



IRF25/853

Gateway determination report – PP-2023-2810

93 Bridge Road, Westmead (+371 dwellings and +7 jobs)

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Acknowledgment of Country

The Department of Planning, Housing and Infrastructure acknowledges the Traditional Owners and Custodians of the land on which we live and work and pays respect to Elders past, present and future.

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Table 1 Reports and plans supporting the proposal

Relevant reports and plans
Attachment A – Planning Proposal
Appendix 1 – Scoping Report for Pre-Lodgement (Willowtree Planning, May 2023)

Relevant reports and plans

Appendix 2 – Strategic Merit Test (Willowtree Planning, December 2024)

Appendix 3 – Draft Development Control Plan (Willowtree Planning, December 2024)

Appendix 4 – Urban Design Report (Hatch Pty Ltd, February 2025)

Appendix 5 – Survey Plan (Veris, January 2019)

Appendix 6 – Landscape, Open Space & Recreation Facilities Report (December 2024)

Appendix 7 – Transport Assessment (Ason Group, December 2024)

Appendix 8 – Economic Impact Assessment (Atlas Urban Economics, December 2024)

Appendix 9 – Social Impact Assessment (Hill PDA, December 2024)

Appendix 10 – Civil Engineering & Infrastructure Assessment Report (Costin Roe Consulting, December 2024)

Appendix 11 – Preliminary Aviation Impact Assessment (Aviation Projects, December 2024)

Appendix 12 – Acoustic Impact Assessment (Pulse White Noise Acoustics, December 2024)

Appendix 13 – Financial Model Review (Hill PDA Consulting, February 2025)

Appendix 14 - Rezoning Review - Record of Decision Westmead – 14 November 2024

Appendix 15 – Rezoning Review - Record of Decision Westmead – 11 March 2025

Appendix 16 – Owners Consent

1 Planning proposal

1.1 Overview

Table 2 Planning proposal details

LGA	Parramatta
PPA	Sydney Central City Planning Panel (The Panel)
NAME	93 Bridge Road, Westmead (+371 dwellings and +7 jobs) - Increase height of buildings (HOB) and floor space ratio (FSR)
NUMBER	PP-2023-2810/ RR-2024-23
LEP TO BE AMENDED	Parramatta LEP (PLEP) 2023
ADDRESS	93 Bridge Road, Westmead
DESCRIPTION	SP 31901
RECEIVED	17/03/2025
FILE NO.	IRF25/853
POLITICAL DONATIONS	There are no donations or gifts to disclose and a political donation disclosure is not required
LOBBYIST CODE OF CONDUCT	There have been no meetings or communications with registered lobbyists with respect to this proposal

1.2 Objectives of planning proposal

The planning proposal contains objectives and intended outcomes that adequately explain the intent of the proposal. The objectives of the planning proposal are to:

- amend the Parramatta Local Environmental Plan (LEP) 2023 to facilitate higher density residential development through higher building heights and increased FSR;
- enable approximately an additional 371 dwellings in comparison to current controls of the Parramatta LEP 2023, in the Westmead Health and Innovation District (WHID) that is close to public transport options to Parramatta CBD;
- to support the WHID, in providing additional residential accommodation for key workers; and
- deliver 12 affordable housing units to be managed by a CHP for 15 years.

The proponent intends to prepare a site-specific development control plan (DCP) to enhance urban design and public amenity for the site.

The objectives of this planning proposal are clear and adequate.

1.3 Explanation of provisions

The planning proposal seeks to amend the Parramatta LEP 2023 per the changes below:

Control	Current	Proposed
Zone	R4 High Density Residential.	No change.
Maximum height of the building (HOB)	20 metres.	69 metres.
Floor space ratio (FSR)	1.7:1	3.6:1 (gross floor area = 31,186m ²).
Additional local provisions	Nil.	<p>Include additional local provision which require the preparation of a site-specific Development Control Plan (DCP).</p> <p>Include additional local provision which requires the dedication of 12 units for affordable housing or 3% of the FSR for 15 years.</p>
Total Number of dwellings	Existing 31 dwellings on the site.	404 total dwellings (an additional 371 dwellings).

The planning proposal indicates a need for a Voluntary Planning Agreement (VPA), to provide 12 affordable housing units managed by a Community Housing Provider for a period of 15 years or equivalent to 3% of the FSR in the proposal. However, the planning proposal also notes that this can be secured through an additional local provision.

The Department has had discussions with the proponent on 3 April 2025 regarding the affordable housing provisions. The proponent confirmed that a VPA was not the intention and that the mechanism to dedicate 12 units or 3% of the FSR for 15 years via an additional local provision. Given the discrepancies, a condition is required to update the proposal and confirm the mechanism for the delivery of the 12 affordable rental housing units or 3% of the FSR for 15 years.

The planning proposal contains an explanation of provisions that adequately explains how the objectives of the proposal will be achieved.

1.4 Site description and surrounding area

The planning proposal involves one site at 93 Bridge Road, Westmead (the site) and is occupied by private housing development comprising of 31 attached and semi-detached single storey residential dwellings. The buildings are orientated towards an internal private access road and bordered by high-rise residential flat buildings (up to 16 storeys) to the south, and three storey residential units to the west.

