

25092

5 December 2025

Kiersten Fishburn
Secretary
Department of Planning, Housing and Infrastructure
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

Dear Kiersten,

State Significant Development Scoping Report – Shop Top Housing 744 & 748 Victoria Road & 2A Eagle Street, Ryde

This Scoping Report has been prepared by Beam Planning on behalf of Cadence Property Developments Pty Ltd (Cadence) (the Applicant) to request Project-specific Secretary's Environmental Assessment Requirements (SEARs) and Rezoning Study Requirements for a concurrent State Significant Development Application (SSDA) and Rezoning Proposal relating to a new shop-top housing development. The proposed development is to be located at 744 & 748 Victoria Road & 2A Eagle Street, Ryde (the site).

Specifically, the proposed development comprises a 27-storey (+ plant) mixed use development containing retail, co-living housing and market residential apartments, as well as a proportion of apartments to be used for a minimum period of 15 years. A mixed-use podium will provide approximately 410m² of retail floor space, above-ground car parking, approximately 60 co-living dwellings, residential communal facilities, and basement access from Eagle Street and Victoria Road. The tower above will contain approximately 106 apartments, including 15% of the residential apartments to be dedicated as infill affordable housing for a minimum period of 15 years (approximately 16 apartments).

The site occupies a gateway location in Ryde at the intersection of Victoria Road, Devlin Street, and Eagle Street, located in the Ryde Town Centre and approximately 350m from Top Ryde Shopping Centre. The site is also located in close proximity to the nearby Club Ryde site.

On 28th April 2025, the Housing Delivery Authority (HDA) recommended that the proposed development on the site as outlined in Expression of Interest (EOI) application (2391522 - dated 15 February 2025), be declared State Significant Development (SSD) under Section 4.36(3) of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The Minister for Planning and Public Spaces issued SSD Declaration Order (No 6) 2025 on 28 April 2025, formally declaring the project as SSD. The proposal will be facilitated by a concurrent amendment to the applicable Environmental Planning Instrument (EPI), being the *Ryde Local Environmental Plan 2014* (RLEP).

This Scoping Report has been prepared with consideration of both the Department of Planning, Housing and Infrastructure's (the Department) *State Significant Development Guidelines (March 2024)* and the *Local Environmental Plan Making Guidelines (August 2023)*. It provides an overview of the project, sets out the statutory context, and identifies the key likely environmental and planning impacts that will be considered as part of the application.

The Applicant

Table 1 Applicant Details

Applicant	Cadence Property Developments Pty Ltd
ABN	72 147 639 610
Address	Suite 5/734 Victoria Road, Ryde NSW 2112

1.0 The Site

The site is located in the Ryde Town Centre (Commercial Edge South - Precinct 12), and 350m from Top Ryde Shopping Centre. It occupies a prominent position at the intersection of Victoria Road, Devlin Street and Eagle Street, forming a key gateway into the locality. The site currently occupies a car wash and an auto electrical service centre and has direct frontage to Victoria Road (approximately 76m). The site is identified on the key sites map under the *Ryde Local Environmental Plan 2014 (RLEP)*.

The surrounding development is predominantly residential and mixed use. Immediately south of the site is 2–4 Eagle Street, a four-storey residential flat building. To the east are the Summit Apartments, a four-storey shop top housing development also delivered by Cadence. Club Ryde, located further east, is currently subject to a HDA declaration comprising a concurrent rezoning proposal and SSDA for a residential flat building/shop-top housing development reaching up to 45 storeys. Local heritage items *Great North Rock* and *St Anne’s Ryde Anglican Church and Cemetery* are located directly north of the site.

Figure 1 provides a location plan, while **Figure 2** provides an aerial image of the site.

