

Reference: P0898-2

19 February 2026

The Trustee for The Bridge Road Trust
C/- Town Square Consultants

Attention: Richard McLachlan

Subject: 93 Bridge Road, Westmead – Response to traffic and transport related submissions on SSDA (SSD-80904224)

Dear Richard,

A State Significant Development Application (SSDA) has been submitted for a proposed residential development, comprising affordable and market housing at 93 Bridge Road, Westmead. Ason Group prepared a Transport Impact Assessment¹ to support the SSDA.

Subsequent to the SSDA being lodged, several submissions have been received from stakeholders in relation to several traffic and transport aspects. This letter has been prepared to specifically provide a response to submissions. Relevant submissions from the Department of Planning, Housing and Infrastructure (DPHI) and City of Parramatta (Council), Transport for NSW (TfNSW) and the community have been reproduced below together with detailed responses.

In addition, Ason Group prepared the Transport Assessment² to support the concurrent Planning Proposal (PP-2023-2810), which is in the final stages of the statutory plan making process. Ason Group was also involved in responding to agency and community feedback from the exhibition of the Planning Proposal. Given the interrelatedness of the proposals, Ason Group's response to the traffic and transport related submissions on PP-2023-2810 has been attached in Appendix B.

DPHI comments

Comment: Revise the traffic impact assessment (TIA) to:

- *address Council's comments*
- *confirm that bus stops within the vicinity of the site are adequately serviced and that the development is within an accessible area per the Housing SEPP.*

Response: The site is within 400 metres walking distance of bus stops that service the 824, 818 and 705 bus routes. These buses run regularly (at least one bus per hour as per the definition in the Housing SEPP) and provide connection to Parramatta Station, Merrylands Interchange and Blacktown Station. The site is also within 800 metres walking distance of Wentworthville Station, as demonstrated in Figure 1.

Therefore, the site meets the 'accessible area' requirements of the Housing SEPP.

Council comments are addressed later in this letter.

¹ 93 Bridge Road, Westmead, Transport Impact Assessment, reference P0898-2r03v2 prepared by Ason Group dated 16 May 2025

² 93 Bridge Road, Westmead, Transport Assessment, Planning Proposal, reference P0898-2r01v5 prepared by Ason Group dated 16 December 2024



Figure 1: Walking distance to Wentworthville Station

Comment: Update the architectural plans to detail the number and location of parking spaces allocated to market housing and affordable housing.

Response: Architectural plans have been updated to define the split of parking between market housing and affordable housing. The proposed split remains compliant with the non-discretionary development standards for both types of housing as per the Housing SEPP car parking rates.

Comment: Confirm that stacked parking within the basement will be allocated to the same apartments.

Response: Stacked parking will be allocated to the same apartment.

Comment: Confirm the location of bike racks/storage required by the Draft DCP. If bike storage is proposed in the storage cages, confirm that the development is consistent with the ADG storage minimums and the bicycle parking requirements in the draft DCP.

Response: This comment has been addressed by others.

Council comments

Comment: Council has concerns about the traffic modelling provided in the application’s Traffic Impact Assessment (TIA), as it relies on data from the Planning Proposal.

Traffic changes resulting from Council’s Toongabbie to Westmead Pedestrian and Cyclist Corridor project need to be considered and reflected in updated modelling. It is noted that as a result of Council’s work, there will be additional traffic at the intersection of Byrne Street and Bridge Road that will need to be remodelled as well.

Response: The Toongabbie to Westmead Pedestrian and Cyclist Corridor project is understood to include converting Wentworth Avenue between Bridge Road and Reid Avenue to one-way westbound traffic. It is understood that Council has completed their own traffic assessment and modelling to support the Toongabbie to Westmead Pedestrian and Cyclist Corridor project. No traffic assessment seems to be available online for this project. Notwithstanding, Council has confirmed in the meeting minutes from the Council meeting on 8 July 2024 that the changes to Wentworth Avenue would result in ‘an

acceptable minor diversion'. In addition, publicly available responses by Council on submissions on the Westmead Pedestrian and Cyclist Corridor project confirm that the traffic modelling completed by Council for the project indicates all intersections are expected to continue operating satisfactorily.

The proposed changes to Wentworth Avenue as a result of Council's project would not have a material impact on development traffic accessing the proposed development. The traffic modelling completed to date for the proposed development demonstrates the proposal would have a minor impact on the surrounding road network, and therefore Council's project would not change the outcomes of the Transport Impact Assessment that supported the SSDA.

Further, it is understood that TfNSW is completing broader traffic modelling as part of the Westmead Place Strategy. Through previous discussions with TfNSW, it is understood that this broader traffic modelling includes consideration of the proposed development uplift for the subject site.

Comment: *The proposed provision of 391 car parking spaces for residents and 48 spaces for visitors is supported. Additionally, 549 bicycle parking spaces (for residents) and 55 visitor spaces are proposed in accordance with PDCP 2023. A condition of consent is recommended requiring these spaces.*

In addition, it is noted that the TIA identifies that nine (9) motorcycle parking spaces will be provided in the development. However, only eight (8) spaces are identified on the plans. Plans should be updated accordingly.

Response: Noted. An additional motorcycle space can be provided within the basement car park to address this comment. This could form part of a consent condition.

Comment: *Parking spaces adjacent to columns in the basement may obstruct access, reducing aisle widths. Aisle widths must meet Australian Standards, or swept paths should be demonstrated to show that access to spaces can be made with an acceptable number of manoeuvres. Bicycle parking spaces should also be allocated to the same unit to avoid accessibility issues. Standards require the grade for at least 6m prior to the control point to not exceed 5%. However, the 5% grade is only provided for 3m prior to the control point.*

Response: The car parking layout has been designed in accordance with AS/NZS 2890.1:2004 and is subject to further design development as part of detailed design. Spaces and aisles are generally compliant with AS/NZS 2890.1:2004 with respect to the user class. Although certain locations have columns positioned the standard 5.8 metres behind parking spaces instead of the increased 6.1 metres to high structure, constituting a technical non-compliance, these columns represent localised obstructions as opposed to continuous walls and do not materially impact access to the car parking spaces on the opposite side of the aisle. Swept paths are provided in Appendix A confirming suitable access to these spaces is achievable.

