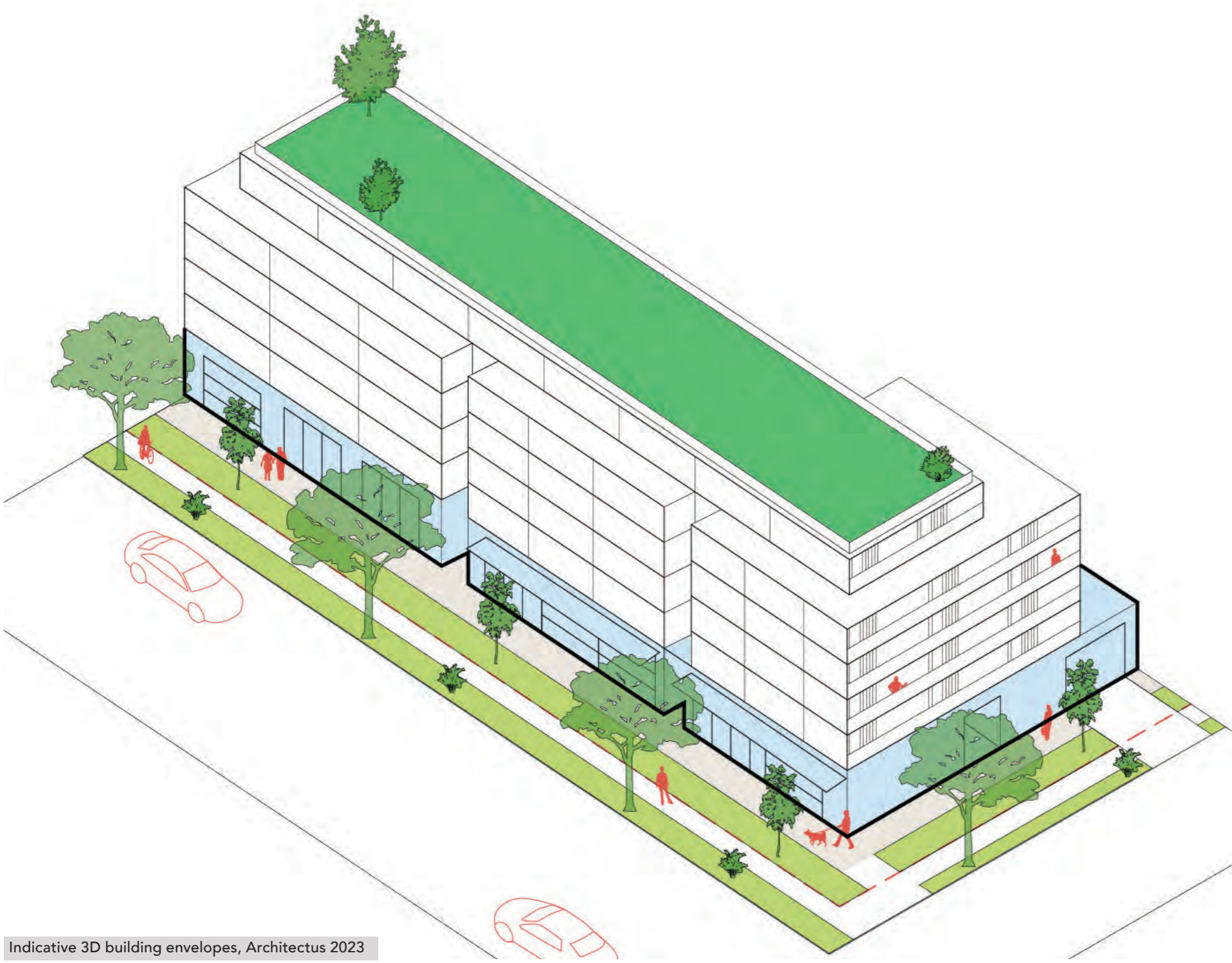
- The maximum building height in this area should range between six (6) and eight (8) storeys.
- Taller buildings may be considered on larger sites, where superior living amenity and public benefit can be demonstrated while achieving a contextual fit
- Facade articulation should be introduced to reduce bulk and scale. Building length should not exceed 45m
- Ground floor non-residential active uses should be provided along Great Western Highway to improve passive surveillance and pedestrian safety
- Future development in this area should provide a minimum six (6) metre setback to Great Western Highway, accommodating 3m footpath zone and 3m landscaping to mitigate noise and air pollution
- Maximum five (5) storey podium height should be followed, providing a human scale streetscape
- North-south oriented built forms should be provided where possible to reduce acoustic and air quality impacts. Building depths should be reduced to a maximum 15m when in the east-west direction
- Levels above the podium height should provide a minimum 3m secondary setback
- The interface between residential and non-residential uses should be carefully considered to preserve living amenity
- Services and parking should be contained within the building from a side street or rear, where possible. Access and service from Great Western Highway is not encouraged





Area	FSR (of which retail)	Storeys	Land use / description
A1	3.5:1 (0.6:1)	25	Mixed use (Station site)
A2	4.5:1 (0.6:1)	20	Mixed use
A3	4.2:1 (0.6:1)	25	Mixed use
A4	2.8:1 (0.6:1)	15	Mixed use
B1	3.6:1	25	High density residential (+ new open space)
B2	3.6:1	15	Residential apartments
B3	3.6:1	20	Residential apartments
C	2.9:1	12	Residential apartments
D	2.5:1	8	Residential apartments
E	1.6:1	6	Residential apartments
F	3.2:1 (0.6:1)	8	Mixed use (Hawkesbury Road high street)
G1	2.2:1 (0.6:1)	8	Mixed use (Great Western Highway E3 zone)
G2	1.8:1 (0.6:1)	6	Mixed use (Great western highway extension)
H	1.2:1 [no change]	4	Residential apartments (existing blocks)
I	0.7:1	2	Medium density residential (1-2 storeys)
J	0.7:1	2	Low to medium density residential (1-2 storeys)
K	-	1	Potential heritage conservation area to be investigated

Westmead Village Character Area plan, Architectus 2023



Indicative 3D building envelopes, Architectus 2023



Example showing ground floor non-residential use and residential above, Architectus 2023



Artist impression of future Westmead Metro Station plaza, Architectus 2023

8.0 Draft Master Plan Priorities

In achieving the vision and key moves proposed for Westmead South, four (4) draft Master Plan Priorities are identified, comprising:

- **Priority 1** – Evolved Diverse and Affordable Housing
- **Priority 2** – Evolved Open Space and Public Domain
- **Priority 3** – Evolved Transport and Access
- **Priority 4** – Evolved Infrastructure and Facilities

The evolving Key Places are also identified as **Priority 5** in this chapter including:

- Key Place 1 – Metro Station Development
- Key Place 2 – The Oakes Centre Plaza
- Key Place 3 – Alexandra Avenue Open Space and Through Links
- Key Place 4 – M.J. Bennett, Austral Avenue Reserves and Through Links
- Key Place 5 – Sydney Smith Park

The key actions and timing are provided in the tables to achieve each priority.

As per Cumberland 2030: Our Local Strategic Planning Statement (LSPS), the following timing is used in the context of the draft Westmead South Master Plan:

- Short term – 0 to 2 years
- Medium term – 3 to 7 years
- Long term – 7+ years
- Ongoing – continuing initiatives

8.1 Priority 1 – Evolved Diverse and Affordable Housing

Housing diversity and affordability are important for an inclusive community like Westmead South. Delivering diverse housing options and affordable housing are also one of Council’s Planning Priorities outlined in the Cumberland 2030: Our Local Strategic Planning Statement. By providing diverse housing options, the draft Master Plan will provide housing products to support the suitable for different stages of peoples’ lives.

Priority 1 – Diverse and Affordable Housing also aligns with the following key moves:

- Key Move 2: Promote Westmead South as a key area in the Central River City – Housing choices, including affordable housing provision, will be provided close to jobs and education
- Key Move 5: Foster a community with a strong identity and sense of place – Different building typologies and heritage conservation will provide Westmead South with different built form characters and create various streetscapes

The following principles apply to achieve this priority:

- Establish strong characteristics of different areas within Westmead South through a variety of building typologies in the right location
- Provide housing choice close to job and education opportunities
- Provide affordable housing close to employment opportunities and public transport
- Protect and enhance the historical heritage within Westmead South

Principles	Actions	Timing			
		Short (0-2yrs)	Medium (3-7yrs)	Long (7+yrs)	Ongoing
Establish strong characteristics of different areas within Westmead South through a variety of building typologies in the right location	• Complete the LEP making process to amend the Cumberland Local Environmental Plan 2021 with the necessary planning controls, including but not limited to affordable housing, contributions plan, design excellence provision, to facilitate the desired uplift	●			
	• Deliver a site-specific Development Control Plan for Westmead South guiding the future development within each of the defined character areas	●			
	• Activate Hawkesbury Road, in particular between the Metro Station and the Oakes Centre		●		
Provide housing choice close to job opportunities	• Promote housing diversity in Westmead South, including medium-to-high-rise residential flat building, low-rise medium density housing, attached dwelling and detached houses				●
	• Prioritise the housing delivery in the Hawkesbury Road High Street and Northern Living Character Areas		●		
	• Explore incentive controls to facilitate affordable housing	●			
Provide affordable housing close to employment opportunity and public transport	• Investigate a site-specific Affordable Housing Contributions Scheme for Westmead South	●			
	• Collaborate with Land and Housing Corporation (LAHC) on future opportunities to support social and affordable housing				●
Protect and enhance the historical heritage within Westmead South	• Endorse the proposed Heritage Conservation Area or Special Character Area within the Westmead Village Character Area	●			
	• Endorse the identified contributory and non-contributory items with the proposed Westmead Estate Heritage Conservation Area or Special Character Area Westmead Village Character Area	●			

Building Typologies Precedents

The following building typologies will co-exist in Westmead South, reflecting different character areas:

- High-rise residential flat building
- Medium-rise residential flat building
- Low-rise medium density housing (terraces / townhouses)
- Attached dwelling (duplex)
- Detached houses (both historical and contemporary)

The examples on this page represent the intended qualities of the above different building typologies.



High-rise residential flat building, Architectus 2023



Medium-rise residential flat building, Architectus 2023



Low-rise medium density housing, Architectus 2023



Attached dwelling, Architectus, 2023



Contemporary Detached houses, Architectus 2023



Historical detached houses, Architectus 2023

Proposed Heritage Conservation Area

The draft Master Plan proposes a Heritage Conservation Area within the Westmead Village Character Area. This proposed Heritage Conservation Area contains multiple properties that was part of the original Westmead Estate.

