

# 93 Bridge Road, Westmead Redevelopment Proposal

## Engagement Outcomes Report

Client: The Trustee for The Bridge Road Trust

Date: 14 April 2025

ELUMNI CONSULTING

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## Acknowledgment of Country

*We acknowledge the Traditional Custodians of the lands where we work and the places in which we live. We celebrate the First Peoples' unique cultural and spiritual relationship to Country, and their rich contribution to Australia. We pay respect to Ancestors and Elders past, present and future.*

	<b>Name</b>	<b>Date</b>	<b>Signature</b>
Prepared by:	Brendan Blakeley	April 2025	
Reviewed by	Petra Fowler	April 2025	
Client manager approval (if required):	Richard McLachlan	April 2025	

### Prepared for

The Trustees for the Bridge Road Trust

### Elumni Consulting

Brendan Blakeley  
Director  
Elumni Consulting  
brendan@elumni.au

# 1 Introduction

This Engagement Outcomes Report is submitted to the Department of Planning, Housing and Infrastructure (DPHI) on behalf of The Trustee for The Bridge Road Trust in support of a State Significant Development Application (SSDA) (SSD-80904224) for a residential development, comprising affordable and market housing at 93 Bridge Road, Westmead (the site).

## 1.1 The Site

The site is located at 93 Bridge Road, Westmead within the City of Parramatta Local Government Area (LGA). It is located 1.5km north-west of Parramatta CBD and 26km west of Sydney CBD. The site is legally referred to as SP31901 and has an approximate site area of 8,663m<sup>2</sup>.

The site is in a highly accessible location, being an equidistance from Wentworthville and Westmead train stations and is within walking distance to the Westmead Health, Education and Innovation Precinct.

The immediate site context is predominantly residential in nature. Higher density residential development is concentrated to the south of the site. To the west of the site are health and education uses, centred around Westmead train and light rail stations.

An aerial image of the site is shown below in **Figure 1**.



 THE SITE

NOT TO SCALE 

Figure 1 Aerial image of the site

Source: Beam Planning

## 1.2 The Proposed Development

This SSDA seeks approval for a new residential development that will increase housing supply and affordability within a strategic location. Specifically, the proposed development will comprise the following scope of works.

- Site preparation and excavation works, including demolition of all structures on the site.
- Construction of a new residential development comprising two (2) 27-storey residential flat buildings providing 549 dwellings, including affordable housing.
- Four-storey basement, comprising 441 car parking spaces and services, including 391 spaces for residents, 48 spaces for visitors, and 2 car share spaces.
- Vehicular access provided via Bridge Road.
- Associated landscaping and public domain works, including the delivery of a 1,000m<sup>2</sup> public park, communal open space and footpath embellishments.
- Extension and augmentation of physical infrastructure and utilities as required.

## 1.3 Relevant SEARs

This Engagement Outcomes Report addresses the relevant Secretary's Environmental Assessment Requirements (SEARs) as set out in the table below.

**Table 1 SEARs Compliance Table**

SEAR 4. Engagement	Location
<i>Demonstrate that engagement and consultation activities have been undertaken in accordance with the Undertaking Engagement Guidelines for State Significant Projects and identify how issues raised, and feedback received have been considered in the design of the project.</i>	See this Engagement Outcomes Report
<i>If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&amp;A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&amp;A Act, the agency relevant to that approval or authorisation must be consulted.</i>	

## 1.4 About this report

This report provides a summary of the consultation process undertaken for the proposed redevelopment of 93 Bridge Road, Westmead – In-Fill Affordable Housing (SSD-80904224). Elumni Consulting was engaged to lead a community engagement and consultation process that was consistent with the NSW Government's Engagement Guidelines for State Significant Projects. This report documents the consultation activities conducted, feedback received, and how this input has influenced project development.

## 2 Engagement approach and outcomes

The consultation process was designed to be transparent, inclusive, and responsive to stakeholder concerns. The engagement process was conducted in three phases.