AS/NZS 2890.1:2004 requires a maximum 1:20 (5%) grade for at least six metres prior to the control point. Council has indicated that a 5% grade is only provided for three metres prior to the control point. It is understood that Council has measured this distance back from the access control rather than the roller shutter door (being the control point). The access control has been set back three metres from the roller shutter so that it aligns with the driver's window. The proposed design allows for a six-metre area at a 5% grade measured back from the roller shutter, which allows for driver to store wholly on the 5% section of the ramp while using the access control.

TfNSW comments

Comment: *The Applicant has proposed three (3) small rigid vehicle (SRV) spaces and one (1) heavy vehicle rigid (HRV) space for loading and servicing. All new developments should be self-sufficient and cater for all loading and servicing on-site. The Applicant should not rely on the kerbside restrictions or designated visitor car parking spaces being available for site operations.*

The TfNSW Urban Freight Forecasting Model (UFFM) provides guidance to developers on how many loading zones are required for a development based on the proposed land use. Access to the tool can be requested at: <https://www.mysydney.nsw.gov.au/lastmilefreight#UFFM>

The TfNSW UFFM recommends the provision of five (5) B99 spaces, however, the development's provision of loading spaces meets the requirements for MRV but does not have sufficient space for SRVs.

TfNSW recommends that as part of the Response to Submissions (RtS) the Applicant considers allocating additional freight and servicing spaces to ensure sufficient space for MRV and SRV spaces to service future users of the development.

Response: Outputs from the UFFM are referenced in in Section 8.1 of the Transport Impact Assessment. The UFFM recommended a formal loading provision for two medium bays (SRV and small trucks) and one large bay (MRVs, HRVs and large trucks). The loading dock includes three bays for SRVs and one bay suitable for large trucks up to 10.8 metres in length including Council's waste collection vehicle. As such, this provision exceeds the minimum recommended provision for formal loading bays as outlined by the UFFM.

While it is acknowledged the UFFM also recommends the provision of five B99 spaces, B99 spaces are standard car spaces (associated with fast food deliveries, cars, utes, etc.). These are different to SRV bays, and as outlined above, suitable provision has been made to meet the SRV demand within the formal loading dock. Any minor deliveries by B99 vehicles would be able to take place within the available visitor car parking spaces.

Community comments

Comment: *Submitters raise concern about traffic and parking spillover onto Monarco's private road, especially by park visitors. While no southern vehicle access is proposed, fears remain over unauthorised access, congestion, noise, safety impacts, and need for control measures. Request made to extinguish Right of Way to prevent public use.*

Response: The park is considered ancillary to the proposed development and is expected to largely be used by residents in the surrounding area who would walk to the park. Therefore, the park is not expected to generate any destination-based parking demand.

The proposed number of car parking spaces for the proposed development is in accordance with the Housing SEPP parking rates and is considered acceptable.

Comment: The submitted traffic report has been updated to reflect the proposed access road to the north of the site however; the assessment does not accurately reflect the traffic impact on the surrounding roads. We note that a single access road via the Monarco roundabout for access to 93 and 91 Bridge Road is still shown.

Response: As detailed in Section 9.2 of the Transport Impact Assessment, it is acknowledged that the traffic modelling for the Planning Proposal scheme assumed the site would be accessed via the roundabout connecting with the existing private road along the southern boundary of the site, and that the SSDA proposal now includes a new private driveway along the northern boundary of the site. Updated SIDRA modelling was completed in Section 9.2 of the Transport Impact Assessment to assess the operation of the proposed new site access along the northern boundary of the site. The modelling confirmed the new site access point would operate well at a level of service A.

With the development traffic now proposed to access the site via a new private driveway instead of via the Monarco roundabout and existing private access road along the southern boundary of the site, this would naturally improve the operation of the roundabout compared to that presented in the Transport Assessment (Ason Group, 2024) that supported the Planning Proposal. This is due to the development traffic now travelling through the roundabout along Bridge Road which is a more efficient movement than turning in and out of the minor road at the roundabout as assumed in the Planning Proposal.

Comment: *The proposal will create a parking deficit of approximately 158 vehicles that will rely on street parking within a congested area. The proposal did not provide an adequate traffic management plan for the northern access and there are insufficient infrastructure improvements to Bridge Road. There was no consideration of the cumulative impact on local schools and services and a misrepresentation of proximity to railway stations.*

Response: The proposed number of car parking spaces for the proposed development is in accordance with the Housing SEPP parking rates and is considered acceptable.

Updated SIDRA modelling was completed in Section 9.2 of the Transport Impact Assessment to assess the operation of the proposed new site access along the northern boundary of the site. The modelling confirmed the new site access point would operate well at a level of service A. Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development. This traffic modelling considered background traffic growth on the surrounding road network to 2036 which would naturally considered the cumulative impact of surrounding land uses.

The site is located within 800 metres walking distance of Wentworthville Station and 400 metres walking distance of bus stops with regular bus services. The proposed development site therefore meets the 'accessible area' requirements of the Housing SEPP.

Comment: *The proposed development will increase traffic and congestion along Bridge Road which is a critical road for emergency services vehicles, specifically for Westmead Hospital. It will exacerbate existing bottlenecks and on-street parking is already limited as a result of hospital employees.*

The lack of pedestrian crossings near schools within proximity to the site, in combination with the proposed development, will put children at risk of accidents.

Response: Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development. Emergency services have priority under lights and sirens arrangements, with traffic required to pull to the side to allow emergency service vehicles through. As such, no increased delay to emergency services would result from the proposed development.

Pedestrian crossings near schools are not considered relevant to the project.

Comment: *The proposal does not provide sufficient on-site parking.*

Response: The proposed number of car parking spaces for the proposed development is in accordance with the Housing SEPP parking rates and is considered acceptable.

Comment: *The proposed development has a significant reduction in on-site parking as a result of the affordable housing standards. As such, an additional 160 vehicles will use parking along Bridge Road or will attempt to access Monarco to find parking. The new northerly access road is also likely to add congestion for cars travelling north on Bridge Road. No additional lanes are proposed on Bridge Road for cars from the south and will create difficulties for those trying to enter the proposed entry.*

Response: The proposed number of car parking spaces for the proposed development is in accordance with the Housing SEPP parking rates and is considered acceptable. Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development.