The diagram on this page identifies:

- Proposed Westmead Estate Heritage Conservation Area boundary
- Existing and proposed Heritage Items
- Existing Toohey's Palms Estate Heritage Conservation Area
- Proposed extension to Toohey's Palms Estate Heritage Conservation Area
- Proposed contributory and non-contributory items within the proposed Westmead Estate Heritage Conservation Area

Contributory items may not be listed as an heritage item; however, by virtue of their character, age, scale, materials, details, design style or intactness, make a significant heritage contribution to the character of the proposed Westmead Estate Heritage Conservation Area.

On the contrary, non-contributory item means a building or building element that detracts from the significant character of the proposed Westmead Estate Heritage Conservation Area.

Alternative - Special Character Area

If a Heritage Conservation Area is not supported by Council for implementation, a Special Character Area will be progressed as a minimum outcome. The contributory and non-contributory considerations would likely still apply under a Special Character Area.

Legend

- Contributory Heritage Item
- Non-Contributory Heritage Item
- Proposed Heritage Item Recommended to Proceed
- Existing Heritage Item
- Proposed Westmead Estate Heritage Conservation Area / Special Character Area
- Toohey's Palms Estate Heritage Conservation Area (Existing)
- Proposed Extension to the Toohey's Palms Estate Heritage Conservation Area
- * Contributory item with an additional dwelling that is not contributing to the Heritage Conservation Area



Proposed Heritage Conservation Area / Special Character Area with identified contributory and non-contributory items

8.2 Priority 2 – Evolved Open Space and Public Domain

Public domain improvements, coupled with delivering of new open spaces, are critical to improve the living amenity of Westmead South.

The Westmead South Community Needs and Social Infrastructure Assessment by GHD identified the social infrastructure required to support the potential growth of Westmead South into the future. The key findings of the report included the need for additional open spaces depending on the adopted growth scenario.

The Westmead South Public Domain Plan considers the findings of the abovementioned report and feedback received during the Phase 1 community engagement. It illustrates the proposed initiatives to improve the quality and quantity of public spaces.

Priority 2 – Evolved Open Space and Public Domain also aligns with the following key moves:

- Key Move 1: Transform Hawkesbury Road into a ‘high street’ – Improved public domain offering and quality will promote public and active transport uses along Hawkesbury Road
- Key Move 4: Expand and strengthen public open and civic spaces
- Key Move 5: Foster a community with a strong identity and sense of place – Public domain quality improvement coupled with diverse building typologies will promote sense of place. Public domain delivery in Westmead South will respond to its strategic context, historical storytelling and diverse residential profile

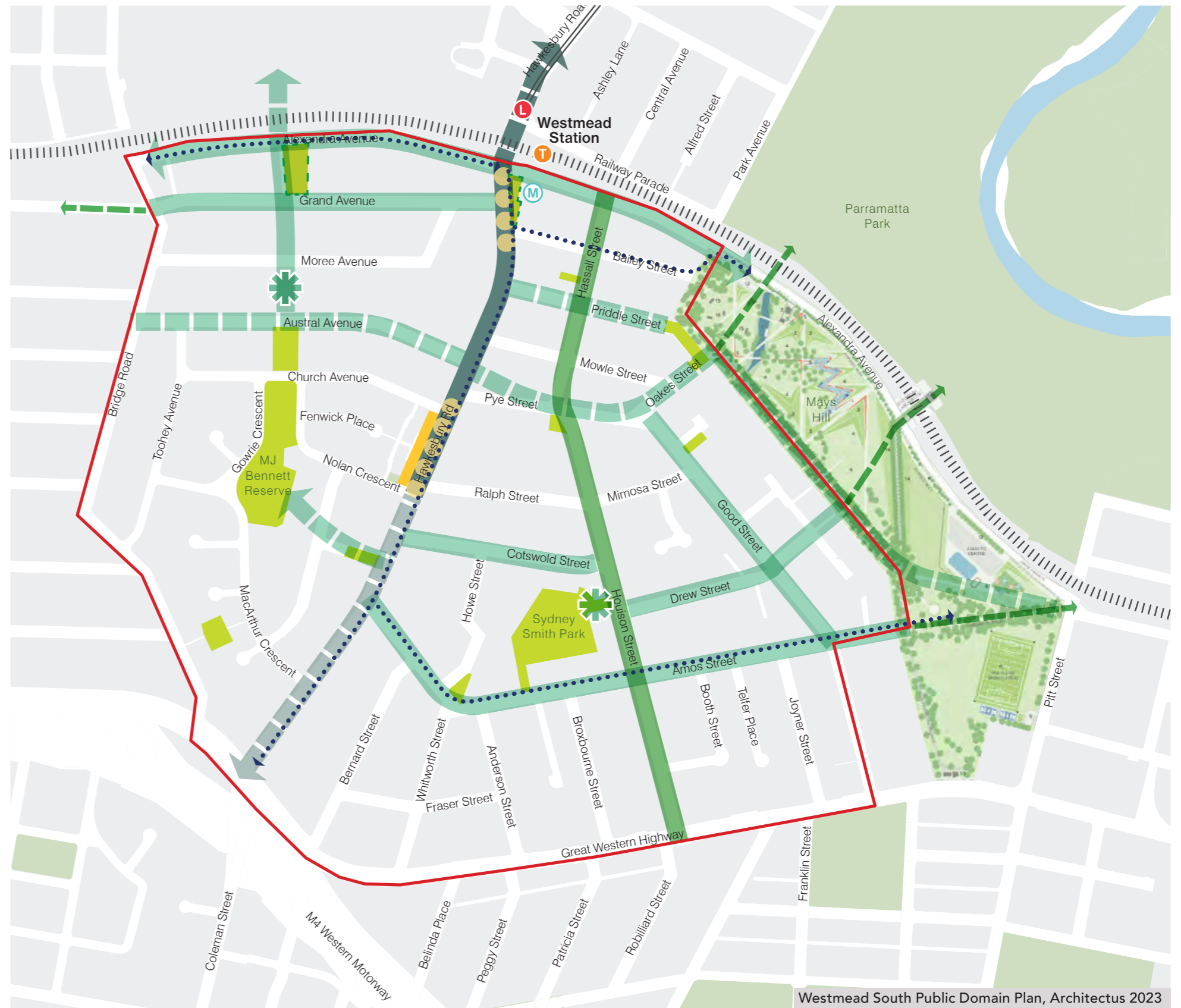
The following principles apply to achieve this priority:

- Create additional open spaces, where appropriate, to support the proposed growth
- Increase tree canopy coverage within Westmead South to reduce Urban Heat Island effect
- Improve accessibility and attractiveness of existing open spaces and linkages
- Celebrate Indigenous heritage in new and existing open space and public domain areas, where appropriate
- Tailor characteristics of different areas within Westmead South through public domain initiatives

Principles	Actions	Timing			
		Short (0-2yrs)	Medium (3-7yrs)	Long (7+yrs)	Ongoing
Create additional open spaces where appropriate to support the proposed growth	• Finalise Westmead South Public Domain Plan	●			
	• Explore the opportunity to develop a Heritage Interpretation Plan for Westmead South	●			
	• Provide a new local park along Alexandra Avenue			●	
	• Explore opportunities to create a plaza in front of the Oakes Centre and a civic plaza within the Westmead Metro Station block			●	
	• Implement the green link identified within Westmead South through appropriate ways				●
	• Coordinate delivery of public domain provisions with State agencies, such as Sydney Metro and Greater Cities Commission				●
Increase tree canopy coverage within Westmead South to reduce Urban Heat Island effect	• Improve streetscapes with increased tree planting and canopy coverage, where possible				●
	• Finalise and implement the Westmead South Resilience Plan and Environmentally Sustainable Design (ESD) Strategy currently under development	●			
Improve accessibility and appearance of existing open spaces and linkages	• Explore opportunities to expand Sydney Smith Park, M.J. Bennett Reserve and the existing through site links				●
	• Deliver the identified through links through future development		●		
Celebrate Indigenous heritage in new and existing open space and public domain areas, where appropriate	• Finalise the Connecting with Country Framework for Westmead South	●			
	• Implement the Connecting with Country Framework into the works on open spaces and public domain areas				●
Tailor characteristics of different areas within Westmead South through public domain initiatives	• Respond to the characters identified for each Character Area when designing, upgrading and delivering the existing and new open spaces and public domain areas				●

8.0 Draft Master Plan Priorities

- Legend**
- Westmead South boundary
 - # Proposed key place (to be read with adjacent description)
 - Hawkesbury Rd - Primary high street (and key locations)
 - Hassall/Houison Street - Supporting north-south link from Metro
 - Other key links
 - Other key links - alignment unclear or alternatives
 - Existing open space within precinct
 - Potential new open space (dedication or other)
 - Potential RE1 zone to be investigated
 - ✱ Potential for open space expansion through dedication/acquisition to be investigated
 - Key public domain opportunity
 - Potential Oakes Centre Plaza
 - Potential cycle infrastructure



Westmead South Public Domain Plan, Architectus 2023

8.3 Priority 3 – Evolved Transport and Access

Transport Access

New road sections are proposed for the key movement corridors within Westmead South to ensure these roads will facilitate the identified active and public transport opportunities whilst maintaining the vehicular access function.

A hierarchy of street network is also proposed to facilitate the growth of Westmead South and provides better access. Refer to Chapter 8.4 Evolved Infrastructure and Facilities for the identified road infrastructure upgrade opportunities.

Public Transport

Westmead South public transport access will be improved with the delivery of a Metro Station and the interchange. Further improvements will be introduced along Hawkesbury Road providing T-way to T-way bus links. This is intended to be normal bus service blended with the general traffic, rather than a traditional T-way approach. It is also envisioned that a bus stop will be provided near the Oakes Centre, improving the public transport access in the heart of Westmead South. Hawkesbury Road will remain a pedestrian prioritised node between the Oakes Centre and Metro Station

Active Transport

Active transport, including walking and cycling, will be promoted within Westmead South. The diagram overleaf illustrates the proposed active transport routes and potential through site links. This will assist in improving Westmead South accessibility and recreation loops for residents.

The proposed through site links are generally anticipated to be delivered as part of future redevelopment to minimise cost and impacts to existing residents.