1. Stakeholder mapping and strategy development (February 2025)
2. Community consultation (March – April 2025)
3. Reporting and SSDA submission (March 2025)

The process included:

- stakeholder mapping to identify key groups, including local government, agencies and utilities, community organisations, nearby residents, and business owners
- approaches to agencies, authorities and utilities
- Offers of briefings to neighbours.
- A meeting with the Owners Corporation for Monarco Estate.
- Letters to owners' corporations and strata managers.
- An information session on 27 March 2025.
- Feedback collection via emails, and verbal discussions.

The level of engagement to develop this application is proportionate with the scale and impact of the proposed works and consistent with the Undertaking Engagement Guidelines for State Significant Projects.

### 2.1 How we notified stakeholders

Across March, a range of engagement activities, as listed below, were undertaken to inform property owners, managing agents, and key stakeholders about the consultation process and the offer of a meeting.

- Contact with the Strata Manager of Monarco Estate to arrange a briefing of the Owners Corporation.
- On 5 March, a letter was hand delivered to the mailboxes of Owners Corporations and Secretaries at:
  - 152 -156 Bridge Road
  - 136 -140 Bridge Road.
- On 5 March, a letter was hand delivered to the mailboxes of:
  - the Seventh Day Adventist church
  - Westmead Medical Centre.
- On 5 and 9 March follow up phone calls were made to the Seventh Day Adventist Church.
- On 6 March, a letter was emailed to strata managers to pass onto the Owners' Committees of:

- 152 -156 Bridge Road
- 12- 148 Bridge Road
- we were unable to locate details of the Strata Managers for 136-140 Bridge Road.
- Direct contact with the following to request briefings:
  - NSW Health
  - Catholic Schools Parramatta
  - School Infrastructure NSW (SINSW).
- In addition, members of the project team held direct discussions with the following agencies:
  - DPFI
  - City of Parramatta
  - Transport for NSW (TfNSW)

## 2.2 Stakeholders we engaged

After extensive efforts to notify and advise neighbours about the consultation process the following stakeholders took up the opportunity to provide feedback.

No.	Date	Meeting	Attendees	Purpose / Key Outcomes
<b>Agencies authorities and utilities</b>				
1.	15 & 30 January, 26 February 2025.	Department of Planning, Housing and Infrastructure (DPHI)	DPHI SSDA and Local Plan Making Authority Teams and applicant team (architects, planners)	Discussed SSDA planning process, HAD requirements, incorporating the recommendations of Planning Panel review viability assessment and quantum of affordable housing
2.	24 February 2025	Meeting with NSW Health (HNSW)	HNSW property team and applicant team	Briefing on the proposal and sought information on longer term plans for the HNSW owned site to the north
3.	27 February and 2 April 2025	Pre-lodgement meetings with City of Parramatta	Council planning staff and applicant team	Discussed planning process and contributions
4	5 March 2025	Meeting with NSW Health (HNSW) and School Infrastructure NSW (SINSW)	HNSW property team, SINSW planning team and applicant team	Briefing on the proposal and sought information on longer term plans for the HNSW owned site to the north
<b>Community stakeholders</b>				
5	21 February 2025	Designing with Country	First Nations stakeholders:	Initiated process to engage First Nations advisors and look at opportunities to embed cultural knowledge in the redevelopment of the site

6.	06 March 2025	Catholic Schools Parramatta	Catholic Schools representative and project team	Outline the proposal and seek initial feedback
7.	10 March 2025	Landowners meeting	Landowner of property opposite site and project team representative	Outline the proposal and seek initial feedback
8.	17 March 2025	Immediate neighbours	Owners committee Monarco Estate and project team	Outline the proposal and seek initial feedback
9.	27 March 2025	Information session	Residents of Monarco Estate	Outline the proposal and seek initial feedback
10.	24 March 2025	Representative of Owners corporation	Resident of 142 -148 Bridge Road	Sent information pack to outline proposal and seek feedback

## 2.3 What we heard - issues raised though consultation

### Department of Planning, Housing and Infrastructure

There has been ongoing liaison with the Department of Planning since 2019. As part of preparing this SSDA, a series of meetings have been held with the Department of Planning, Housing and Infrastructure. Matters raised are outlined below.

