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**URBIS**

# **SCOPING REPORT**

Mixed-Use Development (SSDA) -  
1 Crescent Street, Holroyd

Prepared for

**TIBERIUS (HOLROYD) PTY LTD**

30 April 2024

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| Project Code      | P0021657                     |
| Report Number     | FINAL – 30.04.24             |

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**We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.**

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# GLOSSARY AND ABBREVIATIONS

| Reference             | Description                                                          |
|-----------------------|----------------------------------------------------------------------|
| ACHAR                 | Aboriginal Cultural Heritage Assessment Report                       |
| AQIA                  | Air Quality Impact Assessment                                        |
| ARI                   | Average Recurrence Interval                                          |
| BAM                   | Biodiversity Assessment Method                                       |
| BC Act                | <i>Biodiversity Conservation Act 2016</i>                            |
| BDAR                  | Biodiversity Development Assessment Report                           |
| Concept DA            | Concept Development Application                                      |
| CEMP                  | Construction Environmental Management Plan                           |
| CMP                   | Construction Management Plan                                         |
| CTMP                  | Construction Traffic Environmental Plan                              |
| DCP                   | Development Control Plan                                             |
| DPHI                  | NSW Department of Planning, Housing and Infrastructure               |
| EP&A Act              | <i>Environmental Planning and Assessment Act 1979</i>                |
| EPA Regulation        | <i>Environmental Planning and Assessment Regulation 2021</i>         |
| EPBC Act              | <i>Environment Protection and Biodiversity Conservation Act 1999</i> |
| EIS                   | Environmental Impact Statement                                       |
| EPA                   | NSW Environment Protection Authority                                 |
| LEP                   | Local Environmental Plan                                             |
| MNES                  | Matters of National Environmental Significance                       |
| NRAR                  | Natural Resource Access Regulator                                    |
| OEMP                  | Operational Environmental Management Plan                            |
| PBP                   | Planning for Bushfire Protection                                     |
| PCT                   | Plant Community Type                                                 |
| PSI                   | Preliminary Site Investigation                                       |
| SEARs                 | Secretary's Environmental Assessment Requirements                    |
| SEPP                  | State Environmental Planning Policy                                  |
| Site                  | Lot 700 in DP1241836                                                 |
| Planning Systems SEPP | <i>State Environmental Planning Policy (Planning Systems) 2021</i>   |
| SSD                   | State Significant Development                                        |
| SSDA                  | State Significant Development Application                            |
| TIA                   | Traffic Impact Assessment                                            |
| WMP                   | Waste Management Plan                                                |
| WSUD                  | Water Sensitive Urban Design                                         |

# 1. INTRODUCTION

This Scoping Report has been prepared on behalf of Tiberius (Holroyd) Pty Ltd (**the applicant**) and in support of a proposed mixed-use precinct development at 1 Crescent Street, Holroyd. The project comprises a State Significant Development Application (**SSDA**) for the provision of a total of seven residential tower buildings, as well as an eastern mixed-use podium and associated car parking structures.

This report seeks industry-specific Secretary's Environmental Assessment Requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) that will accompany an SSDA.

The site is located in the Cumberland Local Government Area (**LGA**) and is zoned part MU1 Mixed Use, R4 High Density Residential, RE1 Public Recreation and SP2 Infrastructure (Local Road) under the provisions of the *Cumberland Local Environmental Plan 2021* (**CLEP 2021**). The proposed development aligns with these zones, permitting commercial, retail, and residential development subject to consent.

The proposal satisfies the definition of State Significant Development (**SSD**) pursuant to section 26A, Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021 (**Planning Systems SEPP**), as it is development to which Division 1, Part 2, Chapter 2 of the State Environmental Planning Policy (Housing) 2021 (**Housing SEPP**) applies and the part of the development that is:

- Is not prohibited under an EPI applying to the land.
- Has a residential component that exceeds \$75 Million.
- Meets the locational requirements of the Housing SEPP; and
- Will provide at least 10% of the residential component as affordable housing for at least 15 years.

The Minister for Planning is the consent authority for the proposal in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). Accordingly, this proposal is being lodged with the Department of Planning, Housing and Infrastructure (**DPHI**) as an SSDA seeking development consent for the staged construction of a mixed-use precinct.

This Scoping Report provides a brief overview of the proposed project and the relevant planning framework that applies to enable the issuance of the industry-specific SEARs, which will guide the preparation of a formal EIS for the future development of the land.

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposal, including key strategies to avoid or minimise potential impacts.