Vehicular and pedestrian access is provided via the private access road on the southern boundary of the site. The road is registered partly on the title of the site and partly on the title of the adjoining Lot 1 DP270360 to the south, with right of way benefitting and burdening both sites.

To the north lies the government-owned 'Nurses Quarters' estate, which is characterised by three-storey buildings.

To the east and south of the site is the 'Monarco Estate', which features 10 and 15 storeys residential apartment towers, landscaped gardens and communal private open space along the northern boundary of the site.

Further north and to the east, the area is within proximity to the Westmead Health and Innovation District, which is the largest health and biomedical research precinct in Australia, incorporating several hospitals (Westmead Hospital, Westmead Private Hospital, The Children's Hospital at Westmead) and educational institutions, including the Western Sydney University Westmead campus.

Further south of the railway line contains Westmead South sub-precinct. A planning proposal has been submitted by Cumberland Council proposing approximately 6,600 additional dwellings which includes future Sydney Metro West station site.



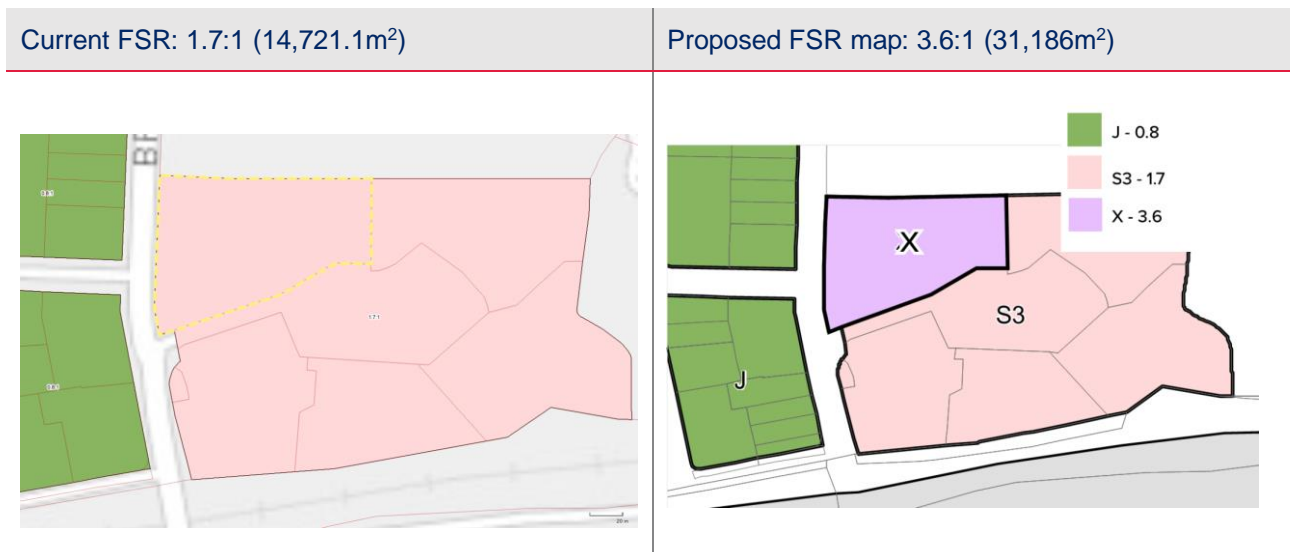
Figure 1: Subject site outlined in red (source: Nearmaps 2025)



Figure 2: Site context (source: Nearmaps 2025)

1.5 Mapping





1.6 Background

The following timeline sets out the background to the planning proposal:

- **12 July 2024:** Rezoning Review request lodged by proponent.
- **14 November 2024:** The Panel determined that the planning proposal should be submitted to the Department for Gateway assessment on the condition that a number of changes stipulated in the attached Record of Decision (**Appendix 14**) are made.
- **04 February 2025:** The proponent provided a revised planning proposal and supporting reports and studies to the Panel.
- **11 March 2025:** The Panel was satisfied with the revised planning proposal and unanimously agreed for it to be submitted to the Department for Gateway (**Appendix 15**).
- **12 March 2025:** The planning proposal was submitted for Gateway Determination.

Housing Delivery Authority and State Significant Development declaration.

- **7 February 2025:** The panel for the Housing Delivery Authority (HDA) recommended to the Minister, the proposal be declared state significant development under s4.36(3) of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*.
- **18 February 2025:** State Significant Development Declaration Order 2025 was gazetted. The Minister for Planning and Public Space declares the site to be State significant development under the EP&A Act.
- **28 February 2025:** An industry specific Secretary's Environmental Assessment Requirements (SEARs) was issued for the State significant Development application (SSD-80904224).

2 Need for the planning proposal

The planning proposal aims to amend existing controls to allow for greater building heights and an increased FSR with consideration to the proximity to the Westmead Health and Innovation District. The proposed uplift will allow for approximately 371 additional dwellings in comparison to the existing controls, enabling approximately 404 dwellings in total.

The site's proximity to significant transport infrastructure, the existing Westmead Train Station, the existing T-Way, Westmead Light Rail stop, and the future Westmead Metro Station enhances its suitability for higher density. It is well located near Westmead Hospital, an important regional health facility and several educational establishments, providing easy access to quality education for future residents. This mix of accessible healthcare and education facilities supports the goals for increasing housing supply in the Westmead area.