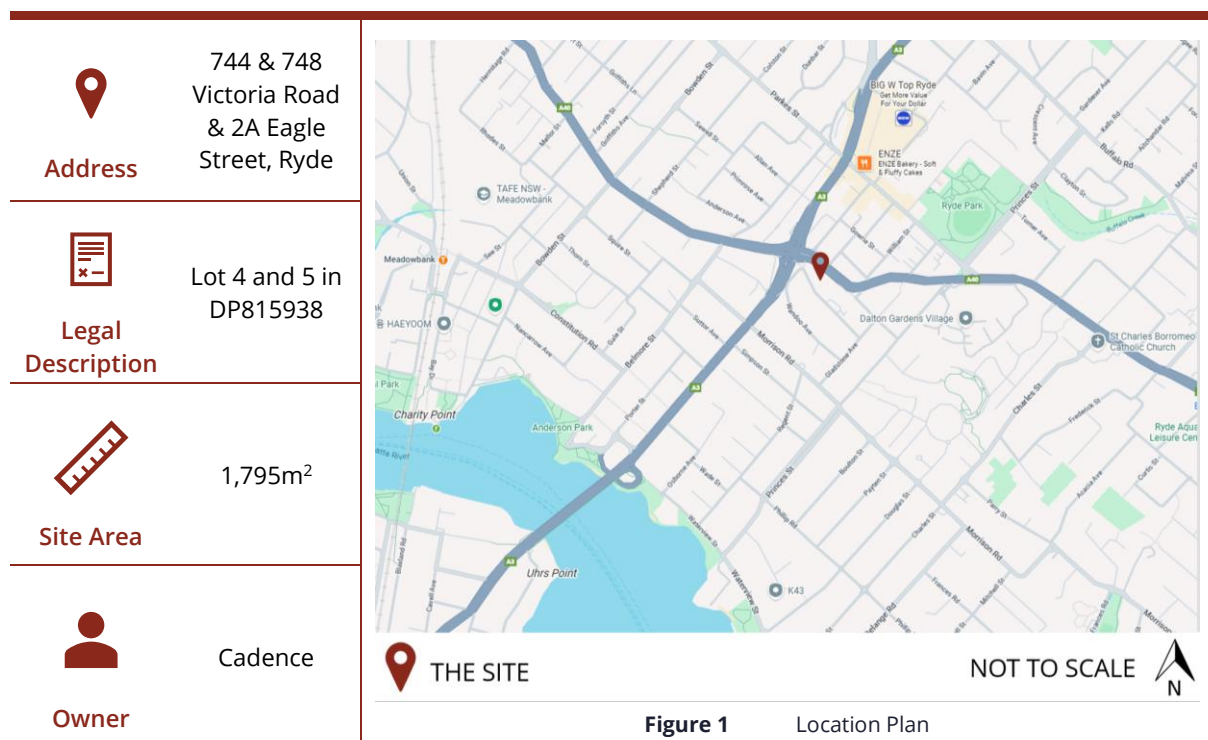




Figure 2 Site Aerial

2.0 Planning History

The previous development applications relating to the site are outlined below.

2.1 Development Application (LDA2018/0117)

In September 2020, LDA2018/0117 was approved on the site for:

Demolition and construction of an up to 6 storey mixed use and residential development comprising 2 commercial tenancies on the ground floor, 32 dwellings (18 x 1-bedroom, 5 x 2-bedroom, 1 x 3-bedroom, 1 x 4-bedroom and 7 x studio apartments) over 2 basement levels of car parking providing a total of 59 car spaces together with associated landscaping works.

During the assessment phase of LDA2018/0117, the application was subject to urban design and heritage review. This review resulted in multiple redesigns, requiring the scheme to be divided into two building forms. Although ultimately approved, the resulting building envelope is inefficient and not commercially viable. As such, this development consent has not been activated.

3.0 Strategic Context

The proposed amendments to the RLEP, and the project as a whole, align with and give effect to the strategic planning framework relevant to the site, as evidenced by the acceptance of the proposal by the HDA and its declaration as SSD.

This project, if approved, will deliver a shop-top housing development comprising approximately 106 apartments (including 15% affordable dwellings), and 60 co-living rooms, above ground-floor retail uses. The proposal is a direct response to the current housing crisis and the State's commitments to the National Housing Accord, which highlights that the need to deliver housing is urgent.

3.1 Key Strategic Plans

The following key strategic plans are likely to be relevant to the justification and evaluation of the project and will be investigated in more detail in the EIS:

- NSW State Priorities;
- National Housing Accord 2022;
- NSW Housing Strategy: Housing 2041;
- NSW Government Housing Targets;
- State Infrastructure Strategy;
- Future Transport Strategy;
- Better places: An Integrated Design Policy for Built Environment of NSW;
- Development near Rail Corridors and Busy Roads;
- RMS Guide to Traffic Generating Development;
- Greater Sydney Region Plan – A Metropolis of Three Cities;
- Our Greater Sydney 2056 Western City District Plan;
- Planning Ryde Local Strategic Planning Statement 2020
- City of Ryde Local Housing Strategy 2020

In addition to the above the future application will undertake a detailed assessment against the relevant Section 9.1 Ministerial Directions.

3.2 Cumulative Impacts

The site is located within the Ryde Town Centre, where incremental redevelopment is occurring along the Victoria Road corridor. The proposal will give regard to potential cumulative impacts from nearby developments that are currently being undertaken or planned in the vicinity of the site, including but not limited to the nearby Club Ryde site at 724-730 Victoria Road, Ryde, which has also been declared SSD by the Minister on 17 February 2025 and relates to a concurrent rezoning and SSDA for a new residential development.

4.0 The Proposal

As detailed in the preceding sections, the project comprises a concurrent Rezoning Proposal and a SSDA applying to the site. The Rezoning Proposal seeks to amend the planning controls under the RLEP, while the SSDA will seek the delivery of proposed development across the site. The following sections outline the details of each planning component.