Priority 3 – Evolved Transport and Access also aligns with the following key moves:

- Key Move 1: Transform Hawkesbury Road into a ‘high street’ – The proposed active and public transport offering will facilitate Hawkesbury Road’s function as a high street
- Key Move 2: Promote Westmead South as a key area in the Central River City – The improved traffic and transport access will improve the relationship between Westmead South and the health and educational uses to the north
- Key Move 3: Enhance transport connections within and beyond

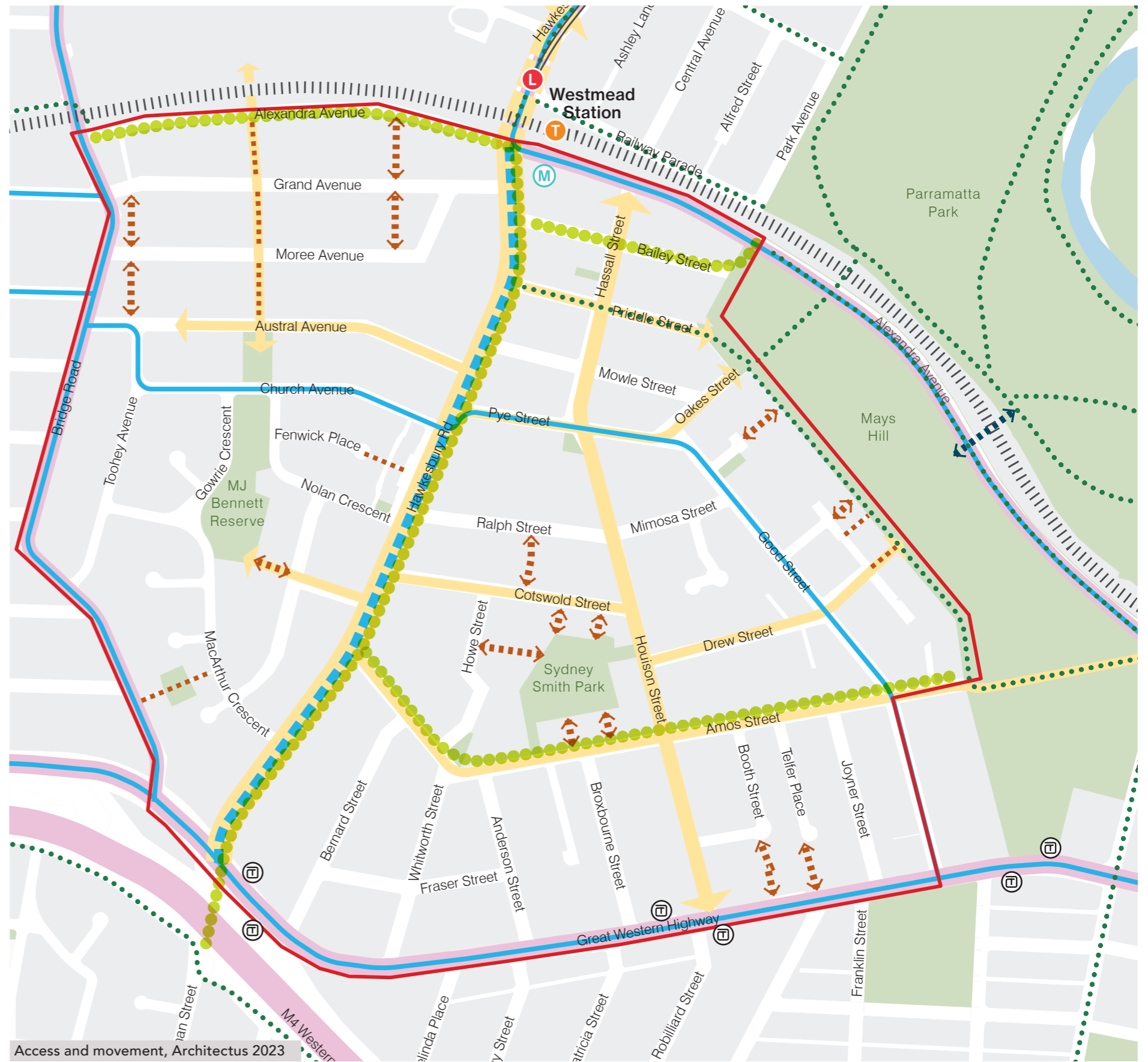
The following principles apply to achieve this priority:

- Promote public transport solutions in right form and locations
- Prioritise public transport, walking and cycling movements over general vehicles
- Improve east-west connectivity and Hawkesbury Road’s role as the central spine of Westmead South
- Create a network of active transport links and improved road function to connect Westmead South internally and externally with the surroundings

Principles	Actions	Timing			
		Short (0-2yrs)	Medium (3-7yrs)	Long (7+yrs)	Ongoing
Promote public transport solutions in right form and locations	• Improve existing public transport services that support Westmead, including additional and/or new services	●			
	• Coordinate with TfNSW to explore the opportunities to improve public transport offerings along Hawkesbury Road, in accordance Council’s vision				●
Prioritise public transport, walking and cycling movements over general vehicles	• Finalise and implement Transport and Parking Strategy for Westmead South	●			
	• Apply maximum parking provisions for the new development in Westmead South				●
	• Calm traffic movements along Hawkesbury Road				●
	• Liaise with TfNSW and City of Parramatta to coordinate the cross boundary active transport links, in particular Toongabbie to Parramatta cycleway				●
Improve east-west connectivity and Hawkesbury Road’s role as the central spine of Westmead South	• Implement the typical sections proposed along Hawkesbury Road coordinating with TfNSW, City of Parramatta and the community				●
	• Facilitate pedestrian prioritisation along Hawkesbury Road between the Oakes Centre and future Metro Station		●		
Create a network of active transport links and improved road function to connect Westmead South internally and externally with the surroundings	• Facilitate emergency vehicle movement along Hawkesbury Road		●		
	• Improve traffic movements along Bridge Road		●		
	• Explore opportunities to facilitate through site links in future development				●
	• Advocate for additional connections across the railway line to Westmead Health and Innovation District				●
	• Explore opportunities to facilitate a commuter car park in right location, as per Council resolution				●
	• Coordinate with TfNSW to receive support and potentially fundings to deliver the proposed active transport links along Alexandra Avenue		●		
	• Provide designated cycle path along Amos Street linking the future cycle path along Hawkesbury Road to the existing ones in Mays Hill Precinct and Parramatta Park			●	

8.0 Draft Master Plan Priorities

- Legend**
- Westmead South boundary
 - Key pedestrian connections
 - Existing through site links and lanes
 - Proposed through site links as part of future development
 - Proposed new cycle paths within precinct
 - Surrounding cycle network
 - Existing bus network
 - Potential bus route
 - Potential pedestrian bridge
 - Key vehicle connections
 - Existing T-Way Stop



Access and movement, Architectus 2023

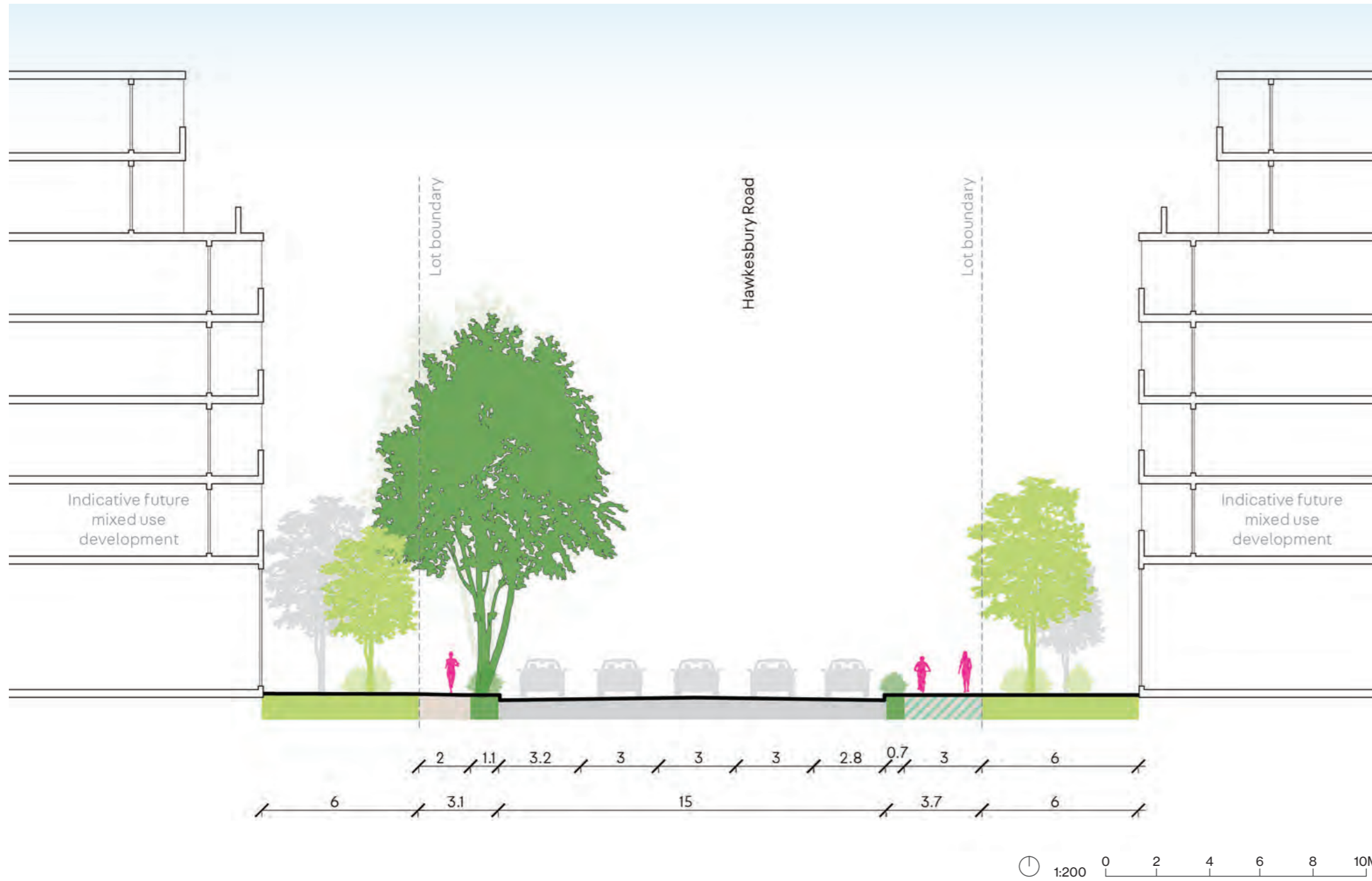
Hawkesbury Road Section – North



- Legend
- Roadway
 - Verge
 - Footpath
 - Cycleway
 - Landscaping - private

Section through Hawkesbury Road near Westmead Public School - potential future condition, Architecuts 2023