Matters raised	Proponent response
Detail of updated Planning Proposal package	<ul style="list-style-type: none"> <li>All recommendations are incorporated into the updated Proposal, except for the retention of the originally planned, dedicated northern access from Bridge Road, which results from the private nature of the existing southern access (in favour of the neighbouring Monarco Estate).</li> </ul>

### Transport for NSW/ Roads and Maritime Services

There have been ongoing discussions with RMS since 2019. These have focused mostly on traffic modeling. Matters raised are outlined below.

Matters raised	Proponent response
Modelling	<ul style="list-style-type: none"> <li>In the absence of access to regional modelling, Updated SIDRA analysis data has been used.</li> </ul>

### City of Parramatta

Over the course of the project there have been numerous meetings with the City of Parramatta. In the meetings with council representatives directly related to this 2025 iteration of the proposal the following matters were raised.

Matters raised	Proponent response
Planning pathway	<ul style="list-style-type: none"> <li>An SSDA is being prepared reflecting guidance provided by the Planning Panel in their 2024 review of the proposal</li> </ul>

Is affordable housing part of the proposal	<ul style="list-style-type: none"> <li>• A minimum of 15 percent affordable housing will be provided</li> <li>• Discussions are underway with Tier 1 community housing providers</li> </ul>
Will the proponent be seeking the 30% bonus?	<ul style="list-style-type: none"> <li>• Yes, this is being sought, yielding an FSR of around 4.68 :1 and a building height of 27 storeys</li> </ul>
Current proposals for vehicle and pedestrian access	<ul style="list-style-type: none"> <li>• Vehicle access for cars and servicing vehicles is via a two-way ramp located on the northern boundary of the site</li> <li>• The ramp goes into a 4-level shared basement</li> <li>• Pedestrian access is via the Bridge Road entry to the building, with access to the public park via a new pathway adjacent to the vehicle ramp</li> </ul>
Long-term Council is keen to see greater connectivity across the NSW Health site and between adjacent areas.	<ul style="list-style-type: none"> <li>• Publicly accessible areas within 93 Bridge Road could be readily integrated into a future open space network within the NSW Health site if this was desired</li> <li>• Residents of the Monarco Estate are not keen to see public access to the park from the estate's private road</li> </ul>
Creating safe access to public park and the status of the proposed easement.	<ul style="list-style-type: none"> <li>• Ownership of the park has not yet been determined however it is required to be a public park</li> <li>• Whatever the final arrangement both access to the park and the park itself are required to be public</li> <li>• CEPTED principles will be employed in the detailed design of the park and access way</li> </ul>
Process and timing for a VPA to be negotiated	<ul style="list-style-type: none"> <li>• Noted</li> </ul>

## NSW Health and SINSW

In the February meeting with representatives from NSW Health and SINSW the following matters were raised.

Matters raised	Proponent response
Process to access NSW Health land for any future investigations	<ul style="list-style-type: none"> <li>• Appropriate permissions will be sought and processes followed</li> </ul>
Protection zones for trees along the northern boundary.	<ul style="list-style-type: none"> <li>• Setbacks have been provided</li> <li>• Arborists recommendations as to protection zones and protection measures will be followed</li> <li>• Please refer to Appendix 20: Aboricultural Impact Assessment</li> </ul>
Nature of vehicular access - is it a road or a ramp	<ul style="list-style-type: none"> <li>• The vehicular access is two-way ramp leading down to a shared basement</li> </ul>