4.1 Rezoning Proposal

The primary environmental planning instrument governing the land use and development of the site is the RLEP, which zones the land as E3 Productivity Support. The site currently has a maximum permitted height of 12.5m, and a maximum permitted floor space ratio (FSR) of 1.5:1. It is noted that Schedule 1 of the RLEP permits additional uses on the site with consent, including registered clubs, residential accommodation and food and drink premises.

To facilitate the proposed development described in **Section 4.2**, a Rezoning Proposal is sought to seek the following amendments to the Precincts SEPP:

- Add “Retail Premises” as an additional permitted use on the site.
- Increase the maximum building height from 12.5m, to a maximum of RL158m the site (to be refined as the proposal progresses).
- Increase the maximum FSR from 1.5:1, to approximately 7.8:1 across the site (to be refined as the proposal progresses).

The proposal seeks to optimise the site’s strategic location and deliver additional housing supply in diverse forms, including a commitment to deliver 15% affordable apartments for a minimum period of 15 years, while supporting the site’s function as a mixed-use shop-top housing development through the integration of ground-level retail uses.

The future application will give regard to the strategic and site-specific merit of the project.

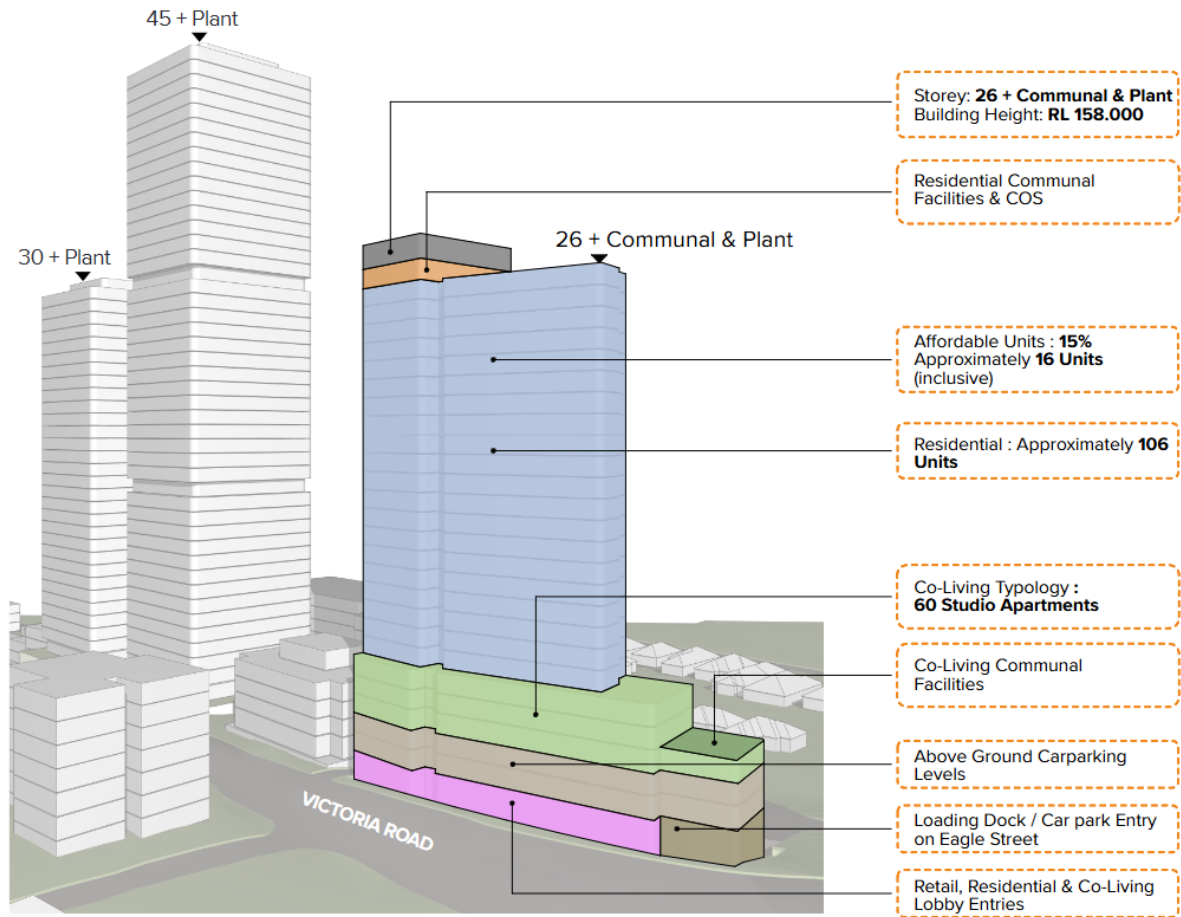
4.2 State Significant Development Application

The proposed amendments to the RLEP, as outlined above, will facilitate the following development:

- Construction of a podium containing:
 - Approximately 60 co-living units.
 - Ground floor retail premises, with an active street frontage to Victoria Road.
 - Two levels of above-ground car-parking to be located on levels 2-4.
- Construction of one tower (up to a height of approximately 27 storeys) over a shared podium comprising:
 - Approximately 106 residential apartments (including 15% infill affordable apartments for a minimum period of 15 years).
 - Rooftop communal facilities above the podium, and the tower.
- Basement car parking.
- Associated landscaping and public domain improvements.