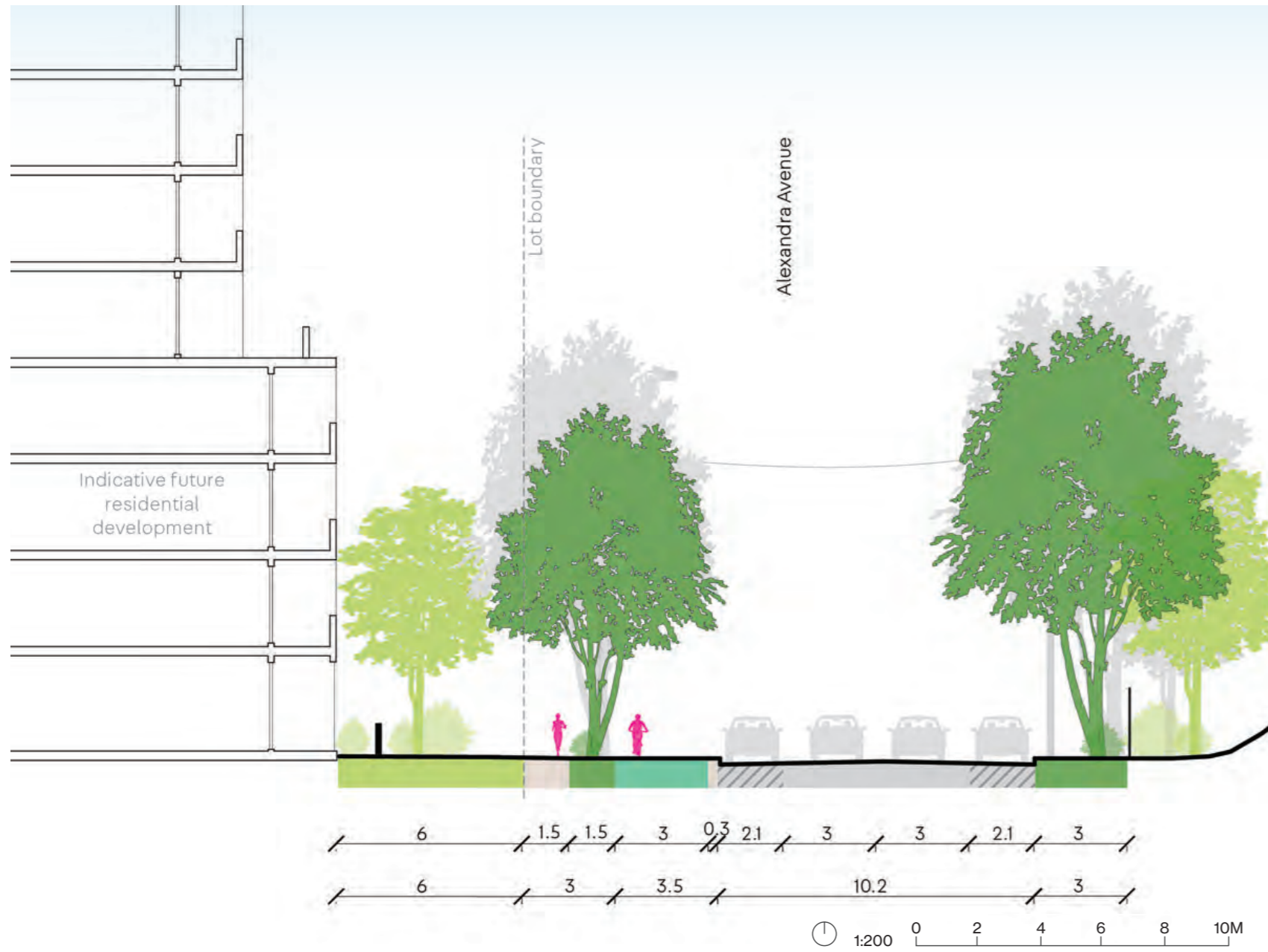
Hawkesbury Road Section – South



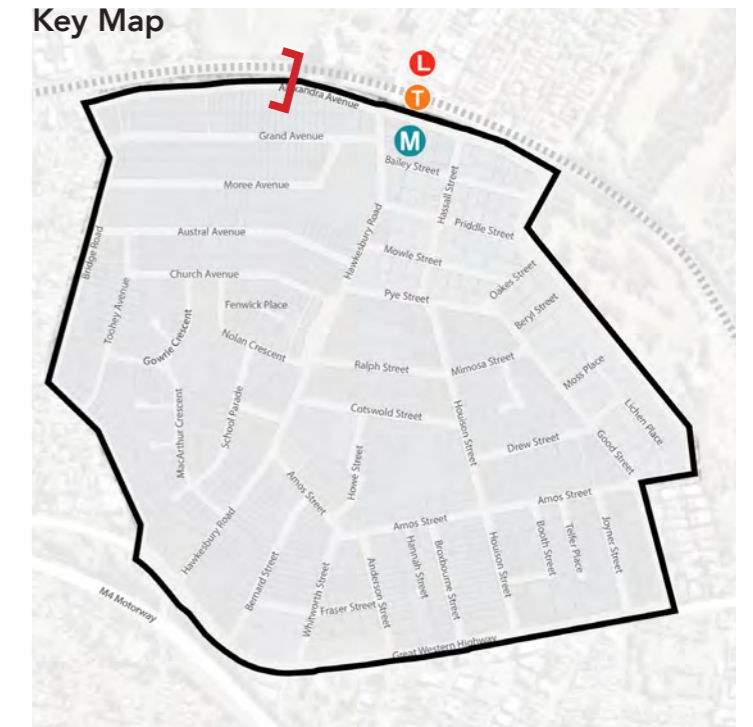
- Legend
- Roadway
 - Verge
 - Footpath
 - Cycleway
 - Landscaping - private

Section through Hawkesbury Road near the intersection with Great Western Highway - potential future condition, Architects 2023

Alexandra Avenue West Typical Section

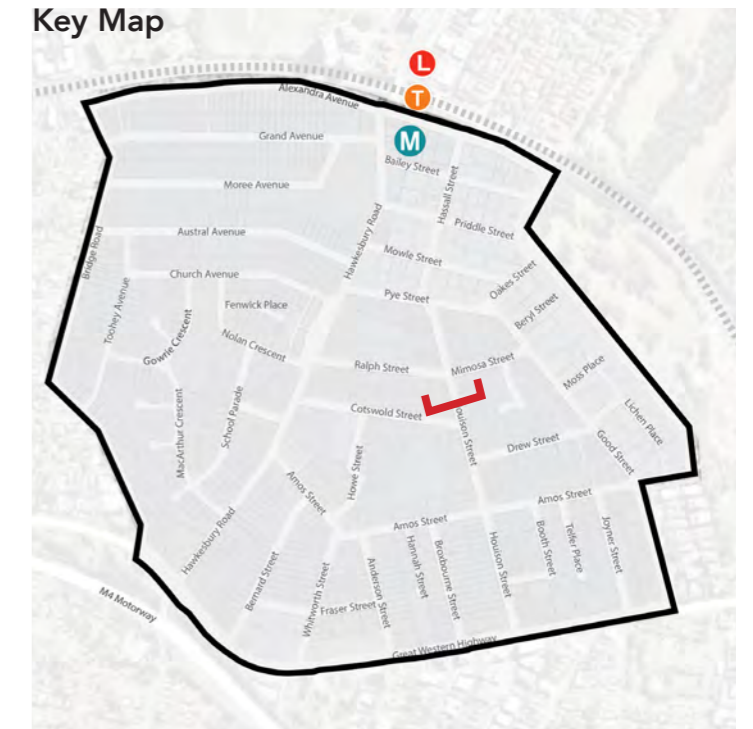
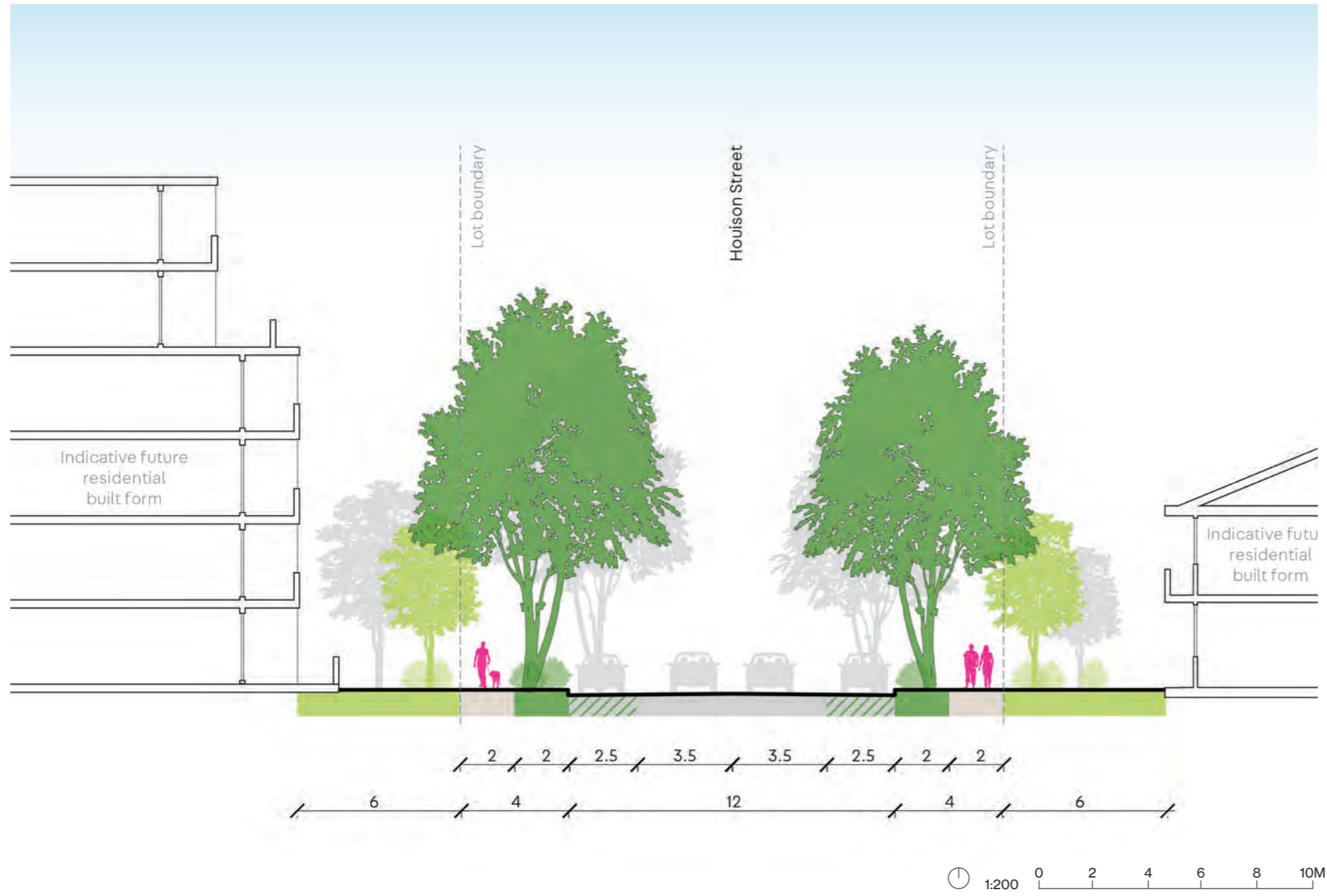