Comment: *Increased density will strain local emergency services, particularly ambulance and fire response. Ambulance and fire vehicle access through congested Bridge Road could cause delays.*

Response: Emergency services have priority under lights and sirens arrangements, with traffic required to pull to the side to allow emergency service vehicles through. As such, no increased delay to emergency services would result from the proposed development.

We trust the above provides the necessary information. Should you have any queries, please do not hesitate to contact the undersigned.

Sincerely,



Mack Brinums
Principal Transport Engineer

info@asongroup.com.au

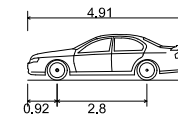
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1 Castlereagh Street,
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Appendix A Swept path assessment

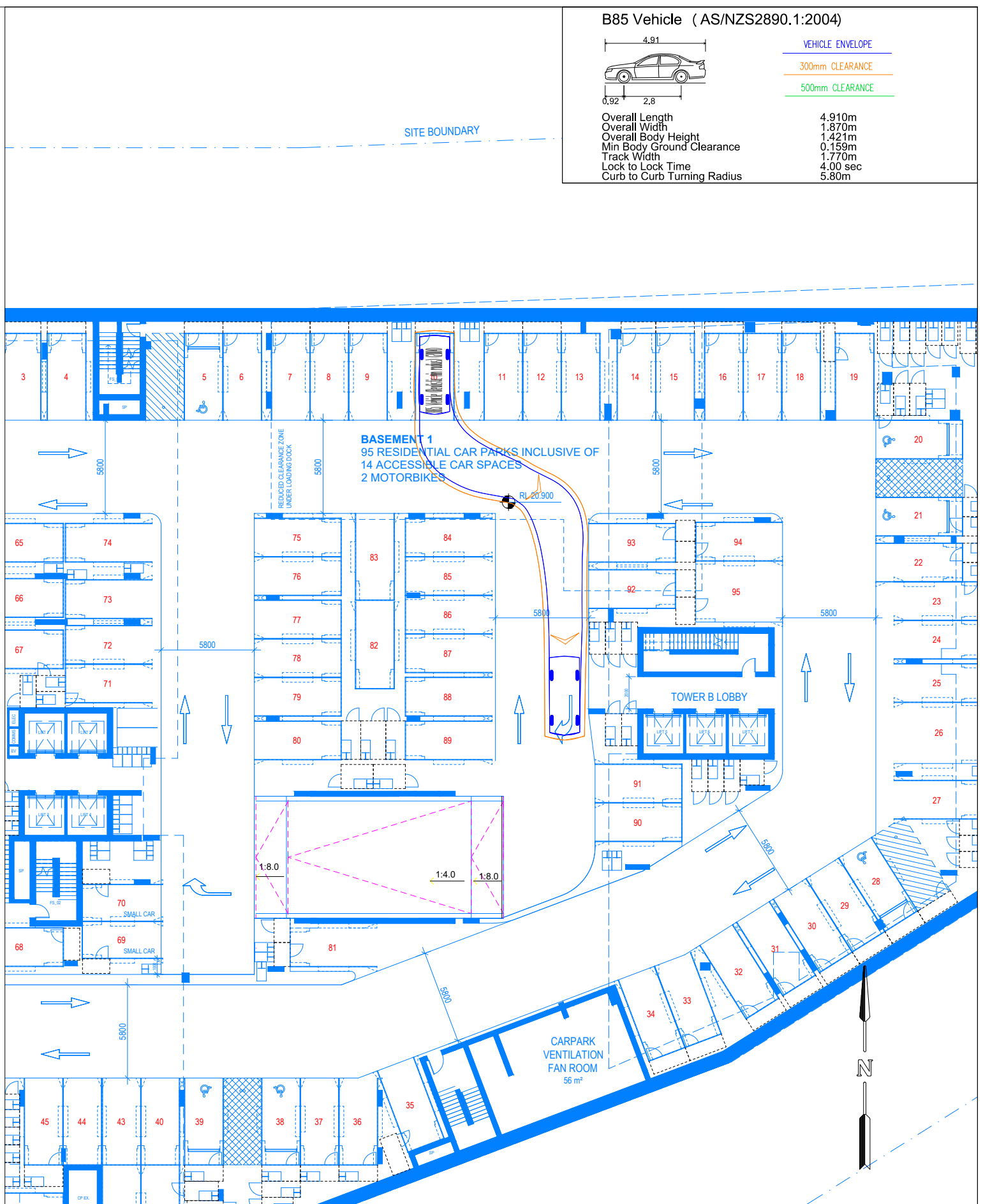
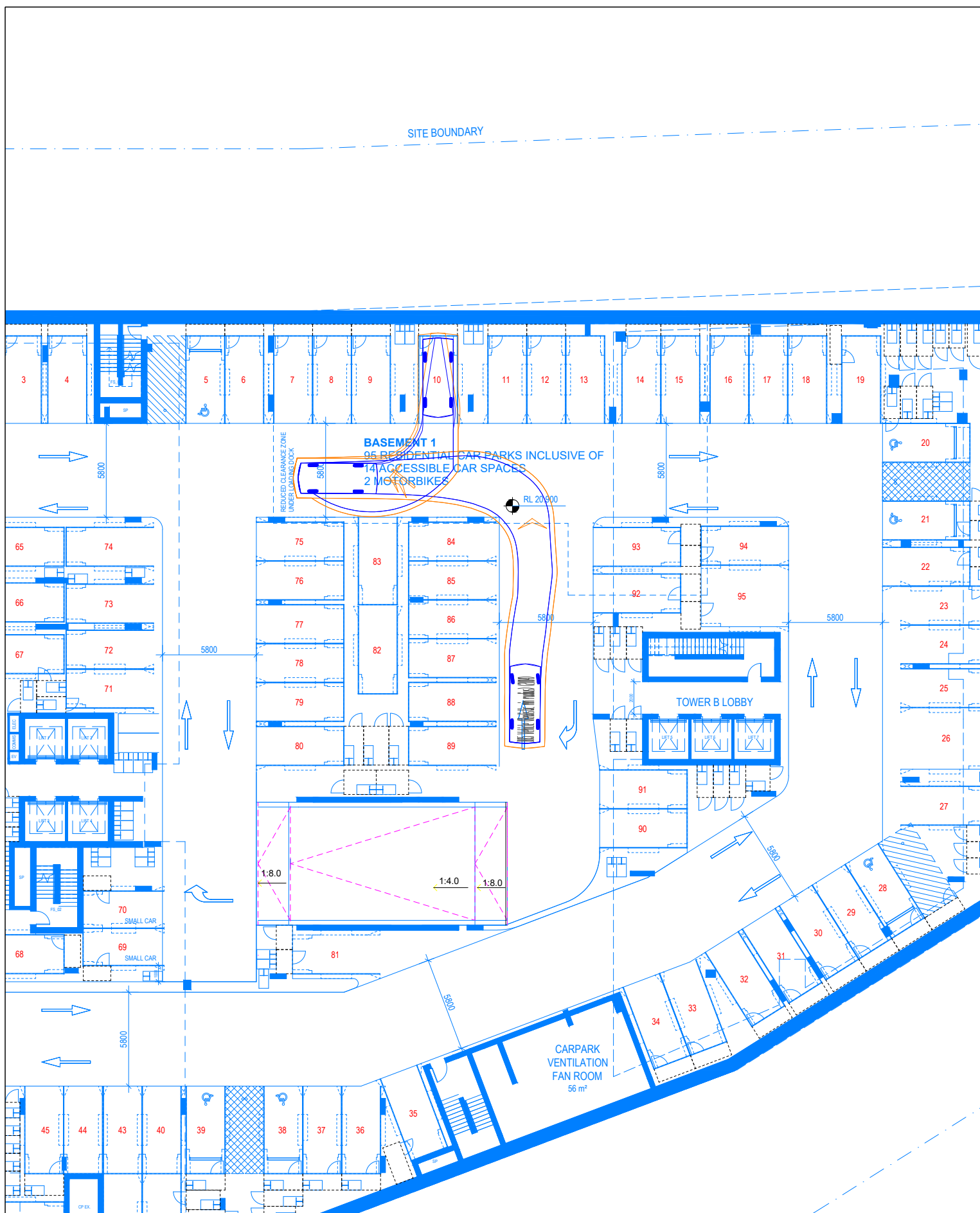
B85 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE

- 300mm CLEARANCE
- 500mm CLEARANCE

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m



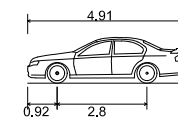
GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction.	DESIGNED Jay Wu	PAPER SIZE A3	CLIENT Town Square Consultants
	APPROVED BY M. Brinums	DATE 10.09.2025	PROJECT P0898-2
	SCALE 1:300	0 3 6	

DOCUMENT INFORMATION
Swept Path Analysis
Basement 1 - Car Space 10 - Entry & Exit
FILE NAME AG0898-2-d01-v06.dwg
SHEET AG_SP01

asongroup

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B85 Vehicle (AS/NZS2890.1:2004)

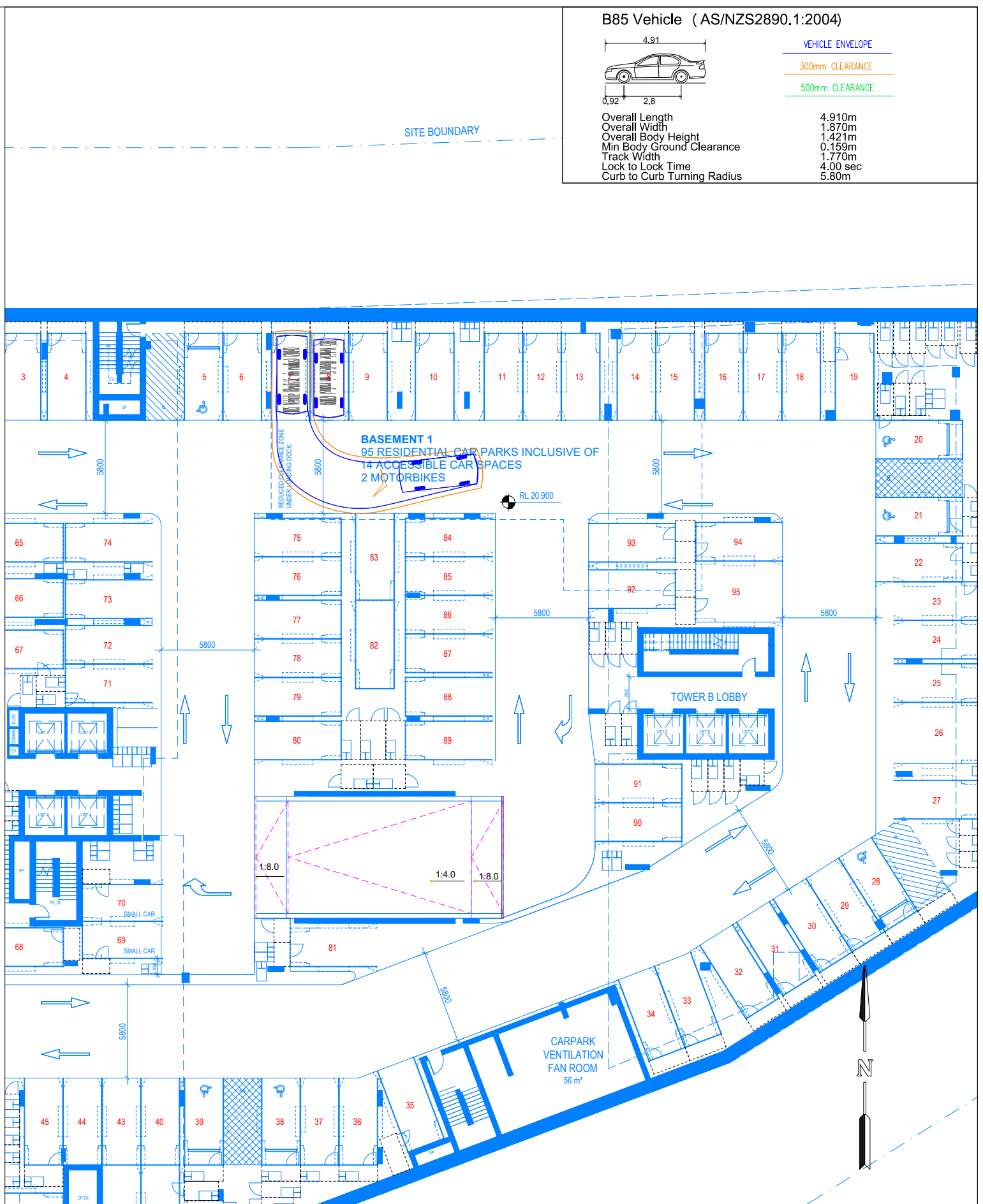
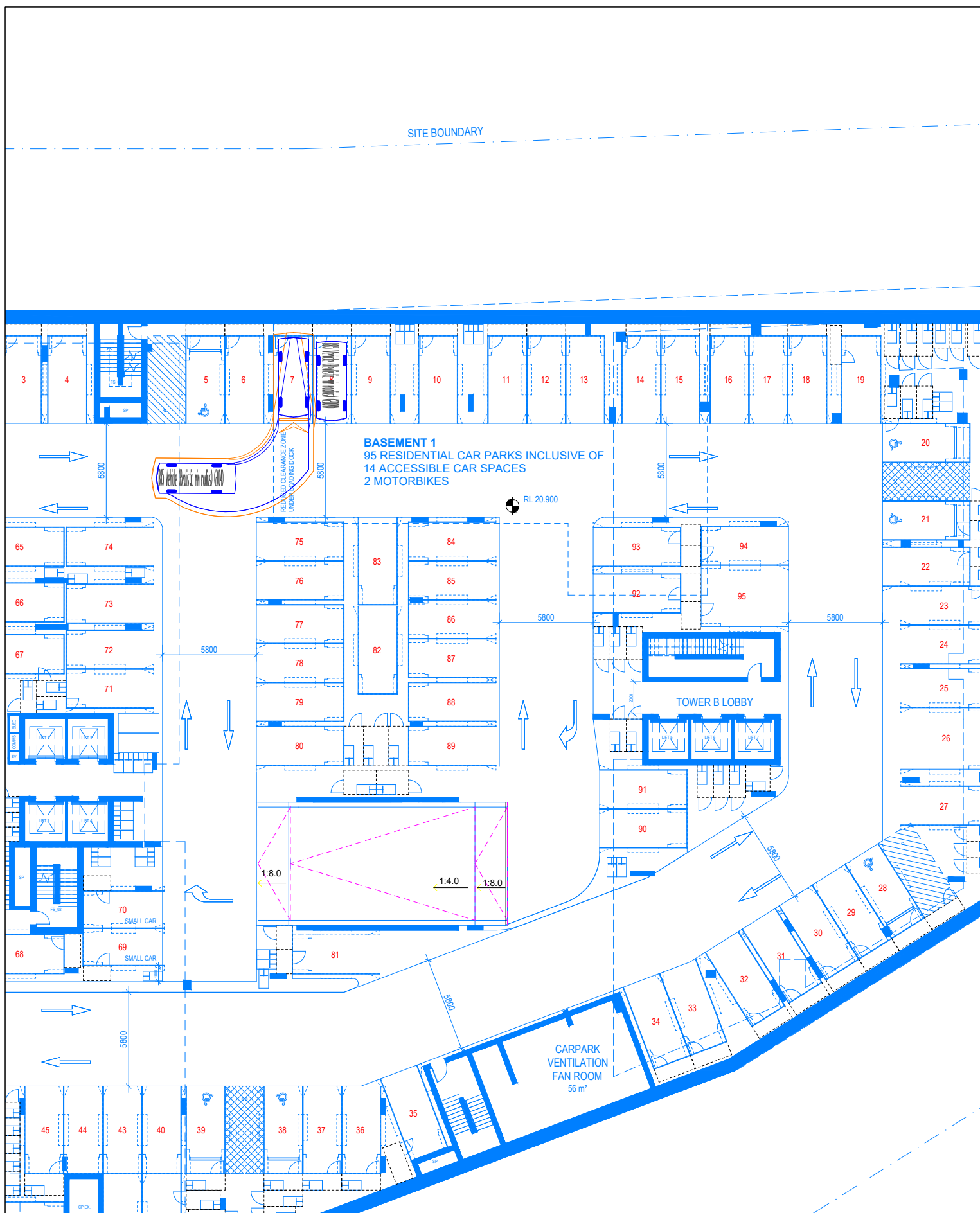


VEHICLE ENVELOPE

300mm CLEARANCE

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Overall Length 4.910m
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 Track Width 1.770m
 Lock to Lock Time 4.00 sec
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GENERAL NOTES

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DESIGNED Jay Wu	PAPER SIZE A3
APPROVED BY M. Brinums	DATE 10.09.2025
SCALE 1:300	0 3 6

CLIENT Town Square Consultants
PROJECT P0898-2 Bridge Place, 93 Bridge Road, Westmead

DOCUMENT INFORMATION Swept Path Analysis	
Basement 1 - Car Space 7 - Entry & Exit	
FILE NAME AG0898-2-d01-v06.dwg	SHEET AG_SP02

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Appendix B Planning Proposal (PP-2023-2810) response to transport related submissions

Reference: P0898-2

25 August 2025

The Trustee for The Bridge Road Trust
C/- Town Square Consultants

Attention: Richard McLachlan

Subject: 93 Bridge Road, Westmead – Response to traffic and transport related submissions on Planning Proposal (PP-2023-2810)

Dear Richard,

A Planning Proposal has been submitted for a proposed residential development at 93 Bridge Road, Westmead. Ason Group prepared a Transport Assessment¹ to support the Planning Proposal (herein referred to as the PP TIA).

Subsequent to the Planning Proposal being lodged, several submissions have been received from stakeholders in relation to several traffic and transport aspects. This letter has been prepared to specifically provide a response to submissions. Relevant submissions from the Department of Planning, Housing and Infrastructure (DPHI) and City of Parramatta (Council), Transport for NSW (TfNSW) and the community have been reproduced below together with detailed responses.

It is noted that a State Significant Development Application (SSDA) has also been submitted for the proposed development on the site. Ason Group also prepared a Transport Assessment² to support the SSDA which included more detailed and updated analysis on the proposed development (herein referred to as the SSDA TIA). As such, some of the analysis included as part of the SSDA submission addresses some of the stakeholder comments provided on the Planning Proposal.

DPHI comments

Comment: Update traffic modelling and address traffic concerns raised by Transport for NSW (TfNSW). The supporting Transport Assessment should be updated, as well as any corresponding reports.