It is noted that the project will commit to providing a minimum of 15% of apartments as affordable housing for a minimum of 15 years, to be managed by a registered Community Housing Provider (CHP).

Architectural Drawings and an Architectural Design Report illustrating the proposed development will be prepared to accompany the future detailed application. An indicative illustration of the proposed building envelope, prepared by the project architect Turner Studio, is provided at **Figure 3**. Typical floor plans are included at **Figure 4-Figure 7**.



AERIAL VIEW

Figure 3 Proposed Indicative Building Design

Source: Turner

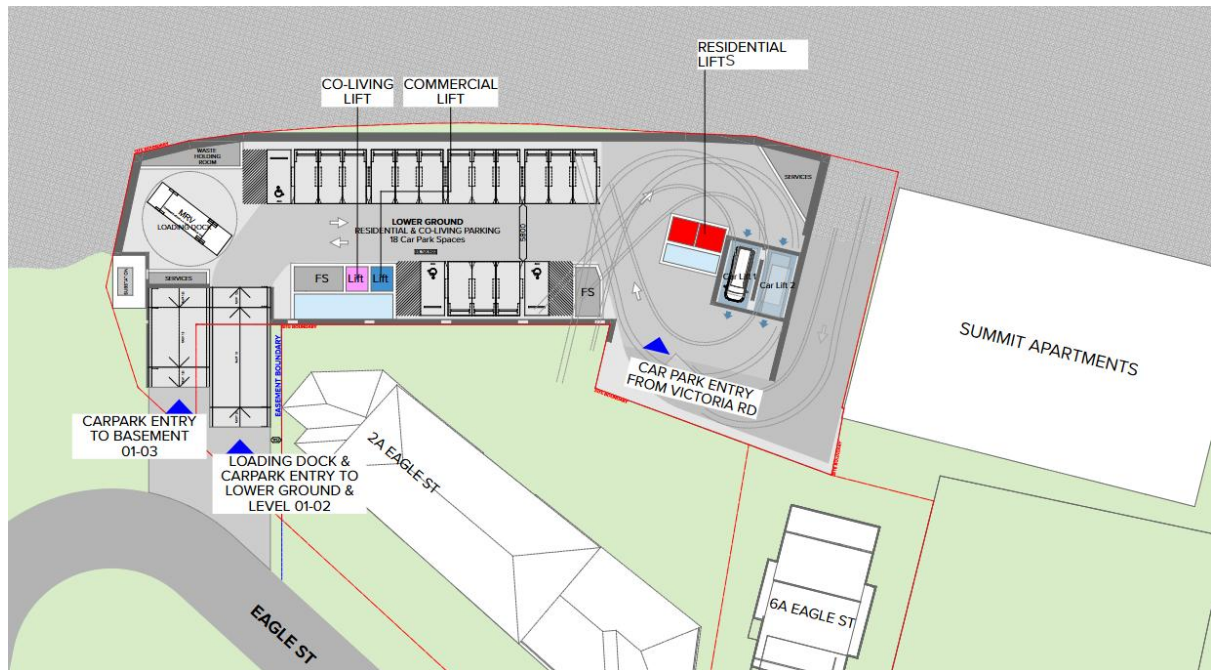


Figure 4 Lower Ground Floor Indicative Floor Plan

Source: Turner

5.0 Consideration of Alternatives

A range of development options have been considered during the planning process to determine the most appropriate outcome for the site. These options were evaluated in terms of feasibility, merit, urban design outcomes and broader community benefit.

The following alternatives were considered as part of the process leading to this proposal and will be discussed in further detail in the EIS.

Option 1: 'Do Nothing'

The 'do nothing' alternative would result in the retention of the existing car wash and auto electrical service centre on the site. This option would lead to the continued underutilisation of a key site in the Ryde Town Centre, failing to leverage its strategic location near public transport and key amenities. It would not contribute to addressing the housing crisis or align with the objectives of the National Housing Accord, which emphasises the urgent need for increased housing supply. Furthermore, this alternative would prevent the site from supporting transit-orientated development missing an opportunity to provide much-needed housing, including affordable housing, and contribute to broader renewal and economic growth in the area.

Option 2: Proceed with Existing Development Consent

The approved scheme (refer to **Figure 8**) was heavily shaped by design constraints imposed during the assessment process including the recommendation for a segmented building envelope which resulted in inefficient floor plates.