This report is accompanied by the following supporting documentation:

- Preliminary Urban Design Report prepared by Woods Bagot (**Appendix A**) containing:
  - Urban design context and analysis.
  - Indicative architectural plans.
  - Indicative shadow diagrams.
  - Indicative construction staging.
  - Massing diagrams indicating the base controls and 30% uplift control overlays.
- Indicative Gross Floor Area (**GFA**) Schedule prepared by Woods Bagot (**Appendix B**)
- Indicative Yield Schedule prepared by Woods Bagot (**Appendix C**)
- Scoping Summary Table prepared by Urbis (**Appendix D**)
- Indicative Quantity Surveyor Report prepared by WT Partnership (**Appendix E**)

## 1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

| Descriptor        | Proponent Details                                                                                |
|-------------------|--------------------------------------------------------------------------------------------------|
| Full Name(s)      | Tiberius (Holroyd) Pty Ltd (ABN 61 061 131 959) atf the Holroyd Unit Trust (ABN 42 891 308 354). |
| Postal Address    | Level 3, 30 Kings Park Road, West Perth, WA, 6005                                                |
| ABN               | ABN 61 061 131 959<br>ABN 42 891 308 354                                                         |
| Nominated Contact | Finn Smith – Senior Consultant (Urbis)                                                           |
| Contact Details   | P: +61 2 8233 9966<br>E: fsmith@urbis.com.au                                                     |

## 1.2. PROJECT DESCRIPTION

The applicant is proposing to redevelop the site for a new mixed-use precinct comprising a variety of residential, commercial, retail and affordable housing with associated open space at 1 Crescent Street, Holroyd.

On 29 April 2022, after several years of negotiation, the Cumberland LEP was amended bringing to effect amended zoning and controls to facilitate the redevelopment of the site for a mixed-use development comprising predominantly residential uses with supporting retail, commercial and community land uses. This Planning Proposal established the framework under which this SSDA is being progressed.

The objectives of the proposed project are described as follows:

- Facilitate the delivery of high-quality housing (including affordable housing), at a strategically located site.
- Provide additional employment-generating floor space through podium retail and commercial spaces, which respond to employment growth of the broader locality.
- Deliver affordable housing to support the NSW Government targets.

The proposed project has an estimated capital investment value of \$783 million (refer to **Appendix E**). Accordingly, the proposal is classified as an SSD under the Planning Systems SEPP.

Amended legislation, under Schedule 1, Section 26A In-fill Affordable Housing of the Planning Systems SEPP introduces a state significant development pathway for large scale residential developments over \$75 million, provided at least 15% of the residential component of the development will be used for affordable housing for a minimum of 15 years. These provisions allow a 30% uplift in the maximum permitted height and FSR controls that apply to the land.

The site information relevant to the project is provided in the following table. A detailed description of the key features of the site and locality is provided in **Section 2.2** of this report.

Table 2 Site Details

| Descriptor        | Site Details                      |
|-------------------|-----------------------------------|
| Street Address    | 1 Crescent Street, Holroyd        |
| Legal Description | Lot 700 in Deposited Plan 1241836 |

| Descriptor | Site Details         |
|------------|----------------------|
| Site Area  | 36,353m <sup>2</sup> |

An aerial photograph of the site is provided in **Figure 1**.

Figure 1 Aerial Photograph



Source: Urbis, 2023

### 1.3. PROJECT BACKGROUND

The NSW Government has acknowledged the imperative to address the state's growing population by enhancing housing supply and the delivery of affordable housing.

As part of the National Housing Accord, NSW aims to create around 376,000 well-located residences, including approximately 15,800 social and affordable dwellings by 2029. In November 2023, DPHI introduced a policy initiative to encourage and facilitate the delivery of affordable housing under the Housing SEPP.

This initiative unites various stakeholders, including government entities, investors, and the private sector, as a catalyst to foster the supply of high-quality affordable housing in the medium term.

Tiberius is an experienced Australian property developer, with expertise garnered over 50 years of developing diverse and quality projects across Australia. As such, the site and proponent are well-equipped to provide essential housing solutions, including affordable housing.

**Figure 2, Figure 3 and Figure 4** provides an overview of the site's locational amenity and access to jobs, services and quality public transport spaces. **Figure 3** demonstrates that the development meets the criteria under the Housing SEPP as an "accessible area" being within 800m of a railway station entrance.