Extent of building setbacks from the northern boundary	<ul style="list-style-type: none"> <li>The building setback is at minimum 10 metres from the site boundary</li> </ul>
Proposal needs to acknowledge the potential for redevelopment of the NSW Health site at some point in the future	<ul style="list-style-type: none"> <li>The scale of setbacks and orientation of buildings anticipates the potential for future redevelopment to the north of the site.</li> </ul>
Opportunities for accommodating key workers and families staying with patients in the hospital	<ul style="list-style-type: none"> <li>Noted for future discussion</li> </ul>
Long term ownership of park and the ability for public park to integrate with a future open space network on NSW Health land	<ul style="list-style-type: none"> <li>Ownership of the park has not yet been determined. It is however required to be a public park</li> <li>Publicly accessible areas within 93 Bridge Road could be readily integrated into a future open space network within the health site if this was desired.</li> </ul>

### First Nations stakeholders

First Nations stakeholders noted the following at the workshop and subsequent Walk on Country that took place on 21 February 2025. For further details please refer to Appendix 13, Austral Archaeology: Connecting with Country Report.

Matters raised	Proponent response
Use of local endemic species for planting and protecting existing trees immediately to the north of the site	<ul style="list-style-type: none"> <li>These can be readily incorporated into the detailed landscape plan.</li> <li>Please refer to: <ul style="list-style-type: none"> <li>Appendix 11 Landscape Public Space Plan</li> <li>Appendix 12 Landscape Report</li> <li>Appendix 20 Aboricultural Impact Assessment</li> </ul> </li> </ul>
<p>If formal artificial shades, gazebos, or other such structures are planned, these could mimic natural shapes and blend with the surrounding landscape</p> <p>Where possible, the development should avoid harsh lines or rigid boundaries</p>	<ul style="list-style-type: none"> <li>The landscape plan proposes significant use of natural materials and presents a naturalized and organic layout compared to built form</li> <li>The design also allows for ready integration of the public park with any future open space network focused on the riparian corridor to the north</li> <li>Please see Appendix 12 Landscape Report</li> </ul>
<p>The community note the significance of the flying fox and that this significant species could be reflected in artworks throughout the development</p> <p>It was noted that the site was not on river country and the development should avoid eel motifs</p>	<ul style="list-style-type: none"> <li>Noted. First Nations people's connections to Country and Culture will be acknowledged through design and interpretation</li> <li>These ideas will be appropriately developed in the next stage of detailed design</li> </ul>

Outdoor ambient lighting should face downward to mimic natural light and mitigate impacts to fauna  Where possible, these should be installed at a height where the light may become more diffuse, while still meeting safety standards for residents and visitors	<ul style="list-style-type: none"> <li>• Please refer to: <ul style="list-style-type: none"> <li>· Appendix 11 Landscape Public Space Plan</li> <li>· Appendix 12 Landscape Report</li> </ul> </li> </ul>
Consultation should be maintained throughout the life of the project	<ul style="list-style-type: none"> <li>• Noted</li> </ul>

### Monarco Estate Owners Corporation

Members of the planning team met with the owners of the immediately adjoining residential community on 4 March 2025. The following matters were noted.

Matters raised	Proponent response
There should be no car or pedestrian access from the private road to the new development	<ul style="list-style-type: none"> <li>• Vehicle access for cars and servicing vehicles is via a two-way ramp located on the northern boundary of the site</li> <li>• The ramp goes into a 4-level shared basement</li> <li>• Pedestrian access is via the Bridge Road entry to the building, with access to the public park via a new pathway adjacent to the vehicle ramp</li> </ul>
There should be no direct access from the public park to Monarco Estate	<ul style="list-style-type: none"> <li>• Only emergency access is provided for.</li> <li>• Fencing and landscaping will preclude pedestrian access from the private road and provide screening</li> </ul>
Consistency of building scale with surrounding development	<ul style="list-style-type: none"> <li>• The scale of the proposed development is consistent with guidance provided by the Planning Panel in their review</li> <li>• The scale of 93 Bridge Road has been developed with due regard to separation, setbacks and solar access requirements for neighboring properties</li> <li>• Refer to Appendix 9: Design Report</li> </ul>
Overshadowing of Monarco Estate buildings and grounds	<ul style="list-style-type: none"> <li>• The shadow impact analysis indicates that there are no additional impacts to the living areas and communal open areas of neighbouring properties with the 30% uplift massing in comparison to Planning Proposal massing</li> <li>• The shadow analysis confirms that even during the most affected time of the year, the winter solstice, the proposed development does not result in any noncompliance with the minimum solar access requirements for neighbouring properties</li> <li>• Neighbouring developments will continue to receive either their existing level of solar access and/ or comply</li> </ul>