The approved design incorporated a segmented building envelope which was intended to maintain a visual connection to the Parramatta River, however following a detailed review, the independent heritage assessment found that this view corridor did not provide significant or meaningful views of heritage items, including St Anne's Church, nor did it enhance visual connections to the Parramatta River. Specifically, the independent heritage assessment concluded:

- The view corridor did not provide significant or meaningful views of heritage items, including St Anne's Church, or improve visual connections to the Parramatta River.
- The 15m separation between the towers mainly revealed mid-ground views and failed to expose any scenic or heritage features. The widened separation did not result in substantial improvements in the of public domain views.
- Although the view corridor allowed some visibility, it did not restore or preserve any key visual linkages to the Parramatta River or other heritage elements. The views it provided were fragmented and did not contribute meaningfully to the historical context.
- The 15m separation was considered arbitrary and not based on a coherent heritage rationale.

Further detailed feasibility testing has confirmed that the approved scheme cannot be viably delivered due to its limited yield, constrained layout, and construction inefficiencies. The approved form also does not respond to current strategic housing priorities or the urgent need to increase housing supply in well-located areas. For these reasons, proceeding with the existing development consent is not considered a suitable option for the site.



Figure 8 Approved Scheme
 Source: Kannfinch

Option 3: The Proposal – Concurrent Rezoning and SSDA (HDA Pathway)

Advancing a concurrent Rezoning and SSDA optimises the site’s potential, aligns local planning controls with State policy objectives, and secures the delivery of a minimum 15% affordable housing commitment for 15 years. This option is the preferred approach as it maximises housing supply, leverages significant transport investment, and ensures a coordinated planning outcome.

The various massings explored below, with Option 3 being the preferred option.

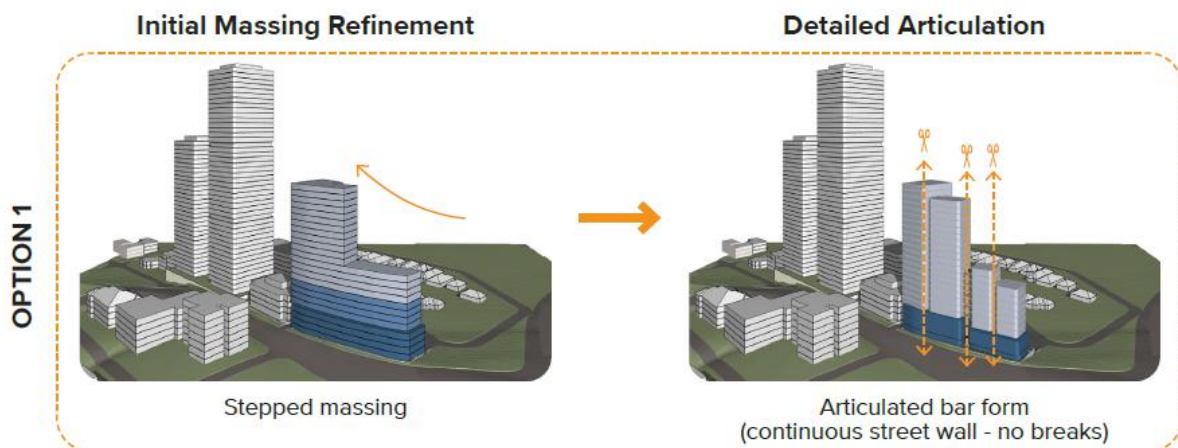


Figure 9 Massing Option 1
 Source: Turner Studio

In Option 1, the floor plate is maximised through a continuous street wall, with articulation achieved by indentations and stepping in the massing, rather than through distinct breaks or preserved view corridors. While the larger floor plate offers improved spatial efficiency, greater layout flexibility, increased amenity, and reduced circulation-to-lettable ratios, it also blocks southern views, limiting natural light, breezes, and outlooks. As a result, this option improves operational efficiency but fails to provide meaningful views or amenity, making it a less desirable planning solution.