This includes but is not limited to:

- *Updating all supporting studies to show maximum parking rates, including the draft DCP. The supporting Transport Assessment and any related documents should also identify the total parking spaces required for the proposal.*
- *Providing clarification as to whether the retail component is still included as part of the PP. If the retail component is still intended to be included, provide parking rates for the retail component where relevant.*
- *Clarifying site access and defining that the primary access is proposed from the northern boundary in all documents (discussed further in the next section). Investigation should continue into access from the southern boundary and into the potential for a perimeter road. As such, traffic modelling based on the proposed site access should be provided including all the access arrangements. This may involve modelling the T-intersection created by access from the northern boundary.*
- *Providing detail of active and public transport proposed initiatives and how people can access the nearby stations and bus stops.*
- *Addressing comments from the Transport for NSW submission in Attachment B. Please note this is a revised version of their 24 July 2024 submission on the PP. Provide analysis of the Transport*

¹ 93 Bridge Road, Westmead, Transport Assessment, Planning Proposal, reference P0898-2r01v5 prepared by Ason Group dated 16 December 2024

² 93 Bridge Road, Westmead, Transport Impact Assessment, reference P0898-2r03v2 prepared by Ason Group dated 16 May 2025

Planning and Traffic Modelling issues raised. Also address the Cumulative Traffic Impact, noting this does not have to be comprehensive.

Response: Detailed responses to TfNSW's comments are provided later in this letter.

In summary, the DCP will be updated to reflect maximum car parking rates. The retail component is no longer included as part of the planning proposal.

Vehicle access is proposed along the northern boundary of the site. Updated SIDRA modelling was completed in Section 9.2 of the SSDA TIA to assess the operation of the proposed new site access along the northern boundary of the site. The modelling confirmed the new site access point would operate well at a level of service A.

With the development traffic now proposed to access the site via a new private driveway instead of via the Monarco roundabout and existing private access road along the southern boundary of the site, this would naturally improve the operation of the roundabout compared to that presented in the PP TIA. This is due to the development traffic now travelling through the roundabout along Bridge Road which is a more efficient movement than turning in and out of the minor road at the roundabout as assumed in the Planning Proposal. The change to the site access arrangement would not impact network demands at a broader regional level and, as such, impacts at other intersections included in the PP TIA would remain largely unchanged.

Footpaths are provided along the southern side of Alexandra Avenue and the northern side of Wentworth Avenue to connect the site to Westmead Station and Wentworthville Station, respectively. In addition, bus stops are located immediately adjacent to the site on Bridge Road. Bicycle parking would be provided for both residents and visitors to encourage higher uptake of cycling to and from the proposed development.

Comment: *Address concerns related to Transport and Traffic including:*

- *Traffic congestion in the immediate and broader area*
- *Parking impacts on the surrounding streets.*
- *Impacts to emergency vehicles navigating the area.*
- *Overcrowded train stations at Westmead and Wentworthville.*

Response: Detailed responses to specific comments related to these concerns are provided later in this letter.

TfNSW comments

Comment: *In our response dated 24 July 2024, TfNSW requested the use of 'maximum' parking rates instead of 'minimum'. However, the Draft Site Specific DCP C05 Car Parking still uses 'minimum' parking rates as outlined in Table 8.5.3.5.1. In contrast, the Transport Assessment Table 8 Car Parking Rates and Section 8.0 of the Design Guidelines provided by the Planning Panel both stipulate the use of 'maximum' parking rates. Please amend the Draft Site Specific DCP to show 'maximum' parking rates.*

The car parking rates for the retail component consisting of 264m² floor space are not included in the Transport Assessment, the Draft Site Specific DCP, or the Design Guidelines provided by the Planning Panel. These rates must be included in the Transport Assessment and Draft Site Specific DCP in accordance with the TfNSW Guide to Traffic Impact Assessment.

The Transport Assessment does not indicate the total parking space requirements for the proposal.

Response: The DCP will be updated to specify these are maximum parking requirements. The retail component no longer forms part of the Planning Proposal.

A detailed review of the parking requirements for the proposed development and the adequacy of the proposed parking provision has been included as part of the SSDA TIA. Based on the detailed development yields proposed for the SSDA, the car parking rates within the site-specific DCP would result in a maximum permissible provision of 507 car parking spaces including 397 spaces for residents and 110 spaces for visitors. The SSDA proposal includes 441 car parking spaces including 391 spaces for residents, 48 spaces for visitors and two car share spaces which meets the DCP maximum requirements, while also meeting the minimum recommended Housing SEPP parking rates for affordable housing.

Comment: The updated Transport Assessment recognised the change in the Planning Proposal from the previous 4.25:1 FSR to 3.6:1 FSR, and the trip generation calculation was based on the reduced 404 apartments. However, the report used previous modelling based on the previous yield of 510 apartments, citing that the modelling represents a more conservative approach.

Traffic modelling was carried out on the basis of site access being provided via the shared use of the private road to the Monaco development (to the south of the site) as outlined in Figure 2 Model Network of the Transport Assessment and below (page 74/438). Yet the proposal indicates that the preference would be to provide a new access to the north of the site (also mentioned in Section 8.1 of the Transport Assessment). This would require a separate T-intersection that was not assessed as part of the intersection modelling.



Figure 2: Model Network

Section 2.1.2 Reference Scheme of the Transport Assessment mentions some ancillary retail components, but the remainder of the report does not discuss this further. It should be confirmed whether the retail component is part of the planning proposal.

Sections 6.2 – Active Transport and 6.3 Public Transport of the Transport Assessment (pages 47 and 48/438) do not provide a detailed assessment of active and public transport implications or proposed initiatives. Rather, they provide just a cursory qualitative capacity assessment. No indication of required pedestrian linkages to/from the site was provided. This will need to be defined at the development application stage

Response: It is acknowledged that the traffic modelling for the Planning Proposal assumed the site would be accessed via the roundabout connecting with the existing private road along the southern boundary of the site. Updated SIDRA modelling was completed in Section 9.2 of the SSDA TIA to assess the operation of the proposed site access along the northern boundary of the site. The updated modelling confirmed the new site access point would operate well at a level of service A.