This planning proposal responds to three key Strategic documents; the Central City District Plan, the City of Parramatta's Local Strategic Planning Statement (LSPS) and the Westmead Place Strategy.

The Sydney Central City Planning Panel has considered this proposal and agreed it has both strategic and site-specific merit.

3 Strategic assessment

3.1 District Plan

The site is located within the Central City District. The Greater Sydney Commission released the 'Central City District Plan' (District Plan) on 18 March 2018. The District Plan contains planning priorities and actions to guide the growth of the district while improving its social, economic and environmental assets. The planning proposal is consistent with the priorities for infrastructure and collaboration, liveability, productivity, and sustainability in the plan as outlined below.

Central City District Plan

The proposal will contribute to an additional 371 new dwellings aligning with the District Plan's target of increasing housing supply in high-demand areas. The need for more residential options is particularly critical in urban renewal areas like Westmead.

The site is part of the Westmead Health and Innovation District which is a strategic focus area in the District Plan as shown in **Figure 3** below. The proposal reinforces the precinct's primary function by providing additional housing for key workers and professionals in the health and education sectors.

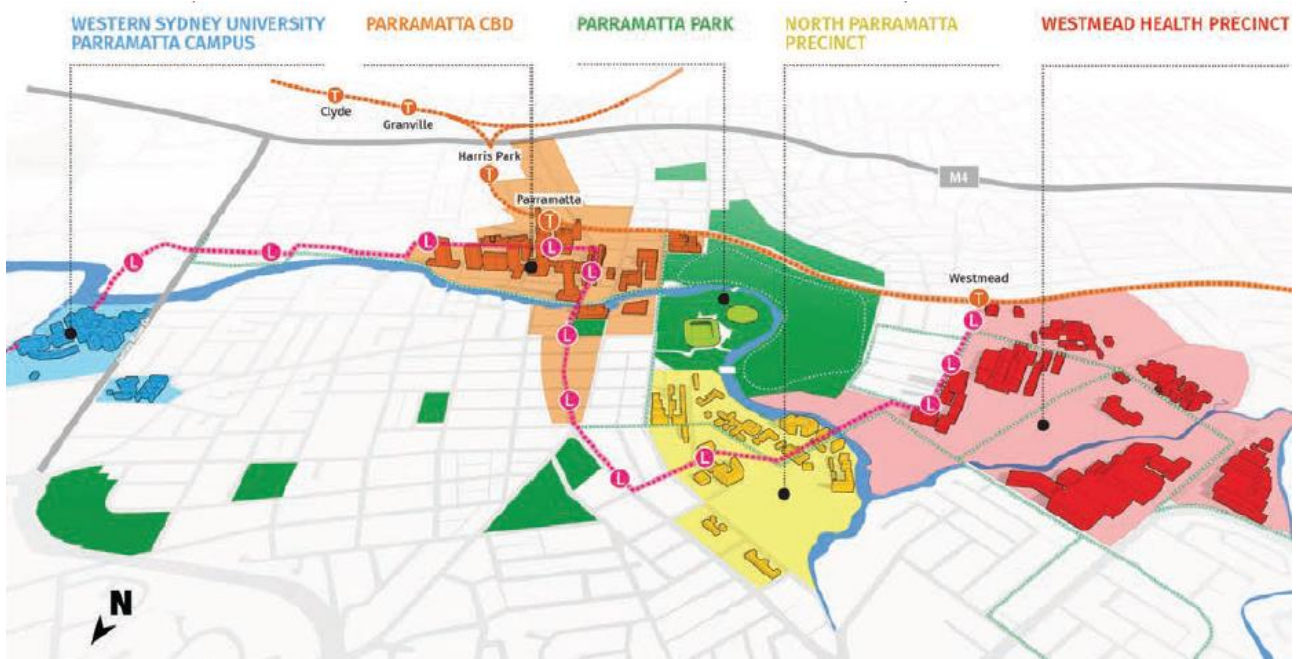


Figure 3: Westmead Health Precinct (source: Central City District Plan)

The Department is satisfied the planning proposal gives to the District Plan in accordance with section 3.8 of the *Environmental Planning and Assessment Act 1979*. The following table includes an assessment of the planning proposal against relevant directions and actions.

Table 3 District Plan assessment

District Plan Priorities	Justification
C1 Planning for a city supported by infrastructure	The proposal is situated near the Westmead Health and Innovation District. There are several transportation options nearby the proposal, including Westmead Light Rail stop, existing Westmead Train Station and T-way, and the future Westmead Metro Station. As a result, the proposal will facilitate a easily navigable and well connected city.
C5 Providing housing supply, choice and affordability, with access to jobs, services and public transport	The proposal will facilitate the construction of approximately a total of 404 dwellings. It will provide a diverse mix of housing options within walking distance of essential services and public transport. This aligns with the District's housing goals, which aim to accommodate the population growth in the region with access to public transport.
C9 Delivering integrated land use and transport planning and a 30-minute city	The planning proposal contributes to creating a 30-minute city by optimising the location for residential living and access to transport, facilitating active and public transport usage, and implementing mixed-use development principles. By promoting urban liveability and sustainability, the proposal will allow residents to live closer to work and essential services.