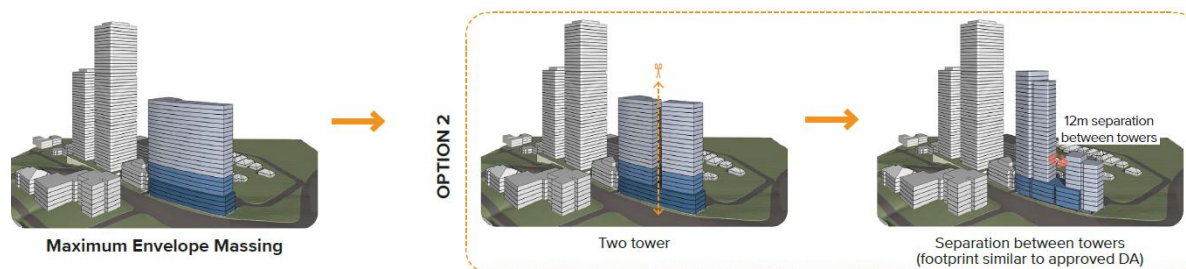


Figure 10 Massing Option 2

Source: Turner Studio

Option 2 follows the approved DA massing but presents several issues. The Western tower's 285sqm floorplate and the Eastern tower's 595sqm floorplate are too small for efficient operation as high-rise buildings. These compact floorplates limit vertical expansion, creating design inefficiencies and restricting long-term flexibility. The smaller sizes also lead to constrained layouts, reduced amenity, and higher circulation-to-lettable ratios, diminishing the scheme's viability. Additionally, the proposed central gap offers minimal improvement to views, as confirmed by heritage consultant Weir Phillips. Overall, the scheme is inefficient and lacks significant design, view, or amenity benefits, making it a suboptimal planning solution.

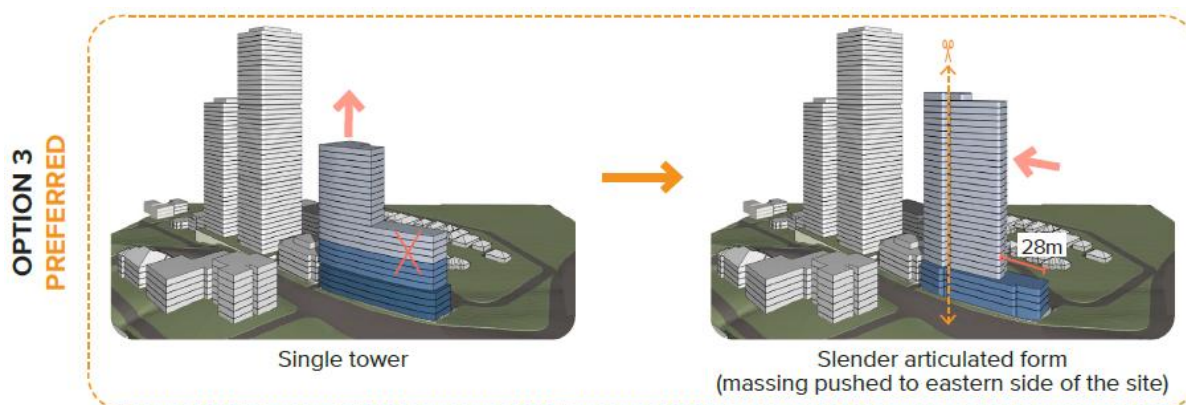


Figure 11 Massing Option 3 (preferred)

Source: Turner Studio

The preferred option forms the basis of the concurrent Planning Proposal and SSDA, which involves amending the RLEP to add "Retail Premises" as an additional permitted use on the site, increase the maximum building height to approximately 100m across the site and increase the maximum FSR to approximately 7.8:1. These amendments will support a 27 storey (+ plant) mixed-use development comprising approximately 60 co-living dwellings and 106 apartments, including 15% affordable housing dwellings to be managed by a CHP for a minimum of 15 years.

The design features an efficient single floorplate of approximately 750sqm per level, maximising usable space and flexibility. The tower is optimally placed towards the eastern boundary, allowing for a larger setback from the western edge, which enhances southern view corridors and improves natural light, ventilation, and outlook. Overall, the single tower scheme balances floorplate efficiency with improved amenity outcomes for both residents and the wider precinct.

6.0 Statutory Context

Table 3 provides an overview of the key statutory requirements for the project.