- Legend
- Roadway
 - Verge
 - Footpath
 - Cycleway
 - Parking lane
 - Landscaping - private



Section through Alexandra Avenue (west of Hawkesbury Road) - potential future condition, Architecuts 2023

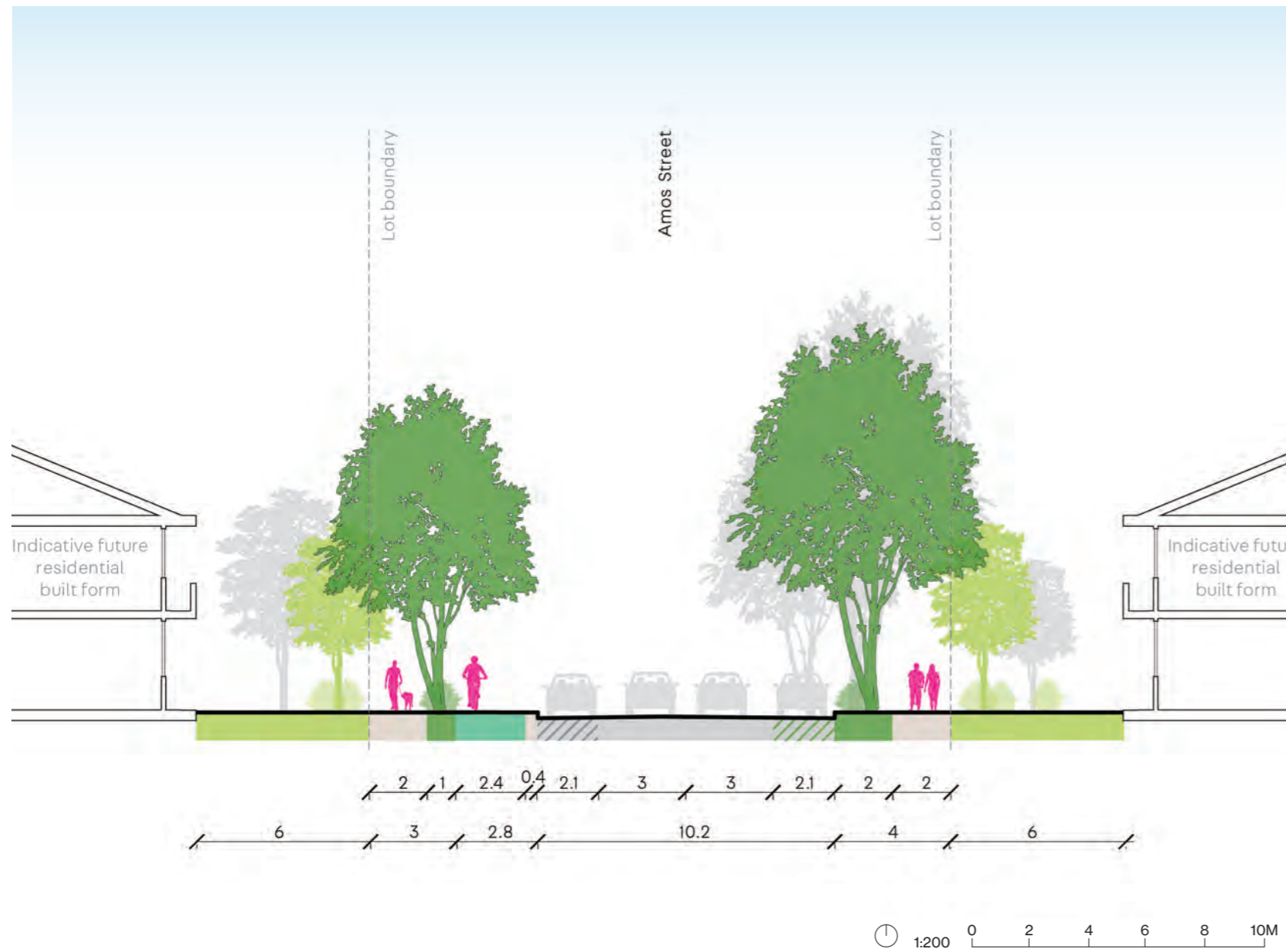
Hassall-Houison Street Typical Section



- Legend
- Roadway
 - Verge
 - Footpath
 - Planted blisters between parking
 - Setback

Section through Houison Street - potential future condition, Architects 2023

Amos Street Typical Section



- Legend
- Roadway
 - Verge
 - Footpath
 - Cycleway
 - Parking lane
 - Planted blisters between parking
 - Setback - private

Section through Amos Street - potential future condition, Architecuts 2023

8.4 Priority 4 – Evolved Infrastructure and Facilities

Infrastructure upgrades and provision of community facilities, are critical to improve additional living amenity and facilitate growth of Westmead South.

The Community Needs and Social Infrastructure Assessment by GHD also identifies the needs of community facilities like a library and cultural facility.

The diagram on the following page illustrates the potential infrastructure upgrades and desired community facilities, such as community centre / library, supermarket and commuter car park.

Priority 4 – Evolved Infrastructure and Facilities aligns with the following Key Moves:

- Key Move 1: Transform Hawkesbury Road into a ‘high street’ – Upgrading Hawkesbury Road will help deliver easy access to key facilities such as a potential future supermarket, transport interchange and civic public space
- Key Move 3: Enhance transport connections within and beyond – Facilitating increased movements along Bridge Road, public transport and emerging vehicles down Hawkesbury Road and walking and cycling movements across Westmead South
- Key Move 4: Expand and strengthen public open and civic spaces – Delivery of new spaces with a local park off Alexandra Avenue and a public plaza at the Oakes Centre. Also upgrade and expand existing public spaces, where possible, to better service the community needs

The following principles apply to achieve this priority:






- Improve the efficient delivery of infrastructure
- Provide the desired community facilities in right locations
- Upgrade to the transport corridors to facilitate future growth

Principles	Actions	Timing			
		Short (0-2yrs)	Medium (3-7yrs)	Long (7+yrs)	Ongoing
Improve the efficient delivery of infrastructure	• Finalise and implement the Infrastructure Delivery Plan and Contributions Plan for Westmead South to deliver the necessary upgrades	●			
	• Explore grant funding opportunities to speed up delivery of public domain improvements such as the Oakes Centre Plaza and streetscape revitalisation				●
Provide the desired community facilities in right locations	• Coordinate with Sydney Metro to achieve the community facility provision identified for their site				●
	• Investigate the opportunity to incentivise a supermarket close to the future Metro Station delivered	●			
	• Provide a commuter car park close to the Metro Station as part of the future development		●		
Upgrade to the transport corridors to facilitate future growth	• Finalise the detailed traffic modeling and assessment for Westmead South in collaboration with TfNSW	●			
	• Advocate and collaborate with TfNSW to deliver and/or fund key upgrades to support strategic intents for the Westmead Health and Innovation District				●

8.0 Draft Master Plan Priorities



Legend

-  Westmead South Boundary
-  Opportunities for Community Facilities
-  Potential Road Infrastructure Upgrades
-  Potential Road Infrastructure Upgrades Reflecting Active Transport Initiatives
-  Existing Parks and Reserves

Potential infrastructure upgrades and indicative locations of future community facilities

8.5 Priority 5 – Key Places

Five (5) key places are identified in the draft Master Plan:

- Key Place 1 – Metro Station Block
- Key Place 2 – The Oakes Centre Plaza
- Key Place 3 – Alexandra Avenue Local Park and Green Link Widening
- Key Place 4 – M.J. Bennett and Austral Avenue Reserves
- Key Place 5 – Sydney Smith Park

These Key Places contribute significantly to realising the proposed vision and Master Plan Framework. They form the key nodes along the east-west and north-south spines of Westmead South, being the green link and Hawkesbury Road respectively.

The delivery of these Key Places aligns with the following Key Moves:

- Key Move 1: Transform Hawkesbury Road into a ‘high street’ – Public civic plazas to be delivered at both the Metro Station block and the Oakes Centre, bookending the high street function
- Key Move 3: Enhance transport connections within and beyond – Walking and cycling will be enhanced through the green link
- Key Move 4: Expand and strengthen public open and civic spaces – All these key places seek to deliver new or enhanced spaces for the community
- Key Move 5: Foster a community with a strong identity and sense of place – The sense of place will be bolstered through the high quality public domain

The following principles apply to achieve this priority:

- Progress the planning and delivery of Key Places in Westmead South
- Ensure high quality public domain design is achieved

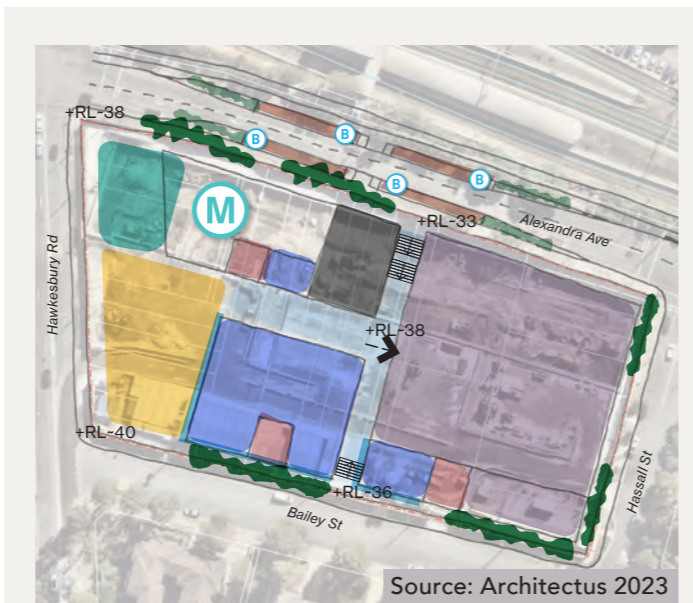
Principles	Actions	Timing			
		Short (0-2yrs)	Medium (3-7yrs)	Long (7+yrs)	Ongoing
Progress the planning and delivery of Key Places in Westmead South	<ul style="list-style-type: none"> • Develop a program to progress delivery of these Key Places through concept design, detailed design, tendering and construction that supports the Infrastructure Delivery Plan and Local Contributions Plan amendments 	●			
	<ul style="list-style-type: none"> • Collaborate with the relevant stakeholders / landowners to explore the opportunities realising the nominated designs 				●
	<ul style="list-style-type: none"> • Liaise with Sydney Metro, through proper means, to achieve the vision and guidelines nominated for Key Place 1 				●
Ensure high quality public domain design is achieved	<ul style="list-style-type: none"> • Evaluate the detailed design of the Key Places through Council’s Design Excellence Panel 				●

Key Place 1 – Metro Station Block

The Westmead Metro Station Block is bounded by Alexandra Avenue to the north, Hawkesbury Road to the west, Bailey Street to the south and Hassall Street to the east. The Metro Station Block is a key site in Hawkesbury Road High Street Character Area and the 'gateway' at the northern tip of Westmead South.