Westmead Place Strategy

The Westmead Place Strategy (Place Strategy) and associated Ministerial 9.1 Direction was adopted on 21 October 2022. The Place Strategy sets the vision and planning framework focusing on transforming Westmead into Australia's premier health and innovation district by creating a well-connected, sustainable and liveable communities that support innovation and access to social infrastructure.

The site is located within the Health and Innovation Sub-precinct 2 and is identified in the Place Strategy as 'existing residential' with a corresponding key place outcome of 'maintain the existing residential amenity' (**Figure 4**). This implies that no uplift in density is anticipated, and that changes should generally align with the existing low to mid-rise residential character of the area. As such,

the planning proposal is considered inconsistent with the Place Strategy and associated Ministerial 9.1 Direction as it seeks to deliver 404 total dwellings (see discussion under 3.4 of this report).

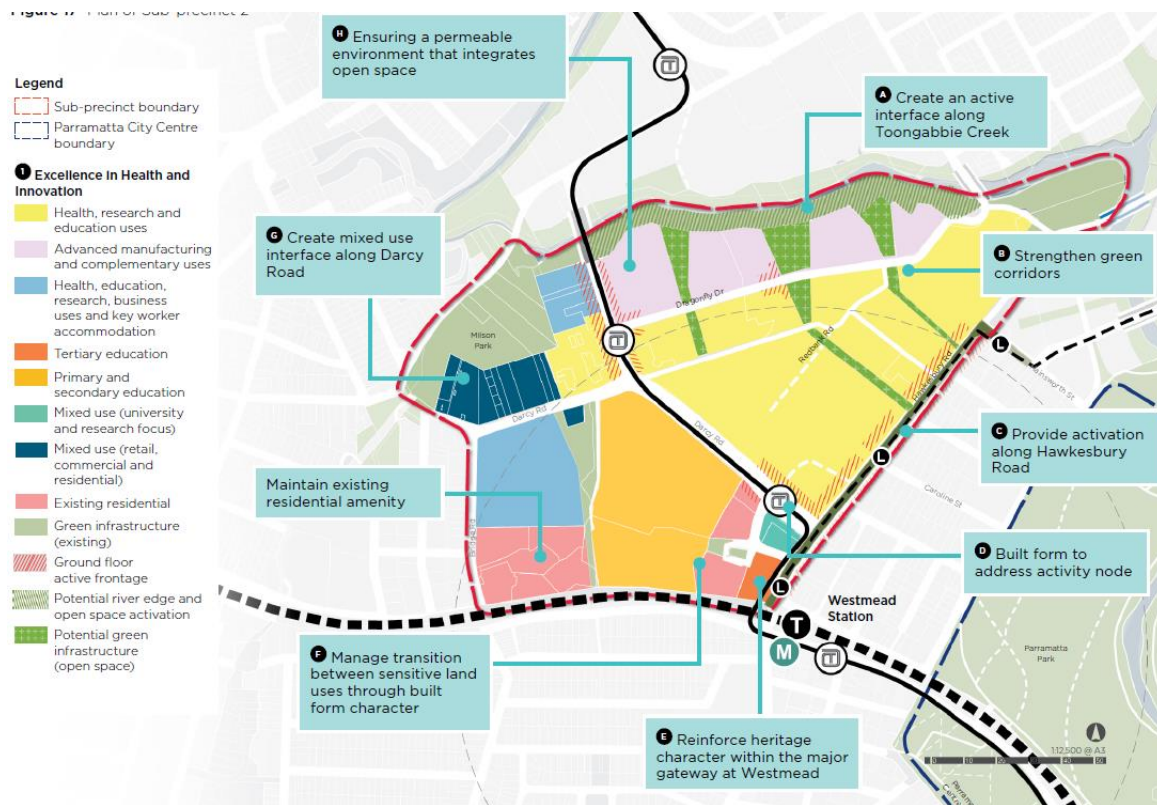


Figure 4: Sub-precinct 2 (source: Westmead Place Strategy)

Despite the inconsistency, the proposal is broadly consistent with the strategic intent, directions, objectives and planning priorities of the Place Strategy. Specifically, the proposal supports several liveability and housing related directions within the Place Strategy, including:

- **Key Move 4:** Deliver diverse housing and accommodation that will attract desired industries, occupants, workers and professionals (including students, key workers and health workers)
- **Liveability Direction 8:** Encourage an array of housing choices that includes affordable options to meet the housing needs of the future community
- **Planning Priority D8.P1:** Promote housing renewal of old building stock with a focus on delivering place-based outcomes and high amenity that is inclusive of public spaces
- **Planning Priority D8.P4:** Encourage a mix of housing choice in urban renewal, including student accommodation, key worker, social and affordable housing.
- **Action D8.A2:** Undertake further studies for housing intensification and diversification within 800m of Westmead Station to provide options for student accommodation, key workers, social and affordable housing.
- **Action D8.A3:** Undertake urban design and supporting studies to understand the scale of future housing renewal, ensuring it respects solar access, views and vistas to open spaces and places of significance

The Department notes that the site is well-located within walking distance to the Westmead Train Station, Parramatta Light Rail stop, future Sydney Metro West station, existing T-way with frequent bus services, the WHID and major health and education infrastructure. The proposal will enable a

high-density development that aligns with current housing needs and supports the broader liveability outcomes of the Place Strategy.