Table 3 Statutory Context

Matter	Comments
Power to Grant Consent	<p>The development is declared SSD pursuant to State Significant Development Declaration Order 2025 (No 6, Part 2, Section 1(f)).</p> <p>Pursuant to Section 4.5(a) of the EP&A Act, the Minister for Planning and Public Spaces, or their delegate will be the consent authority for the application.</p>
Permissibility	<p>The proposal is located on land which is subject to the RLEP, which zones the site as E3 Productivity Support.</p> <ul style="list-style-type: none"> Residential accommodation (inclusive of shop-top housing and co-living housing) is permitted on the site as an additional permitted use under Schedule 1 of the RLEP. As detailed in Section 4.1, retail premises are proposed to be permitted as an additional use on the site through the rezoning.
Other Approvals	<ul style="list-style-type: none"> Biodiversity Conservation Act 2016 – Due to the nature of the site, a waiver to the requirement for a Biodiversity Development Assessment Report (BDAR) will be sought prior to lodgement of the SSDA. Water Management Act 2000 – Authorisation would be required if groundwater is to be impacted during construction. Sydney Water Act 1994 - Section 78 of the <i>Sydney Water Act 1994</i> requires consent authorities to notify Sydney Water where an application for development could affect Sydney Water services. Accordingly, the applicant will consult with Sydney Water during the preparation of the EIS if deemed necessary. Roads Act 1993 - A consent under Section 138 of the <i>Roads Act 1993</i> may be required to facilitate new driveway connections <p><u>Approvals not applicable:</u></p> <ul style="list-style-type: none"> An approval under Part 4, or an excavation permit under section 139, of the <i>Heritage Act 1977</i>; and, An approval under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i>.
Pre-conditions to exercising the power to grant consent	<p>Biodiversity Conservation Act 2016 (BC Act) A BDAR waiver will be requested from the Department to satisfy Section 7.9(2) of the BC Act.</p> <hr/> <p>National Parks and Wildlife Act 1974 (NPW Act) The NPW Act aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. Given the historic work undertaken as part of the Concept Plan and the extensively disturbed nature of the site, a full Aboriginal Cultural Heritage Assessment Report (ACHAR) is not considered necessary for this site. Therefore, an Aboriginal Cultural Due Diligence Report will be prepared instead to accompany the application.</p> <hr/> <p>State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP) <u>Section 2.119 Development with frontage to classified road</u> Development consent must not be granted to development on land fronting a classified road unless vehicular access is provided from an alternate road, the safety, efficiency and ongoing operation of the road will not be affected, and the development has been appropriately designed to mitigate potential traffic noise arising from the road. The site has a frontage to Victoria Road, which is a classified road. Vehicular access to the site will be provided from Eagle Street (entry and exit) and Victoria Road (entry only). A Traffic Impact Assessment will be lodged with the EIS to ensure it will have no adverse impacts on Victoria Road, and consultation will take place with TfNSW. It is noted that the previous scheme, which also provided entry from Victoria Road, was referred to, and supported by, TfNSW. Noise impacts will be addressed, as required by section 2.120.</p>

Matter	Comments
	<p><u>Section 2.122 Traffic-generating development</u> Development consent must not be granted to certain traffic-generating development unless the consent authority has given written notice of the application to TfNSW, and taken into consideration any submission made in response to that notification, and the accessibility of the site concerned, and the potential traffic safety, road congestion or parking implications of the development.</p> <hr/> <p>State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazard SEPP) Chapter 4 of the Resilience and Hazard SEPP aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. Specifically, Section 4.6(1)(b) requires the consent authority to be satisfied that the land is suitable in its contaminated state, or will be suitable after remediation, for the purpose for which the development is proposed to be carried out. Contamination studies and environmental site investigations have been undertaken to assess the extent and nature of contaminants through the approved DA. Whilst this will be addressed in the upcoming SSDA, the question of contamination has been effectively resolved through existing approvals which cover the entire site.</p>
<p>Mandatory matters for consideration</p>	<p>Environmental Planning and Assessment Act 1979 (EP&A Act) The future SSDA will take into consideration the following sections of the EP&A Act, which will address both the SSDA and rezoning proposal requirements:</p> <ul style="list-style-type: none"> • Section 1.3 Objects of Act • Section 3.31 Making of environmental planning instruments for local areas (LEPs) • Section 4.15 Evaluation • Section 9.1 Directions of the Minister <hr/> <p>State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP) The future SSDA will address the following sections of the Transport and Infrastructure SEPP:</p> <ul style="list-style-type: none"> • Section 2.120 Impact of road noise or vibration on non-road development • Section 2.121 Excavation in or immediately adjacent to corridors <hr/> <p>State Environmental Planning Policy (Housing) 2021 (Housing SEPP) The future application will provide an assessment against Part 3, Chapter 3 and Chapter 4 of the Housing SEPP. As required by Section 147, a Design Verification Statement will be prepared, along with an assessment against the Apartment Design Guide (ADG).</p> <hr/> <p>State Environmental Planning Policy (Sustainable Buildings) 2021 (Sustainable Building SEPP) The future SSDA will implement a range of environmentally sustainable development initiatives to meet industry benchmarks and standards, as well as reduce emissions and consumption of energy in accordance with Chapter 2 and 3 of the Sustainable Building SEPP.</p> <hr/> <p>Ryde Local Environmental Plan 2014 (RLEP) Despite the proposal seeking amendments to the HLEP, the future application will still give regard to the current zoning and development standards, along with the following relevant clauses:</p> <ul style="list-style-type: none"> • Clause 2.3 Land Use Table • Clause 4.3 Height of Buildings • Clause 4.4 Floor Space Ratio • Clause 5.10 Heritage Conservation • Clause 6.6 Environmental Sustainability • Clause 6.7 Ground Floor Development on Land in Zone E3 • Schedule 1, Clause 21 Use of Certain Land in Zone E3

7.0 Community Engagement

Engagement with the relevant government agencies and key surrounding landowners has commenced and will continue to be undertaken in accordance with the requirements of the SEARs. The applicant will also be undertaking future engagement to inform the EIS in accordance with the SEARs and DPHI *Undertaking Engagement Guidelines for State Significant Projects (2021)*.