With the development traffic now proposed to access the site via a new private access driveway instead of via the Monarco roundabout and existing private access road along the southern boundary of the site, this would naturally improve the operation of the roundabout compared to that presented in the Transport Assessment that supported the Planning Proposal. This is due to the development traffic now travelling through the roundabout along Bridge Road which is a more efficient movement than turning in and out of the minor road at the roundabout as assumed in the Planning Proposal. The change to the site access arrangement would not impact network demands at a broader regional level and, as such, impacts at other intersections included in the PP TIA would remain largely unchanged.

As also acknowledged in Section 9.2 of the SSDA TIA, the SSDA scheme includes a slightly higher apartment yield than that assessed as part of the Planning Proposal. This results in a slight increase of around 9 to 11 more vehicle trips expected to be generated by the proposed development during the weekday peak hours. Overall, this increase is minor and likely within daily fluctuation levels of traffic along Bridge Road.

Comment: *Given the distance of the site to both Westmead and Wentworthville Train Stations of approximately 800m (not a flat walk) and the T-Way bus stops travelling to Parramatta (over 1km) and the Northwest (approximately 830m), the proponent should look for opportunities to enhance active transport where possible.*

Response: Footpaths are provided along the southern side of Alexandra Avenue and the northern side of Wentworth Avenue to connect the site to Westmead Station and Wentworthville Station, respectively. In addition, bus stops are located immediately adjacent to the site on Bridge Road. Bicycle parking would be provided for both residents and visitors to encourage higher uptake of cycling to and from the proposed development.

Comment: *It is unclear if the vehicle access to the site will be wholly via the proposed driveway from Bridge Road, located along the northern boundary of the site as identified in Section 2.1.2 Reference Scheme of the Transport Assessment (page 10/438), or if vehicular access will be via the northern boundary as well as the current access via the private road to the south of the site as identified in the Draft Site-Specific DCP Figure 8.5.3.5a – Access and Servicing for 93 Bridge Road.*

Response: Vehicle access is proposed wholly via the proposed driveway along the northern boundary of the site.

Comment: *TfNSW notes that the additional vehicular traffic generated by this development uplift is not significant at approximately +100vph in the weekday peak hours. As such, these impacts will primarily affect local intersections in the immediate vicinity of the site.*

The traffic and transport analysis conducted by the proponent's consultant, whilst giving some broad understanding of the future localised traffic impacts of future development (including this site), does not properly analyse/consider the full cumulative impacts of publicly known future development in the area, such as: • Westmead Place Based Transport Strategy (Detailed Transport Assessment); and • Cumberland Council's Draft Westmead South Masterplan for over +6,600 additional dwellings (see links below for further details).

- <https://haveyoursay.cumberland.nsw.gov.au/projects/download/17931/ProjectDocument>
- <https://haveyoursay.cumberland.nsw.gov.au/projects/download/17922/ProjectDocument>
- *Future traffic impacts of the Bridge Road Corridor as a result of future proposed changes to the Hawkesbury Road Corridor are highlighted within the Westmead Place Based Transport Strategy: https://www.future.transport.nsw.gov.au/sites/default/files/2022-10/Westmead_Place_based_Transport_Strategy.pdf.*

Comment: *Given that the Bridge Road widening project being undertaken by TfNSW is a current project, the 2036 Base models should include the widened section (not only the mitigation case). This will allow TfNSW to better understand the impact this development may have after the project has been completed. The proposal should not undo the benefits of the widening project.*

The mitigation modelling scenario considers removal of on-street parking on approach to the signalised intersections. Council is to confirm if the mitigation measures can be supported and then included as part of the traffic modelling.

The modelling results indicate that the operation of the intersection of Darcy and Bridge Roads will improve post-development in 2026. This is unlikely as the Westmead Place-based Transport Strategy (2022) acknowledges that the Darcy and Bridge Roads intersection are currently at or above capacity for the morning peak hour. Certain comparisons at the intersection of Bridge Road and Vernon Street also show this. Note that the existing phasing arrangement modelled for this intersection does not seem to be accurate.

Clarification is required on the consistency of the network assumptions in the intersection model for the proposal (Bridge Road) against what was covered in the Westmead DTA modelling.

Response: The potential mitigation measures identified as part of the PP TIA were to assist with providing additional road network capacity to accommodate background traffic, and are not required as a direct result of the proposed development. As acknowledged by TfNSW, traffic generated by this development uplift is not significant. Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development. As such, the Proposal will not undo the benefits of the widening project.

In relation to the Bridge Road/Darcy Road intersection, calibration was undertaken in February 2021, with existing congestion acknowledged in the PP TIA. The project case modelling included some potential adjustments to phase times to respond to changes to intersection demands and better manage intersection performance.

Comment: *Council is advised that Sydney Trains has not made any reviews or assessment of the current station capacity and train services. The uplift in density may have the potential to impact existing rail services and capacity. We recommend that Council liaise with the relevant section of Sydney Trains to ascertain potential station upgrades and/or augmented rail service requisites stemming from the Planning Proposal and its intended future use.*

Council should note that there are load restrictions in place and consider a plan of management/safe working method statement for the overbridge at Bridge Road whereby future development is to consider the load and vehicle capacity of the bridge, which also includes any future construction vehicles.

Council should note that Transport Asset Manager (TAM), formally known as Transport Asset Holding Entity (TAHE), has an existing access easement benefitting Sydney Trains that is accessed off the side street at Moree Avenue. This corridor access point is not to be blocked at any stage of any future development (including during construction) and should make provision for easy and ongoing 24/7 access by rail vehicles, plant, and equipment to support maintenance and emergency vehicles. Below is an extract of our mapping system locating the corridor access gate. The legend is provided below in Figure 4.

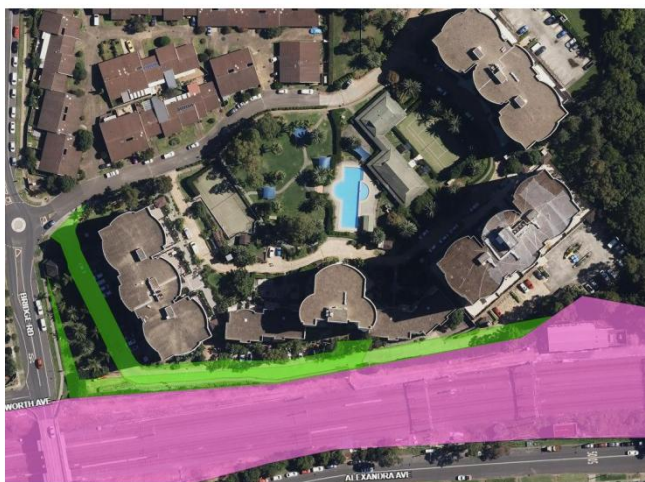


Figure 3: Aerial of the Railway line showing TAHE Land and Existing Access Easement.