The inclusion of affordable housing, along with private and communal open spaces, promotes a socially inclusive and accessible residential environment that improves the residential amenity. The proposal also encourages walking and public transport use, which supports the Place Strategy's sustainability goals.

Importantly, the Place Strategy does not set specific built form controls or maximum dwelling densities for individual sites. Instead, it identifies a series of actions to guide future growth, including **Action D8.A3**, which recommends the preparation of urban design analysis and supporting studies to inform future housing renewal opportunities. The Department notes that the planning proposal has been subject to detailed design testing and a review by the Department's urban design team, which supports the proposal's scale and built form, on the basis of its site-specific context (refer to Section 4.1 of this report).

The Department considers the proposal consistent with the broader objectives of the Place Strategy and the intent of the Ministerial Direction. It contributes to the delivery of well-located, diverse, and affordable housing, enhances access to services, and supports the continued growth of the WHID. As such, the inconsistency is considered to be justified when assessed in the context of the overall strategic merit.

3.2 Local

The proposal states that it is consistent with the following local plans and endorsed strategies. It is also consistent with the strategic direction and objectives, as stated in the table below:

Table 4: Local strategic planning assessment

Local Strategies	Justification
Local Strategic Planning Statement	<p>The planning proposal aligns with several key planning priorities within the LSPS for the City of Parramatta, including:</p> <ul style="list-style-type: none"> Planning Priority 4: Increases housing supply while maintaining adequate employment space, focusing growth in strategic areas; and Planning Priority 7: The proposal aims to deliver diverse housing types to meet the needs of varying demographics, including key workers; and Planning Priority 10: It integrates residential development with transport and amenities to enhance sustainability and quality of life. <p>The site is within the Greater Parramatta to Olympic Peninsula (GPOP). The planning proposal reinforces Westmead's role as a significant Health and Education Precinct, which is a strategic focus of the LSPS. By providing housing for health and education professionals, the proposal supports the area's primary functions whilst also contributing to the growth of the precinct as a key employment hub.</p>
Parramatta 2038 Community Strategic Plan	<p>The planning proposal seeks to enhance residential density by modifying the maximum FSR and building height, thereby aligning with the objectives of the Parramatta 2038 plan to deliver new housing that meets the needs of key workers and professionals in the Westmead area.</p>
Community Infrastructure Strategy (CIS)	<p>The proposal aligns with the Community Infrastructure Strategy (CIS) by ensuring that the increase in housing supply is matched with necessary social infrastructure</p>

Local Strategies	Justification
	to support Westmead's growing population. It focuses on delivering diverse housing options, including affordable housing for key workers and skilled professionals.
Parramatta Local Housing Strategy (LHS)	The planning proposal aligns with the LHS by supporting increased residential density in a strategic location. It aims to deliver a variety of housing types in close proximity to public transport and community amenities.
Parramatta 2050	The planning proposal aligns with the Parramatta 2050 vision, which emphasises sustainable growth, diverse housing options, and enhanced connectivity. By aiming to provide various housing types, including medium and high density housing close to transport links, the proposal supports the vision for a liveable and inclusive community.

3.3 Local planning panel (LPP) recommendation

The Strategic Planning Panel of the Sydney Central Planning Panel (Panel) has considered the planning proposal.

On 04 November 2024, the Panel determined at a rezoning review that the planning proposal had strategic and site-specific merit, but revisions were required prior to submitting the planning proposal to the Department for a Gateway determination. The Panel recommended the following:

- reduce the FSR from 4.25:1 down to 3.6:1;
- inclusion of a site-specific clause which requires the preparation of a site-specific DCP; and
- affordable housing is delivered at the site in accordance with Parramatta City Council's Affordable Rental Housing Policy 2024.

The Panel issued their decision on 14 November 2024 requiring the planning proposal to be updated. The Panel required confirmation from the proponent that they agree to:

- revise the planning proposal to be consistent with the Panel's recommendations; and
- subsequently provide a revised planning proposal to address the Panel's concerns.

On 17 February 2025 the proponent provided an updated package to the Panel with all proposed recommended changes. On 11 March 2025, the Panel (**Appendix 15**) agreed unanimously that the planning proposal should be submitted for a gateway determination, noting the following proposed changes:

- reconfiguration of the internal road; and
- reduced component of affordable housing offered by the planning proposal.