Consultation is anticipated with the following government and industry stakeholders:

- Department of Planning, Housing and Infrastructure;
- Transport for NSW;
- City of Ryde Council;
- Neighbouring Landowners, including Club Ryde;
- Surrounding Residents and Businesses;
- Local Indigenous Community;
- Local Community Groups and Members; and
- Public agencies and utility providers, including Water NSW, Ausgrid, Jemena and Sydney Water.

8.0 Proposed Assessment of Impacts

Table 4 and **Table 5** identify the matters requiring further assessment in the EIS and the proposed approach to assessing each of these matters. The concurrent assessment of the Planning Proposal and SSDA will ensure that all key matters are able to be comprehensively addressed in a unified manner under a single assessment and consent authority.

Table 4 Matters of consideration applicable to the site requiring further assessment

Assessment Matter	Proposed Approach
Built Form and Urban Design	The EIS, supported by the Architectural Design Report, will demonstrate the proposed built form is appropriate for the site. The assessment will consider the increased building height, bulk and massing, setbacks, streetscape amenity, and active frontages.
Transport and Accessibility	A Traffic, Transport and Accessibility Impact Assessment will accompany the EIS, providing an assessment of the traffic and parking impacts of the residential development, as well as a Construction Traffic Management Plan.
Residential Amenity	The residential amenity of the development will be assessed to confirm a high level of amenity is achieved. Guiding this assessment will be the design principles for residential apartment developments under Schedule 9 of the Housing SEPP and the Apartment Design Guide (ADG). The residential amenity of the co-living housing rooms will also be demonstrated by an assessment of the proposal against the relevant provisions of Part 3, Chapter 3 of the Housing SEPP.
Acoustic Amenity	The EIS will be supported by a Noise and Vibration Impact Assessment which will assess the impact of traffic generation of the surrounding road network on the acoustic amenity of sensitive receivers proposed on the site. The Noise and Vibration Impact Assessment will also assess the impact of non-residential development proposed on the site on the proposed and neighbouring residential properties.
Heritage	As the site is located adjacent to listed heritage item <i>Great North Rock</i> and heritage item <i>St Anne's Ryde Anglican Church and Cemetery</i> , a Heritage Impact Statement will accompany the EIS to confirm the proposal will not have an impact on the significance of these items.
Visual and View Impact	A Visual Impact Assessment will accompany the EIS, as the proposed development represents a significant increase in height and scale compared to existing approvals and surrounding built form. The assessment will consider the proposal's impact on the skyline, its relationship with nearby heritage items, and its integration with the evolving streetscape and public domain. The site sits opposite local heritage item <i>St Anne's Ryde Anglican Church and Cemetery</i> and Part 4.4 of the Ryde Development Control Plan (DCP) 2014 highlights a view corridor to and from this site. Pursuant to Section 2.10(1)(a) of the Planning System SEPP, DCPs do not

Assessment Matter	Proposed Approach
	apply to SSDAs. Notwithstanding, a View Impact Assessment accompany the proposal to assess the significance of, and the proposal's impact on this corridor.
Site Suitability and Public Interest	The EIS will address how the proposed development is suitable for the site, and that the proposed development is in the public interest. Where any adverse impacts resulting from the proposed development are anticipated, the EIS will include mitigation measures required to ensure the impacts are reasonable and appropriate.
Other Impacts	The following additional assessment matters will be addressed within the EIS: <ul style="list-style-type: none"> • Landscaping • Contamination • Groundwater • Wind • Reflectivity • Waste management • Water management • Safety and security • Ecologically sustainable development • BCA and fire safety • Utilities, infrastructure and services • Economic impact assessment • Construction impacts • Accessibility • Community consultation

Table 5 Matters of consideration not requiring further assessment

Assessment Matter	Proposed Approach
Bushfire	The site is not bushfire prone land, therefore no further assessment is required.
Flooding	The site is not flood prone land, therefore no further assessment is required.
Biodiversity	A Biodiversity Development Assessment Report (BDAR) Waiver Request will be prepared and lodged with the Department to confirm the site is not subject to any significant biodiversity value.

As outlined in this letter, the Proposal has been declared SSD by the Minister under section 4.36(3) of the EP&A Act under the HDA and is eligible for Rezoning Study Requirements and project-specific SEARs.

We trust that the information provided is sufficient to enable the Secretary to issue SEARs and Rezoning Study Requirements for the preparation of the concurrent EIS/Rezoning Report. Should you have any queries about this matter, please do not hesitate to contact the undersigned.


Kind regards,



Brendan Hoskins

Director

bhoskins@beamplanning.com.au



Emily Batten

Planner

ebatten@beamplanning.com.au