Delivery of high quality public domain, buildings of design excellence and community benefits are envisioned for the Metro Station Block development. Other key principles are outlined below:

- Manage the level differences around the site, especially between Hawkesbury Road and Hassall Street, to provide active uses on street levels and avoid excessive retaining and/or blank walls
- Deliver a generous public open space along Hawkesbury Road and through site links to improve accessibility
- Provide minimum ground level setbacks of 6m around the block to accommodate widened footpath and a designated cycleway along Bailey Street, wider setback are required along Hawkesbury Road
- Create a clear podium and top built form with greater secondary setback above podium to reduce bulk and scale
- Place services and vehicular access along Hassall Street fully contained within the built form



Source: Architectus 2023





Hawkesbury Road Level (Ground) Guidelines

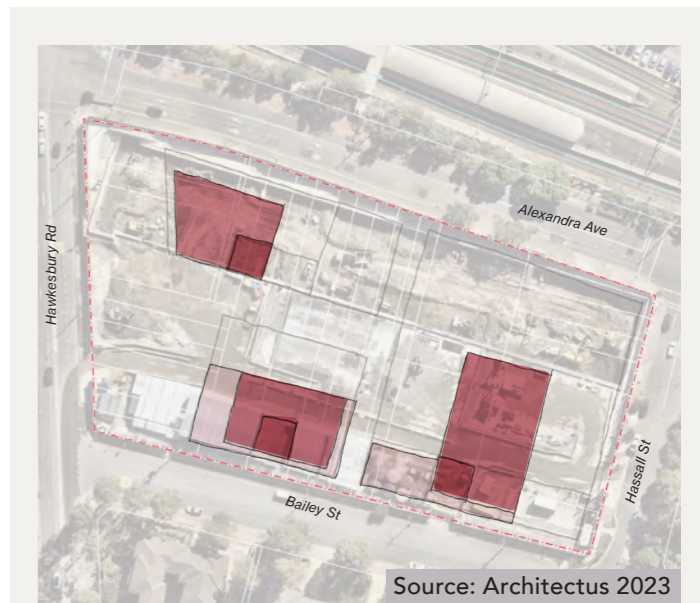
-  Provide a spacious entry/exit plaza along Hawkesbury Road with a minimum size of 2,500sqm and 22m in width
-  Locate the station service box away from Hawkesbury Road and minimise its size and frontage to the busy area
-  Locate retail / commercial and community uses fronting the streets, providing active frontages
-  Provide distinct street addresses, separate and direct access to the residential component
-  Accommodate widened footpath (min. 3m in width) and a designated two-way cycleway along Bailey Street (min. 3m)



Source: Architectus 2023





Hassall Street Level (Lower Ground) Guidelines

-  Provide deep soil planting below the future plaza
-  Create a through site link between Alexandra Avenue and Bailey Street with a minimum width of 10m with double-storey height
-  Co-locate active uses with the through site link and along street interfaces
-  Locate parking and services in the middle of the site, utilising the topography, and sleeve it by active uses



Source: Architectus 2023

Tower Levels Guidelines

-  Provide slender towers that are distinct from each other with the maximum Gross Floor Area of 750sqm
-  Position lift cores responding the ground and lower ground activities and designs to ensure good living amenity is achieved
-  Introduce 4 storey podium height with a minimum of 3m setback above the podium
-  Provide greater separation between towers, where possible, to avoid wall of buildings and improve visual amenity

Key Place 2 – The Oakes Centre Plaza

The Oakes Centre is currently a neighbourhood centre in Westmead South. It has the potential to transition into a community hub with improved public domain to better service existing and future residents.

The opportunity exist to transform the slip lane in front of the Oakes Centre into a vibrant public plaza. The overall principles are:

- Create a public plaza that will be enjoyed by people with all abilities
- Retain and optimise the angled parking along Hawkesbury Road and relocate the existing parking capacity along the slip lane into the adjacent local road to have no net loss of parking
- Address the level differences to improve visibility of the Oakes Centre retail / commercial uses
- Improve the landscaping along the eastern edge to provide screening between the traffic on Hawkesbury Road the future plaza
- Promote activation opportunities through Council and community programs

The Oakes Centre Plaza Guidelines

- Preserve the ground level retail / commercial uses and attract new tenants providing active uses
- Reallocate parallel parking along the slip lane to Nolan Crescent and Church Street
- Manage the level difference between the new plaza and the existing retail plaza to improve accessibility and visual attractiveness
- Improve landscaping and tree planting, retain existing trees, where possible, in and around the Oakes Centre area
- Improve pedestrian crossing / traffic calming facility at the Oakes Centre to the eastern side of Hawkesbury Road

- Provide different functions within the new plaza, accommodating landscaping, play area, flexible event area and area for outdoor dining and seating
- Improve Allen Brierly Reserve public domain quality, including street furniture upgrades and Connecting with Country initiatives

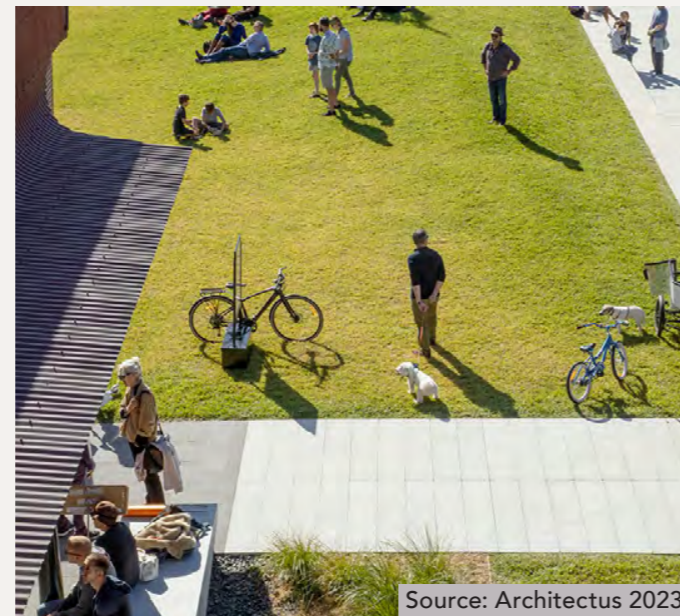


The Oakes Centre Plaza artist impression, Architectus 2023



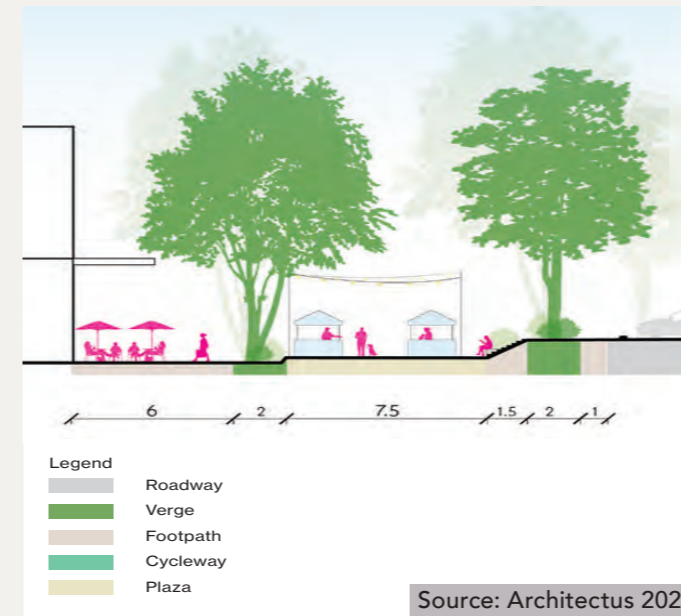
Source: Architectus 2023

Example - Public Space Activation



Source: Architectus 2023

Example - Public Space with Landscaping



Source: Architectus 2023

Indicative Cross Section



Source: Architectus 2023

The Oakes Centre Plaza Concept Sketch

Key Place 3 – Alexandra Avenue Local Park and Green Link Widening

As the northern node of the 'green link', the new Alexandra Avenue Local Park will have easy access to Austral Avenue Reserve, M.J. Bennett Reserve and beyond to Sydney Smith Park. The widenings will encourage walking and cycling recreation loops through the area and become a key green destination within Westmead South.

As the major new open space in Westmead South, Alexandra Avenue Local Park will provide the future residents living in the north with easy access to an open space that is greater than 3,000sqm.

This new local park will have two frontages, being Alexandra Avenue to its north and Grand Avenue to the south. The north-south oriented park will facilitate a high solar access throughout all seasons.


Alexandra Avenue Local Park will also be activated by ground floor cafe / restaurants facing the new park from adjacent development. Water Sensitive Urban Design and Smart City initiatives will also be considered to mitigate potential flooding impacts and improve user experience.


The existing through links will also be widened and embellished through future development setbacks and potential land acquisition, where appropriate.