3.4 Section 9.1 Ministerial Directions

In particular Direction 1.4 and 1.9 further discussed in detail below:

Table 5: 9.1 Ministerial Direction assessment

Directions	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
1.4 – Site Specific Provisions	Inconsistent, justified.	<p>The objective of this Direction is to discourage unnecessarily restrictive site specific planning controls. The planning proposal introduces new local provisions which require the preparation of a site-specific DCP, and the dedication of affordable housing to a community housing provider for 15 years.</p> <p>The planning proposal does not impose any further development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</p> <p>The inconsistency with this Direction is justified and will result in beneficial development outcomes, especially for the public benefit. It is recommended that the proposal's inconsistency with this Direction is justified.</p> <p>The Department notes that the planning proposal does not provide any justification against this Direction. Prior to the exhibition, the planning proposal must be updated to demonstrate consistency with Direction 1.9.</p> <p>Specifically, the proposal should justify why a local provision to require the preparation of the site-specific DCP, and an affordable housing provision are acceptable as site specific provisions. A condition will form part of the Gateway determination in this regard.</p>
Direction 1.7 – Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Consistent	<p>This Direction seeks to ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim (LUIIP) dated July 2017.</p> <p>The land is identified on the Greater Parramatta Priority Growth Area, as a potential precinct targeted for growth, particularly within 1km of the new light rail stops.</p> <p>The provision of diverse new housing supply on the Site responds to the vision for Greater Parramatta Priority Growth Area and specifically for Westmead. New housing would be located in close proximity to existing and planned public transport, major employment generators and local services.</p> <p>The Department considers that the proposal is consistent with the Direction broad objectives of the LUIIP and therefore this Direction.</p>

Directions	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
1.9 Implementation of the Westmead Place Strategy	Inconsistent, justified.	<p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> • facilitate development within the Westmead and Parramatta North area that is consistent with the Westmead Place Strategy, and • actively support the consistent delivery of objectives in the Central City District Plan and Greater Sydney Region Plan. <p>As discussed in Section 3.1, the planning proposal is considered inconsistent with the Place Strategy. The site is identified as 'existing residential' with an associated place outcome to 'maintain residential amenity' in the Health and Innovation Sub-precinct 2.</p> <p>The proposal is strategically aligned with the broader objectives of the Place Strategy, which seeks to transform Westmead into Australia's premier health and innovation district by delivering diverse housing options, including affordable housing, in connected locations.</p> <p>The proposal supports key directions and priorities in the Strategy, including Key Move 4 and Liveability Direction 8, which encourage housing choice and affordability for key workers, students, and health professionals. It also aligns with Action D8.A2, which promotes housing intensification within 800m of Westmead Station. The proposal maintains and enhances residential amenity through high-quality design, private and communal open space, and improved access to public transport and essential services. The proposal highlights that it does not erode the residential character of the area but instead modernises it in a way that responds to evolving housing needs to deliver a total of 404 dwellings. While technically inconsistent with the structure plan of the Place Strategy, the proposal is consistent with its strategic intent and planning priorities and is therefore justified.</p>

3.5 State environmental planning policies (SEPPs)

The planning proposal is consistent with all relevant SEPPs.

State Environmental Planning Policy (Housing) 2021

The proposal can be compliant with State Environmental Planning Policy (Housing) 2021. The proposal provides for an additional 239 dwellings (404 in total), including a variety of housing types close to public transport. Furthermore, detailed compliance with the Apartment Design Guideline (ADG) will be demonstrated at the time of making a development application for the site. Testing of the design concept has been provided, and it is satisfied that a future proposal can demonstrate compliance with the ADG.

State Environmental Planning Policy (Transport and Infrastructure) 2021

The SEPP identifies consent, assessment and consultation requirements for certain types of infrastructure and development adjacent to corridors. This includes consideration of development in or adjacent to road corridors and road reservations.

The proposal is consistent with the Transport and Infrastructure SEPP as it aligns with the Future Transport Strategy 2056, is located near major public transport hubs to facilitate access, promotes walkability and active transport, considers and enhances existing infrastructure capacity, and encourages sustainable transport options by reducing reliance on private vehicles.

The site is also identified within the trains corridor protection zone map. As such, the SEPP will require any future development application to address the necessary considerations for development on or adjacent to rail corridors to satisfy the consent authority. A condition is recommended to consult with Sydney Trains to be consulted at the time of Gateway determination.

4 Site-specific assessment

4.1 Environmental

Urban design response and bulk and scale

The proposal has undertaken extensive urban design testing. The concept initially proposed a FSR of 4.6:1 and height of 75 metres and was subsequently reduced to an FSR of 3.6:1 and height of 69 metres, following the Panel's advice, and the Department's Urban Design team.

An analysis of the site's attributes has facilitated a design that responds to the surrounding context. Factors such as adjacency to existing landmarks, topography, and environmental considerations have assisted in shaping the bulk and scale. The design takes advantage of podiums capped with taller, slender towers to transition smoothly to neighbouring buildings while maximising solar access and minimising overshadowing of public spaces (**Appendix 4**).

The built form was designed to promote connectivity within the precinct, with careful planning around pedestrian pathways and access points. The inclusion of shared streets and north-facing open spaces enhances visibility and accessibility, promoting a safe environment for residents and visitors. Furthermore, the concept design has been refined through a review process that included assessments against design standards and guidelines (such as the Apartment Design Guide). This has ensured that the future built form will be functional and compliant with the ADG.

The Department notes that the proposal carefully balances the need for urban renewal with a considered approach to built form, setbacks and massing transitions. Given the evolving nature of Westmead, the proposal is unlikely to be visually dominant, and its design will maintain respect for the surrounding residential area and health service facilities.