	<p>with the standards set out in the Apartment Design Guide (ADG)</p> <ul style="list-style-type: none"> <li>• Refer to: <ul style="list-style-type: none"> <li>· Appendix 9: Design Report</li> <li>· Appendix 10: Design Verification Statement and ADG Assessment</li> </ul> </li> </ul>
Landscape screening	<ul style="list-style-type: none"> <li>• This is provided for. Please refer to: <ul style="list-style-type: none"> <li>· Appendix 11 Landscape Public Space Plan</li> <li>· Appendix 12 Landscape Report</li> </ul> </li> </ul>
Overlooking and privacy	<ul style="list-style-type: none"> <li>• The buildings have no direct southern facing balconies</li> <li>• Fenestration along the southern face of buildings has been minimised</li> <li>• Privacy screens are being considered along the southern ends of western facing balconies and will be addressed in the detailed design stage</li> <li>• Refer to Appendix 9: Design Report</li> </ul>
Residents and visitors in the new development adding to traffic and parking pressures	<ul style="list-style-type: none"> <li>• Refer to Appendix 23: Transport Impact Assessment</li> <li>• Proposal seeks access via a new private road along the site's northern boundary connecting with Bridge Road, this arrangement minimises impacts to Monarco Estate residents</li> <li>• The proposal would remove 7 existing driveways along the northern side of the Monarco Estate road, creating opportunity for around 8 additional on-street parking spaces for Monarco Estate visitors along the estate road</li> <li>• Car parking shall be provided at appropriate rates to meet the relevant government guidelines applicable to the proposed development, while also taking into consideration the site's location and the transit- oriented vision for the area</li> <li>• Inclusion of car share parking will increase the efficacy of the car parking – the 2 spaces proposed are equivalent to the demand of approx. 20 normal car parking spaces</li> </ul>
Congestion in the roundabout leading into Monarco Estate's private road	<ul style="list-style-type: none"> <li>• Refer to Appendix 23: Transport Impact Assessment</li> <li>• The relocation of vehicular ingress and egress to the northern boundary provides for significant separation between this access point and the roundabout</li> <li>• The upgrade of Bridge Road railway crossing will alleviate downstream pinch point and corridor congestion generally</li> </ul>

Releasing the easement that provides current residents of 93 Bridge Road to access the Monarco Estate community facilities	<ul style="list-style-type: none"> <li>• The extinguishment of the easement is sought as part of the SSDA.</li> </ul>
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### Resident of 142-148 Bridge Road

Following the distribution of the information a resident and owners corporation representative raised the following matters.

Matters raised	Proponent response
A request for more detailed information on design, overshadowing, traffic and parking	<ul style="list-style-type: none"> <li>• This documentation was supplied</li> <li>• The key issues raised by the stakeholder relevant to these topics are addressed below</li> </ul>
The development is out of scale with the surrounding area particularly the low rise apartments opposite on Bridge Road	<ul style="list-style-type: none"> <li>• The difference in building scale to residential buildings across Bridge Road is acknowledged</li> <li>• The scale of the proposed development is consistent with guidance provided by the Planning Panel in their review</li> <li>• The scale of 93 Bridge Road has been developed with due regard to separation, setbacks and solar access requirements for neighboring properties</li> <li>• Refer to: <ul style="list-style-type: none"> <li>· Appendix 9: Design Report</li> <li>· Appendix 10: Design Verification Statement and ADG Assessment</li> </ul> </li> </ul>
Privacy Loss: The building's proximity and height will impact privacy of opposite apartments	<ul style="list-style-type: none"> <li>• The proposal is consistent with design guidelines, minimum setbacks and requirements for overlooking</li> <li>• Refer to: <ul style="list-style-type: none"> <li>· Appendix 9: Design Report</li> <li>· Appendix 10: Design Verification Statement and ADG Assessment</li> </ul> </li> </ul>
Perceived negative impact upon property values	<ul style="list-style-type: none"> <li>• Noted</li> </ul>
Improvements are required to the footpath in front 93 Bridge Road	<ul style="list-style-type: none"> <li>• This will be provided for after building works are completed</li> <li>• The frontage to the development will be fully landscaped contributing to an attractive streetscape</li> <li>• This is provided for. Please refer to: <ul style="list-style-type: none"> <li>· Appendix 11 Landscape Public Space Plan</li> <li>· Appendix 12 Landscape Report</li> </ul> </li> </ul>