Alexandra Avenue Local Park Guidelines


Create a local park that reflects the urban setting of the Northern Living Character Area

 The new open space should have dual frontages to Alexandra Avenue and Grand Avenue

 The current through link should be integrated with the new Alexandra Avenue Local Park

 Various of function areas should be introduced, including urban plaza, green area, water play area and playground

 Landscaping, in particular deep soil area, should be introduced to improve tree canopy coverage and provide visual screening

 Pedestrian crossings at Alexandra Avenue and Grand Avenue near the new park entrances should be improved

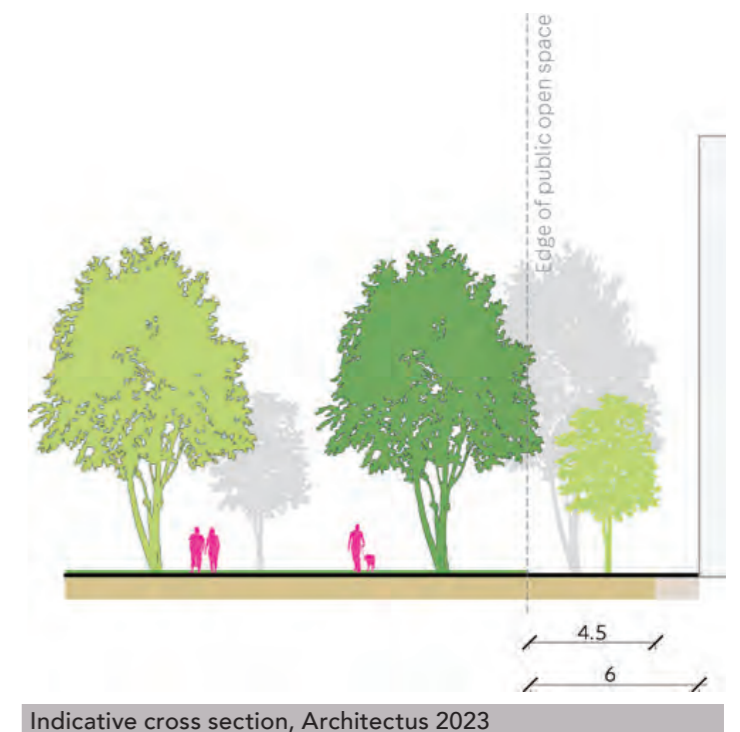
Water Sensitive Urban Design and Smart technology should be adopted in the design of this open space

First Nations heritage should be reflected in the park design through artworks and interpretation

Reflect and respect the former unnamed creek line, that was through this area, through public domain design

Green Link Widening Guidelines

- Improve the width of the existing pathway between Moree and Austral Avenue by exploring land acquisition
- Any future development on Grand or Moree Avenues and adjacent to the existing pathway should provide a minimum of 6m setback to the link. At least 4.5m of the 6m setback should be publicly accessible to contribute to the openness of the through link



Key Place 4 – M.J. Bennett and Austral Avenue Reserves

M.J. Bennett and Austral Avenue Reserves form the biggest open space in Westmead South. They are connected with the Northern Living Character Area via through site links, which are to be expanded as outlined in Key Place 3.

The function of the reserves will be capitalised through redesign of the open spaces. This includes improved recreational and sporting facilities, tree canopy coverage and additional park area at M.J. Bennett Reserve along Gowrie Crescent.

Improved pedestrian and cycling connections will be delivered across the east-west roads to facilitate easy movement.



M.J. Bennett Reserve and Austral Avenue Reserve concept sketch, Architectus 2023

Guidelines

- Redesign the Gowrie and MacArthur Crescents to remove the traffic island and absorb the space into M.J. Bennett Reserve
- Redesign M.J. Bennett Reserve to accommodate additional cricket nets, two full size multi purpose courts, a kickabout area, an outdoor fitness station, picnic and BBQ facilities
- Relocate the existing amenity blocks in M.J. Bennett Reserve to the north of the oval to open up the park
- Introduce a playground within Austral Avenue Reserve, including kids bike track and picnic facilities
- Landscaping should be improved to reach a minimum 45% mature tree canopy coverage (both M.J. Bennett and Austral Avenue Reserves) and provide visual screening to adjacent residential use
- Pedestrian crossings at Church Street and Austral Avenue near the park entrances are to be improved
- Provide formal walking pathways in both reserves, with a width of 2m, linking the activities together

Water Sensitive Urban Design and Smart technology should be adopted in the design of these open spaces

First Nations heritage should be reflected in the park design through artworks, landscaping and interpretation

Reflect and respect the former unnamed creek line, that was through this area, through public domain design

Key Place 5 – Sydney Smith Park

Sydney Smith Park plays a vital role providing large open space in the Central Living Character Area. While it is a flood basin during severe flooding events, it also provides sports and recreational functions serving the broader Westmead Community.

However, Sydney Smith Park is currently 'land locked' by the surrounding houses. It lacks street exposure and its accessibility is limited.

Opportunities exist to improve the function of Sydney Smith Park:

- Provide a widened street interface along Houison Street
- Re-wild low-lying northern area to promote Water Sensitive Urban Design and Connecting with Country integration
- Introduce through site links as part of future development to provide additional access points to the park
- Improve the quality of the space and landscaping



Sydney Smith Park concept sketch, Architectus 2023

Sydney Smith Park Guidelines

- Improve the park's street interface along Houison Street by investigating land acquisition opportunities
- → Introduce additional open to sky links to Sydney Smith Park as part of future development with a minimum width of 6m
- Improved function should be introduced, including picnic, BBQ and play facilities
- Provide formal walking loop path within the park, with a width of 2m, linking the activities together
- Landscaping should be improved to reach a minimum of 45% mature tree canopy coverage and provide visual screening to adjacent residential use
- Pedestrian crossings at Amos Street and Houison Street near the park entrances should be improved
- Water Sensitive Urban Design and Smart technology should be adopted in the design of this open space
- First Nations heritage should be reflected in the park design through artworks, landscaping and interpretation
- Preserve the existing parking spaces



Artist impression of future Houison Street, Architectus 2023

9.0 Implementation

The draft Westmead South Master Plan creates an opportunity to reimagine this growing suburb to ensure its prosperity into the future.

Implementing the draft Westmead South Master Plan, in particular the nominated desired characters and guidelines, is critical in achieving the nominated vision. The draft Master Plan is also to ensure the future development in Westmead South aligns the intended planning and design outcome.

The overarching actions to implement the draft Westmead South Master Plan are:

- Finalise the Master Plan addressing community and stakeholders feedback
- Finalise all the technical studies to support the Master Plan
- Prepare a Planning Proposal to submit to the Department of Planning and Environment, including all the supporting documents and updated planning controls to amend the current Cumberland Local Environmental Plan 2021 and Development Control Plan

Summarised in the table on this page are the key items to be implemented against the identified five (5) priorities in Chapter 8 of this report.

For easy reference, the following timing is identified in the context of the draft Westmead South Master Plan, aligning with Cumberland 2030: Our Local Strategic Planning Statement (LSPS):

- Short term – 0 to 2 years
- Medium term – 3 to 7 years
- Long term – 7+ years
- Ongoing – continuing initiatives

Priority 1 – Evolved Diverse and Affordable Housing

Principles	Actions	Timing			
		Short (0-2yrs)	Medium (3-7yrs)	Long (7+yrs)	Ongoing
Establish strong characteristics of different areas within Westmead South through a variety of building typologies in the right location	• Complete the LEP making process to amend the Cumberland Local Environmental Plan 2021 with the necessary planning controls, including but not limited to affordable housing, contributions plan, design excellence provision, to facilitate the desired uplift	●			
	• Deliver a site-specific Development Control Plan for Westmead South guiding the future development within each of the defined character areas	●			
	• Activate Hawkesbury Road, in particular between the Metro Station and the Oakes Centre		●		
Provide housing choice close to job opportunities	• Promote housing diversity in Westmead South, including medium-to-high-rise residential flat building, low-rise medium density housing, attached dwelling and detached houses				●
	• Prioritise the housing delivery in the Hawkesbury Road High Street and Northern Living Character Areas		●		
	• Explore incentive controls to facilitate affordable housing	●			
Provide affordable housing close to employment opportunity and public transport	• Investigate a site-specific Affordable Housing Contributions Scheme for Westmead South	●			
	• Collaborate with Land and Housing Corporation (LAHC) on future opportunities to support social and affordable housing				●
Protect and enhance the historical heritage within Westmead South	• Endorse the proposed Heritage Conservation Area or Special Character Area within the Westmead Village Character Area	●			
	• Endorse the identified contributory and non-contributory items with the proposed Westmead Estate Heritage Conservation Area or Special Character Area Westmead Village Character Area	●			

9.0 Implementation

Priority 2 – Evolved Open Space and Public Domain

Principles	Actions	Timing			
		Short (0-2yrs)	Medium (3-7yrs)	Long (7+yrs)	Ongoing
Create additional open spaces where appropriate to support the proposed growth	• Finalise Westmead South Public Domain Plan	●			
	• Explore the opportunity to develop a Heritage Interpretation Plan for Westmead South	●			
	• Provide a new local park along Alexandra Avenue			●	
	• Explore opportunities to create a plaza in front of the Oakes Centre and a civic plaza within the Westmead Metro Station block			●	
	• Implement the green link identified within Westmead South through appropriate ways				●
	• Coordinate delivery of public domain provisions with State agencies, such as Sydney Metro and Greater Cities Commission				●
Increase tree canopy coverage within Westmead South to reduce Urban Heat Island effect	• Improve streetscapes with increased tree planting and canopy coverage, where possible				●
	• Finalise and implement the Westmead South Resilience Plan and Environmentally Sustainable Design (ESD) Strategy currently under development	●			
Improve accessibility and appearance of existing open spaces and linkages	• Explore opportunities to expand Sydney Smith Park, M.J. Bennett Reserve and the existing through site links				●
	• Deliver the identified through links through future development		●		
Celebrate Indigenous heritage in new and existing open space and public domain areas, where appropriate	• Finalise the Connecting with Country Framework for Westmead South	●			
	• Implement the Connecting with Country Framework into the works on open spaces and public domain areas				●
Tailor characteristics of different areas within Westmead South through public domain initiatives	• Respond to the characters identified for each Character Area when designing, upgrading and delivering the existing and new open spaces and public domain areas				●

Priority 3 – Evolved Transport and Access

Principles	Actions	Timing			
		Short (0-2yrs)	Medium (3-7yrs)	Long (7+yrs)	Ongoing
Promote public transport solutions in right form and locations	• Improve existing public transport services that support Westmead, including additional and/or new services	●			
	• Coordinate with TfNSW to explore the opportunities to improve public transport offerings along Hawkesbury Road, in accordance Council's vision				●
Prioritise public transport, walking and cycling movements over general vehicles	• Finalise and implement Transport and Parking Strategy for Westmead South	●			
	• Apply maximum parking provisions for the new development in Westmead South				●
	• Calm traffic movements along Hawkesbury Road				●
	• Liaise with TfNSW and City of Parramatta to coordinate the cross boundary active transport links, in particular Toongabbie to Parramatta cycleway				●
Improve east-west connectivity and Hawkesbury Road's role as the central spine of Westmead South	• Implement the typical sections proposed along Hawkesbury Road coordinating with TfNSW, City of Parramatta and the community				●
	• Facilitate pedestrian prioritisation along Hawkesbury Road between the Oakes Centre and future Metro Station		●		
Create a network of active transport links and improved road function to connect Westmead South internally and externally with the surroundings	• Facilitate emergency vehicle movement along Hawkesbury Road		●		
	• Improve traffic movements along Bridge Road		●		
	• Explore opportunities to facilitate through site links in future development				●
	• Advocate for additional connections across the railway line to Westmead Health and Innovation District				●
	• Explore opportunities to facilitate a commuter car park in right location, as per Council resolution				●
	• Coordinate with TfNSW to receive support and potentially fundings to deliver the proposed active transport links along Alexandra Avenue		●		
	• Provide designated cycle path along Amos Street linking the future cycle path along Hawkesbury Road to the existing ones in Mays Hill Precinct and Parramatta Park			●	