Solar Access

The proposal addresses solar access through design and modelling, incorporating solar access and impact assessments to minimise overshadowing of neighbouring properties. By reorienting buildings, the design optimises sunlight penetration into adjacent spaces, ensuring amenity for living environments for future residents and existing residents surrounding the site.

Figure 5 demonstrates that overshadowing of the Monaco Estate to the south will occur with various buildings experiencing overshadowing at different times of the day. However, the impacts are considered to be acceptable as the overshadowing meets the Apartment Design Guide (ADG), requiring a minimum of 2 hours of solar access to living spaces during winter solstice.

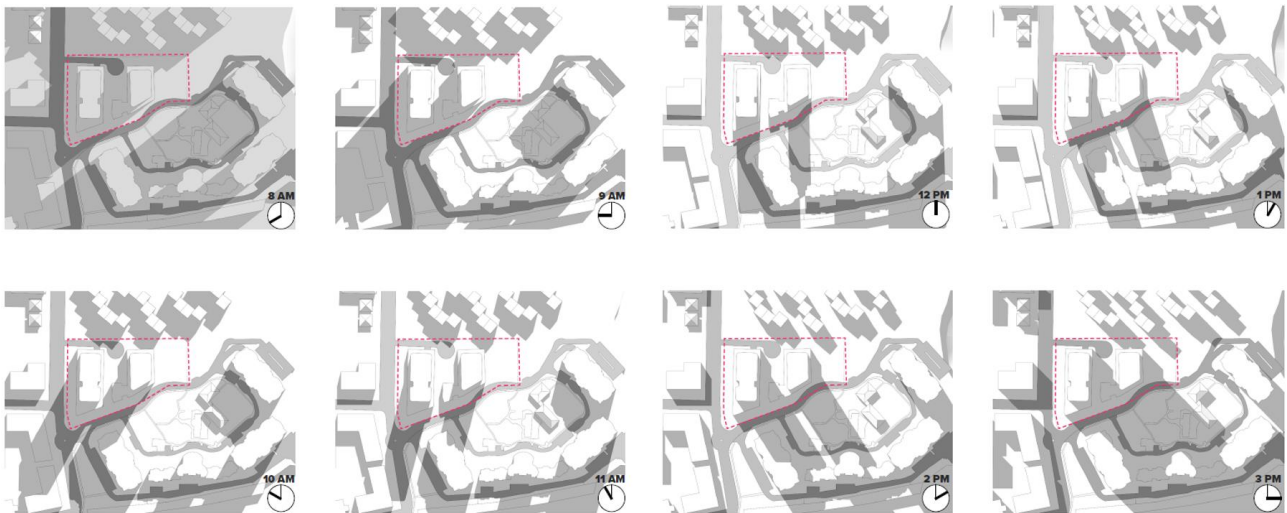


Figure 5: Shadow impacts on existing developments (Source: Appendix 4, Urban Design Report)

Traffic and Transport Impacts

A Transport Impact Assessment (TIA) prepared by Ason Group (**Appendix 7**) evaluates the traffic implications of a proposed development consisting of 404 dwellings and a commercial tenancy on the ground floor consisting of 264m². The assessment addresses existing traffic conditions, estimates traffic generation rates, and analyses the performance of key intersections. It concludes that the local road network can accommodate the additional traffic with minimal adverse environmental impacts and maintaining acceptable levels of service.

Traffic generation arising from the development has been assessed as a net increase over existing conditions and anticipates approximately 97 vehicle trips per hour during the weekday morning peak and 77 vehicle trips per hour during the weekday evening peak. The analysis indicates that in traffic increase into the future will be acceptable with future planned upgrades in the area. These upgrades, include the current reconstruction of Bridge Road and new shared paths for pedestrians and cyclists. The upgrades also focus on integrating with the existing public transport network through the introduction of rapid bus routes.

Strategically, the Department notes that the Westmead Place Strategy is supported by the Westmead Place-based Transport Strategy (WPBTS) which provides an overarching strategic network and vision that will guide future transport planning in Westmead. The WPBTS leverages major transport infrastructure investments to support growth, enhance active transport networks and reduce private car dependency. It requires transport and traffic assessments to capitalise on additional housing and commercial floor space within the precinct.

The current transport assessment supports these strategic directions by providing an evidence-based evaluation of future transport needs. It identifies network improvements and active transport connections that align with the Westmead Place Strategy's objectives of improving accessibility, walkability, and sustainability.

It is considered that the planning proposal is satisfactory from a transport and traffic perspective. This is because it is demonstrated above that it can be accommodated within the existing and future transport infrastructure without causing unacceptable environmental impacts. Consultation with TfNSW is required to confirm the anticipated traffic generation is accurate and that it aligns with the traffic assessment that has occurred for the Westmead Precinct.

4.2 Social and economic

Affordable housing and site specific LEP provision

The affordable housing component of the proposal has been a key consideration throughout the planning proposal's progression. The original concept included a higher yield of affordable housing proposing approximately 75 dwellings with a proposed maximum FSR of 4.5:1. However, the Panel recommended reducing the FSR from 4.5:1 to 3.6:1, which has impacted the proposal's ability to offer more affordable housing units.