Response: In addition to train services, the site is also within close proximity of bus, light rail and future metro services. It is not expected that the proposed development would have a material impact on existing rail or station capacity.

Any restrictions on construction routes to and from the site would be considered as part of future detailed construction planning for the proposed development by the appointed contractor. Any restrictions would be detailed as part of a future Construction Traffic Management Plan which is typically required as part of the consent conditions.

The proposed development would not impact the existing access easement.

Community submissions

Comment: *Submission raised concerns regarding a significant increase in road usage on Bridge Road and surrounding areas. The road already serves as an unofficial bypass from Cumberland Highway to Great Western Highway during peak hours and is currently highly congested. Additional traffic would negatively impact ambulance services traveling from Briens Road depot or Westmead hospital. The extra congestion would compromise emergency service response times during already busy periods.*

Response: Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development. Emergency services have priority under lights and sirens arrangements, with traffic required to pull to the side to allow emergency service vehicles through. As such, no increased delay to emergency services would result from the proposed development.

Comment: *Submitter questions traffic management plans for 400 new dwellings, noting existing infrastructure is already at capacity. Main concern is the right-hand turn from Darcy Road onto Bridge Road, which already causes significant traffic backup to Briens Road roundabout and will worsen with additional cars from the development.*

Response: Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development.

Comment: *Submitter has objected citing that the area has become increasingly congested with existing small apartment complexes. Notes Bridge Road only has one lane each side, school traffic already creates "nightmares," and area is fully saturated without appropriate road infrastructure. Argues against adding high-density development to already crowded narrow streets.*

Response: Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development.

Comment: Citing excessive height/overshadowing, unauthorized access to Monarco's private roads, inadequate parking (158+ car deficit), security concerns from gaps allowing pedestrian access, misleading planning documentation, and requests height reduction, removal of private property access, full fencing, and aviation impact review.

Response: Proposed car parking rates seek to balance parking demands and traffic implications for the network, with TfNSW seeking maximum parking rates for the site to address the latter.

A detailed review of the parking requirements for the proposed development and the adequacy of the proposed parking provision has been included as part of the SSDA TIA. The proposed number of car parking spaces for the proposed development is in accordance with the Housing SEPP parking rates and the site-specific DCP maximum parking rates, and is considered acceptable.

Comment: Objects to excessive building height that will visually dominate streetscape, cause significant solar shading (reducing winter sunlight to <2 hours), and worsen traffic on already pressured Bridge Road. Supports housing supply but considers development too large for location.

Response: Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development.

Comment: Monarco Estate owner objects to 27-storey development citing excessive height causing severe shading (reducing winter sunlight from 7 to 2 hours), unauthorized access to private park/facilities paid for by strata fees, inadequate parking (160+ vehicle deficit), school overcapacity issues, child safety concerns from increased traffic, and security risks from public frontage curving onto private road.

Response: A detailed review of the parking requirements for the proposed development and the adequacy of the proposed parking provision has been included as part of the SSDA TIA. The proposed number of car parking spaces for the proposed development is in accordance with the Housing SEPP parking rates and the site-specific DCP maximum parking rates, and is considered acceptable. Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development.

Comment: Professional planning submission by Paro Consulting on behalf of Monarco Estate Community Association objecting to the proposal. Major concerns include excessive 89.7m height incompatible with area character, significant overshadowing reducing solar access below ADG requirements, unlawful public access through 200m of private roads/footpaths, insufficient visitor parking (90 spaces short of DCP requirements), and misleading connectivity claims requiring unauthorised access through private stormwater basin.

Response: A detailed review of the parking requirements for the proposed development and the adequacy of the proposed parking provision has been included as part of the SSDA TIA. The proposed number of car parking spaces for the proposed development is in accordance with the Housing SEPP parking rates and is considered acceptable.

Comment: Objects to the development as wholly out of character (equivalent to Parramatta CBD skyscraper), citing excessive building height, significant loss of privacy/sunlight/views for surrounding apartments, traffic and parking congestion in already struggling area, environmental/noise impacts from

construction and increased density, and property devaluation from visual obstruction and overcrowding.

Response: Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development.

Comment: *Objects to development citing serious long-lasting negative impacts including property value loss from overshadowing and reduced amenity, complete loss of privacy/sunlight/views from 27-storey tower, increased traffic congestion on already overstretched roads, reduced street parking affecting emergency vehicles, and ongoing noise/construction disturbance. Urges rejection as "skyscraper out of place in mid-rise residential zone.*

Response: Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development.

Comment: *Strongly objects to plan as completely unsuitable for location, accusing developers of false statements about site context. Notes area is primarily 3-level buildings (except 9-level Monarco complex), while proposed 27-storey "eye watering" tower equivalent to Parramatta CBD skyscrapers has no place in residential area. Cites additional traffic, inadequate parking, privacy loss from overshadowing, natural light blocking, and property value drops. Offers to meet council on-site to demonstrate project's inappropriateness.*

Response: A detailed review of the parking requirements for the proposed development and the adequacy of the proposed parking provision has been included as part of the SSDA TIA. The proposed number of car parking spaces for the proposed development is in accordance with the Housing SEPP parking rates and is considered acceptable. Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development.

Comment: *QLD investor shocked and amazed such a building could be considered in area dominated by 3-level buildings, stating adverse effect would be completely negative and damaging. Concerned about amplifying existing traffic/parking issues, privacy loss from building towering over surroundings, and huge property value loss. Requests council find more suitable location; warning approval would be a "grave mistake" prioritising profit over genuine resident concerns.*

Response: Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development.

Comment: *Brief submission noting Bridge Road already faces huge traffic congestion and parking issues. States new project will worsen situation to point where residents will need to relocate. Requests reduction in number of units being built.*

Response: Traffic modelling for the Planning Proposal confirmed the development traffic would have a minor impact on the surrounding road network compared to future base conditions without the development.



We trust the above provides the necessary information. Should you have any queries, please do not hesitate to contact the undersigned.

Sincerely,

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