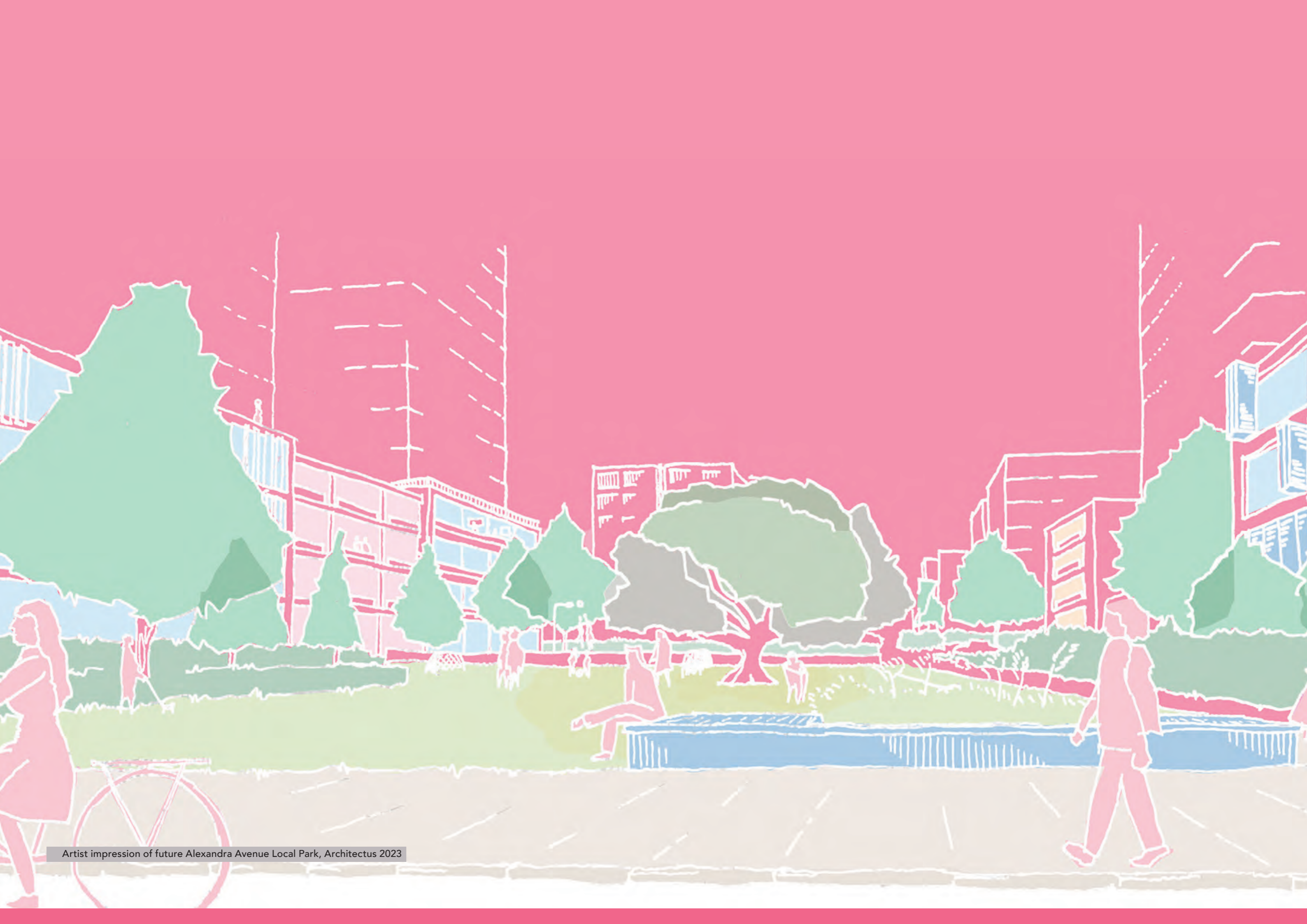
9.0 Implementation

Priority 4 – Evolved Infrastructure and Facilities

Principles	Actions	Timing			
		Short (0-2yrs)	Medium (3-7yrs)	Long (7+yrs)	Ongoing
Improve the efficient delivery of infrastructure	• Finalise and implement the Infrastructure Delivery Plan and Contributions Plan for Westmead South to deliver the necessary upgrades	●			
	• Explore grant funding opportunities to speed up delivery of public domain improvements such as the Oakes Centre Plaza and streetscape revitalisation				●
Provide the desired community facilities in right locations	• Coordinate with Sydney Metro to achieve the community facility provision identified for their site				●
	• Investigate the opportunity to incentivise a supermarket close to the future Metro Station delivered	●			
	• Provide a commuter car park close to the Metro Station as part of the future development		●		
Upgrade to the transport corridors to facilitate future growth	• Finalise the detailed traffic modeling and assessment for Westmead South in collaboration with TfNSW	●			
	• Advocate and collaborate with TfNSW to deliver and/or fund key upgrades to support strategic intents for the Westmead Health and Innovation District				●

Priority 5 –Key Places

Principles	Actions	Timing			
		Short (0-2yrs)	Medium (3-7yrs)	Long (7+yrs)	Ongoing
Progress the planning and delivery of Key Places in Westmead South	• Develop a program to progress delivery of these Key Places through concept design, detailed design, tendering and construction that supports the Infrastructure Delivery Plan and Local Contributions Plan amendments	●			
	• Collaborate with the relevant stakeholders / landowners to explore the opportunities realising the nominated designs				●
	• Liaise with Sydney Metro, through proper means, to achieve the vision and guidelines nominated for Key Place 1				●
Ensure high quality public domain design is achieved	• Evaluate the detailed design of the Key Places through Council's Design Excellence Panel				●



Artist impression of future Alexandra Avenue Local Park, Architectus 2023

10.0 Next Steps

To progress the strategic planning of Westmead South, from master planning towards the Local Environmental Plan (LEP) making stage, the next key steps are:

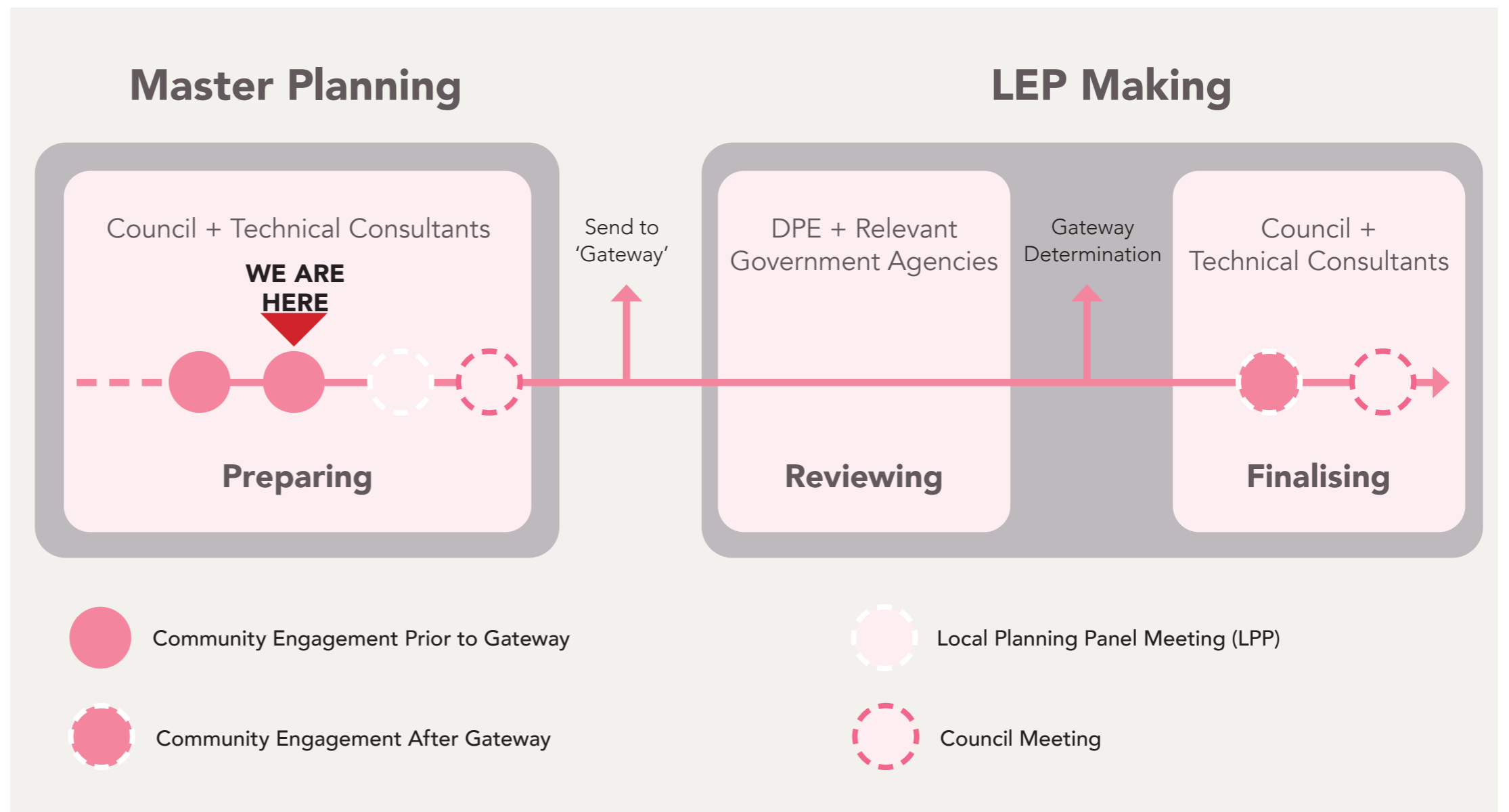
- Review community engagement submissions
- Finalise draft Master Plan, Planning Proposal, Development Control Plan and other relevant documents
- Present to the Local Planning Panel (LPP), which is an independent panel of planning experts, for review and recommendations

If resolved by Council, a Planning Proposal will be prepared and lodged to the NSW Department of Planning and Environment (DPE) for Gateway Determination. The Planning Proposal will consider the intent of the proposed changes, identified in the Master Plan, and provide justification for these changes.

The NSW Department of Planning and Environment will then review and assess the Planning Proposal, alongside the Master Plan. If DPE decided that the proposal can progress to the next stage, a Gateway Determination will be issued.

Once a Gateway Determination is issued, the Planning Proposal will be formally exhibited for community feedback. Once this exhibition period concludes, the submissions will be reviewed and considered by Council.


Depending on Council's decision, the Planning Proposal will either not progress or progress to DPE for finalisation. Finalisation includes gazettal of the supported amendments to the Cumberland Local Environmental Plan 2021 as identified in the Planning Proposal.





CUMBERLAND
CITY COUNCIL

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