The Financial Model Review (**Appendix 13**) findings indicate a decrease in FSR affected the feasibility, with the potential number of affordable housing units decreasing from 75 to 12 or 3% of the proposed 404 dwellings. This change raised concerns about the project's overall ability in delivering both social benefits and development viability.

Despite the reduction, the proposal broadly aligns with the City of Parramatta Council's Affordable Rental Housing Policy. The policy emphasises planning proposals intended to create uplift should include affordable housing at a minimum percentage between 0 to 5%. While the policy prefers affordable housing to be secured via a voluntary planning agreement (VPA) and delivered in perpetuity, the proposal instead seeks to include a site-specific LEP clause requiring the 12 affordable dwellings to be provided for a period of 15 years.

This limited-term provision is considered justified given the Panel's FSR recommendation and prevailing market conditions, which constrain development feasibility. On 11 March 2025, the Panel unanimously endorsed the proposal to proceed to Gateway acknowledging the revised affordable housing offer and implying support for the alternative delivery mechanism. It is noted that the Council's policy is not statutory, and the use of a VPA is voluntary.

The proposed site specific LEP clause provides a mechanism to secure affordable housing. For consistency with Chapter 2 of the Housing SEPP 2021, it is recommended that the affordable dwellings be managed by a community housing provider. This formalises the commitment of developers at this site to contribute to addressing housing shortages and aligns with state government policies aimed at enhancing housing affordability such as the Housing SEPP 2021

4.3 Infrastructure

Local Infrastructure

The civil engineering & infrastructure assessment report (**Appendix 10**) evaluates several critical infrastructure services required for the planning proposal. The existing potable water supply has been examined, detailing the indicative capacity of the water service networks and exploring waste water disposal options by referencing connections to existing mains and their capabilities.

Additionally, the report provides an overview of the existing electrical supply infrastructure and estimates the power demand associated to support future development. It also addresses the availability of natural gas services and telecommunications infrastructure necessary to support the site. Overall, the civil engineering & infrastructure assessment report outlines the current capacities and demands of these services and emphasises the need for coordination with utility providers to ensure adequate provisions for future redevelopment.

State Infrastructure

The Department notes that the Housing and Productivity Contribution has commenced on 1 October 2023. It is intended that this will secure funding towards state infrastructure to support growth, it is anticipated that required upgrades would be captured under the Housing and Productivity Contribution scheme.

5 Consultation

5.1 Community

The planning proposal is categorised as a complex under the LEP Making Guidelines (September 2022). Accordingly, a community consultation period of 30 working days is recommended and this forms part of the conditions to the Gateway determination.

5.2 Agencies

It is recommended the following agencies be consulted on the planning proposal and given 30 working days to comment:

- Transport for NSW;
- Sydney Trains;
- Sydney Water; and
- City of Parramatta Council.

6 Timeframe

The LEP Plan Making Guidelines (August 2023) establishes maximum benchmark timeframes for planning proposal by category. This planning proposal is categorised as a complex.

The Department recommends an LEP completion date of 30 April 2026 in line with its commitment to reducing processing times and with regard to the benchmark timeframes. A condition to the above effect is recommended in the Gateway determination.

7 Local plan-making authority

The Sydney Central City Planning Panel has not requested delegation to be the Local Plan-Making authority.

In this instance it is considered appropriate that the Department retain the Local Plan Making Authority role.

8 Assessment summary

The planning proposal is supported to proceed with conditions for the following reasons:

- the proposed redevelopment of the site has been determined to have site specific merit and strategic merit;
- it is consistent with the objectives and priorities of the Greater Sydney Region Plan, the Central City District Plan and the Westmead Place Strategy;
- it is consistent with the strategic direction and objectives of City of Parramatta's Local Strategic Planning Statement, Parramatta 2038 Community Strategic Plan, Community Infrastructure Strategy, Local Housing Strategy, and Parramatta 2050;
- it seeks to facilitate development within a coordinated planning framework, incorporating a future site specific DCP; and
- the proposal will provide 12 affordable housing units or 3% of the FSR for a period of 15 years; and
- The proposed uplift will allow for approximately 371 additional dwellings in comparison to the existing controls, enabling approximately 404 dwellings in total.

9 Recommendation

It is recommended the delegate of the Secretary:

- agree that any inconsistencies with section 9.1 Directions 1.4 Site Specific Provisions and 1.9 Implementation of Westmead Place Strategy are justified.

It is recommended the delegate of the Minister determine that the planning proposal should proceed subject to conditions.

The following conditions are recommended to be included on the Gateway determination:

1. Prior to public exhibition, the planning proposal be updated as follows:
 - (a) Ensure there is a clear mechanism for the delivery of the affordable rental housing component.
 - (b) Remove all references to VPA.
 - (c) Remove any studies that are no longer applicable to the proposal.
 - (d) Provide a response to Ministerial Direction 1.4 Site Specific Provisions.
2. Consultation is required with the following public authorities:
 - Sydney Trains;
 - Transport for New South Wales (TfNSW);
 - Sydney Water; and
 - City of Parramatta Council.
3. The planning proposal should be made available for community consultation for a minimum of 30 working days

The timeframe for the LEP to be completed is on or before 29 May 2026



7 May 2025

Peter Pham

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12 May 2025

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