Traffic and parking impacts	<ul style="list-style-type: none"> <li>• Refer to Appendix 23: Transport Impact Assessment</li> <li>• Parking for residents and visitors will be provided consistently with relevant guidelines and codes</li> <li>• Car sharing will help to lessen reliance on private or multiple vehicle ownership</li> <li>• The site is within walking distance of two railway stations, a metro station under construction and a light rail service</li> <li>• Bridge Road is also serviced by bus</li> <li>• The proposed development is also an easy walk to major retail and community amenities</li> <li>• The upgrade of Bridge Road railway crossing will alleviate downstream pinch points and corridor congestion generally</li> <li>• Please refer to Appendix 23: Transport Impact Assessment</li> </ul>
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#### Owner of a property opposite 93 Bridge Road

At briefing with the owner of this property the following matters were noted.

Matters raised	Proponent response
A request for more detailed information on design, traffic and parking	<ul style="list-style-type: none"> <li>• This documentation was supplied</li> <li>• The key issues raised by the stakeholder relevant to these topics are addressed below</li> </ul>
Impacts of having the entry and egress point to the development in the proposed location	<ul style="list-style-type: none"> <li>• The entry point has been determined to ensure separation from the roundabout on Bridge Road to the south of the development</li> <li>• The upgrade of Bridge Road railway crossing will alleviate downstream pinch points and corridor congestion generally</li> <li>• Please refer to Appendix 23: Transport Impact Assessment</li> </ul>
Timing of development and construction	<ul style="list-style-type: none"> <li>• The proponent is looking to lodge toward the end of April 2025</li> <li>• Construction will be dependent upon the outcome of the assessment process</li> <li>• The proponent will engage with neighbors throughout construction</li> </ul>
Would development include any commercial or retail	<ul style="list-style-type: none"> <li>• The proposal is for residential development with 15 % affordable housing.</li> </ul>

## Resident Information Session

An information session was held at the request of the Monarco Estate Owners Committee. The session occurred on 27 March 2025 between 7.00 pm and 9.00 pm at the Wentworthville Community Center. The session was notified by the Strata Manager to residents and owners within Monarco Estate. An email invitation to the session was also sent to a representative of the Owners' Committee of 142 -148 Bridge Road. The session was attended by 12 people, mostly residents of Monarco Estate.

Matters raised	Proponent response
There should be no car or pedestrian access from the private road to the new development	<ul style="list-style-type: none"> <li>• Vehicle access is via a two-way ramp located on the northern boundary of the site</li> <li>• Pedestrian access is via the Bridge Road entry to the building, with access to the public park via a new pathway adjacent to the vehicle ramp</li> </ul>
There should be no direct access from the public park to Monaco Estate	<ul style="list-style-type: none"> <li>• Only emergency access points are provided along the southern boundary of the park.</li> <li>• Fencing and landscaping will preclude pedestrian access from the private road and provide a visual buffer and screening</li> </ul>
Consistency of building scale with surrounding development	<ul style="list-style-type: none"> <li>• The scale of the proposed development consistent with guidance provided by the Planning Panel in their review</li> <li>• The scale of 93 Bridge Road has been developed with due regard to separation, setbacks and solar access requirements for neighboring properties</li> <li>• Refer to:               <ul style="list-style-type: none"> <li>· Appendix 9: Design Report</li> <li>· Appendix 10: Design Verification Statement and ADG Assessment</li> </ul> </li> </ul>
Overshadowing of Monarco Estate buildings and grounds	<ul style="list-style-type: none"> <li>• The shadow impact analysis indicates that there are no additional impacts to the living areas and communal open areas of neighbouring properties with the 30% uplift massing in comparison to Planning Proposal massing</li> <li>• The shadow analysis confirms that even during the most affected time of the year, the winter solstice, the proposed development does not result in any noncompliance with the minimum solar access requirements for neighbouring properties</li> <li>• Neighbouring developments will continue to receive either their existing level of solar access and/ or comply with the standards set out in the Apartment Design Guide (ADG)</li> <li>• Refer to:</li> </ul>

	<ul style="list-style-type: none"> <li>· Appendix 9: Design Report</li> <li>· Appendix 10: Design Verification Statement and ADG Assessment</li> </ul>
Overlooking and privacy	<ul style="list-style-type: none"> <li>• The buildings have no direct southern facing balconies</li> <li>• Fenestration along the southern face of buildings has been minimised</li> <li>• Privacy screens are being considered along the southern ends of western facing balconies and will be addressed in the detailed design stage</li> <li>• Refer to: <ul style="list-style-type: none"> <li>· Appendix 9: Design Report</li> <li>· Appendix 10: Design Verification Statement and ADG Assessment</li> </ul> </li> </ul>
Residents and visitors in the new development adding to traffic and parking pressures	<ul style="list-style-type: none"> <li>• Proposal seeks access via a new private road along the site's northern boundary connecting with Bridge Road, this arrangement minimises impacts to Monarco Estate residents</li> <li>• The proposal would remove 7 existing driveways along the northern side of the Monarco Estate road, creating opportunity for around 8 additional on-street parking spaces for Monarco Estate visitors along the estate road</li> <li>• Car parking shall be provided at appropriate rates to meet the relevant government guidelines applicable to the proposed development, while also taking into consideration the site's location and the transit- oriented vision for the area</li> <li>• Inclusion of car share parking will increase the efficacy of the car parking – the 2 spaces proposed equating to the demand of approx. 20 normal car parking spaces</li> <li>• Please refer to Appendix 23: Transport Impact Assessment</li> </ul>
How will construction be managed with consideration to impact on Monarco Estate	<ul style="list-style-type: none"> <li>• A Construction Management Plan designed to mitigate impacts on neighbours will be prepared and implemented. This will include management of construction vehicles.</li> </ul>

## 3 Conclusion

The project team has taken feedback on board, and considered the issues raised within the design and planning for the project proposal. In particular, the project team has modified the proposal as follows:

- Screening the southern edge of the development along the private road boundary and providing minimal entry points only for emergency use.
- Agreeing to existing arrangements with the Monarco Estate on use of their facilities being removed.
- Placing a new sperate private vehicle access way to the northern boundary.
- Minimising overlooking and privacy impacts by having no full balconies, investigating privacy screens and reducing fenestration on the southern faces of the towers and increasing separation between the 93 Bridge Road towers and the front building within Monarco Estate.
- Shadow impacts have been reviewed, and they are within relevant guidelines.
- Tree protection measures to be implemented along the boundary with NSW Health land during construction including adequate barrier zones for roots. Design will enable the integration of the park into the open space network of any eventual redevelopment of NSW Health land to the north.
- Reaffirmed the proposal's consistency with NSW Apartment Design Guide.

### 3.1 Ongoing engagement and next steps

The proponent is committed to ongoing engagement throughout the SSDA process. Key next steps include:

- Submission of the SSDA, incorporating community feedback.
- The Department of Planning, Housing and Infrastructure will place documentation on exhibition for public and agency comment.
- Preparation of response to submissions report following exhibition.
- Continued briefings/ liaison with key stakeholders where required.
- Development of a process to manage ongoing communication with neighbours during construction.