Figure 2 Site Location Context



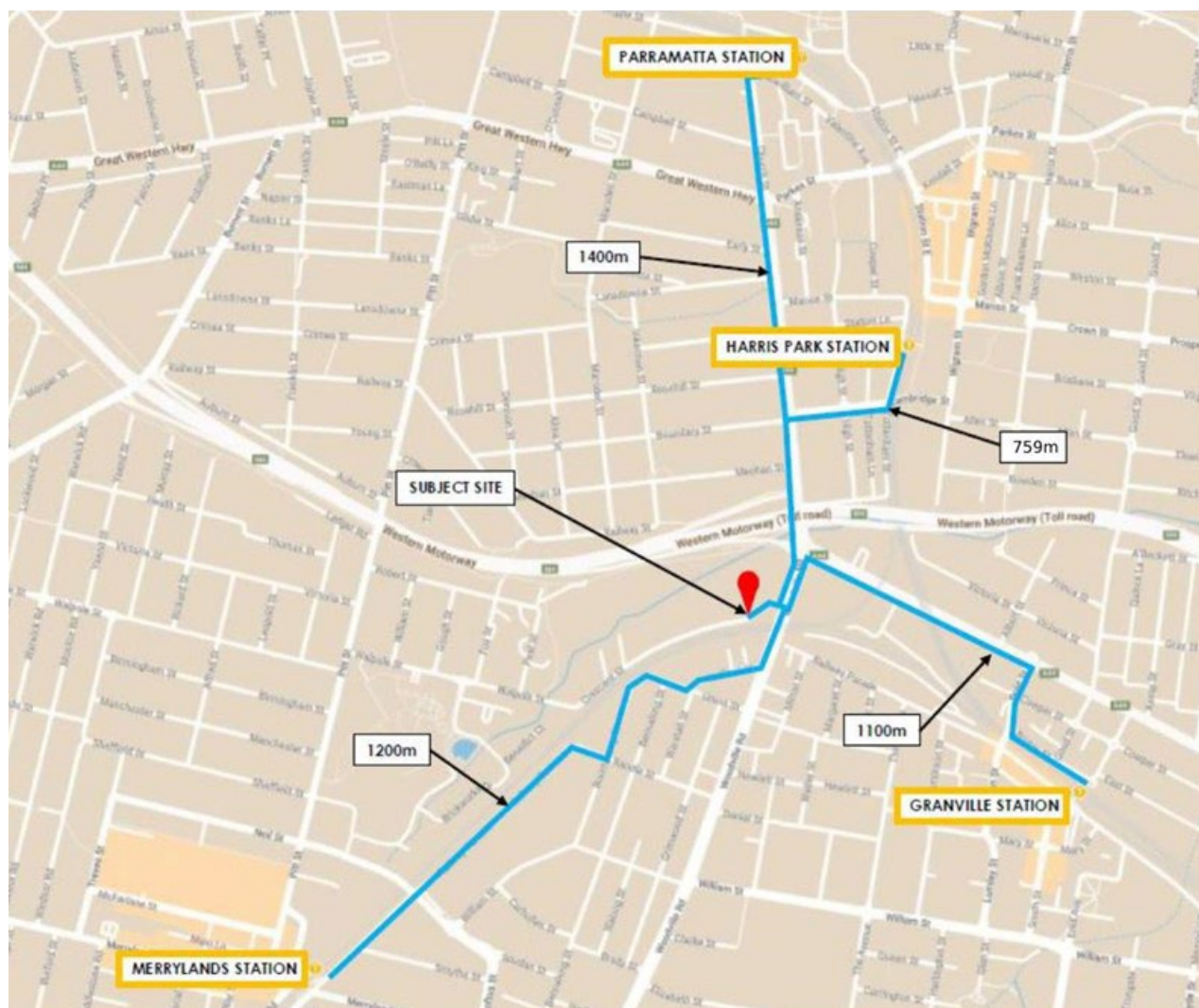
Source: Urbis

Figure 3 Access to a Railway Station entrance within 800m



Source: Urbis

Figure 4 Accessibility to other Stations and Town Centres



Source: Urbis

### 1.3.1. Planning Proposal

A Planning Proposal (reference number PP-2020-1970) was lodged with the State Planning Panel (following a Rezoning Review) which sought to amend the Holroyd Local Environmental Plan 2013 (now replaced by the Cumberland LEP 2021) to facilitate the redevelopment of 1 Crescent Street, Holroyd for a mixed-use development comprising residential uses with supporting retail, commercial and community land uses. Specifically, the proposal sought to:

- Amend the Land Zoning Map from B5 Business Development to part MU1 Mixed Use (now replaced with the MU1 zone), part R4 High Density Residential, RE1 Public Recreation and part SP2 Infrastructure.
- Amend the maximum height in the Height of Buildings Map from 15m to between 32m and 96m.
- Amend the maximum floor space ratio on the Floor Space Ratio Map from 1:1 to between 3.4:1 and 3.75:1.
- Introduce an additional Clause within Part 6 with Additional local provisions that specify:
  - A maximum Gross Floor Area (**GFA**) for 'retail premises' permitted on the site of 2,500m<sup>2</sup>,
  - A maximum GFA for 'commercial premises' permitted on the site of 5,000m<sup>2</sup>, and
  - A ground and first floor levels of buildings located in the MU1 Zone with frontage to Woodville Road be restricted to non-residential uses.

On 29 April 2022, after several years of negotiation, the planning proposal was gazetted bringing to affect the amended zoning and controls now applying to the site. The LEP was updated and became active in November 2022. This established the framework under which this SSDA is being progressed.

At the time that the LEP was made, in addition to the site-specific provisions referred to above, the following clause was included in clause 6.20 of the CLEP, stating the following:

*(3) Development consent must not be granted to development on the subject land unless the consent authority has obtained the concurrence of the Planning Secretary.*

*(4) In deciding whether to grant concurrence, the Planning Secretary must consider the following—*

*(a) the impact of the development on—*

*(i) existing designated State public infrastructure, and*

*(ii) the need for additional designated State public infrastructure,*

*(b) the cumulative impact of the development with other development that has, or is likely to be, carried out in surrounding areas on—*

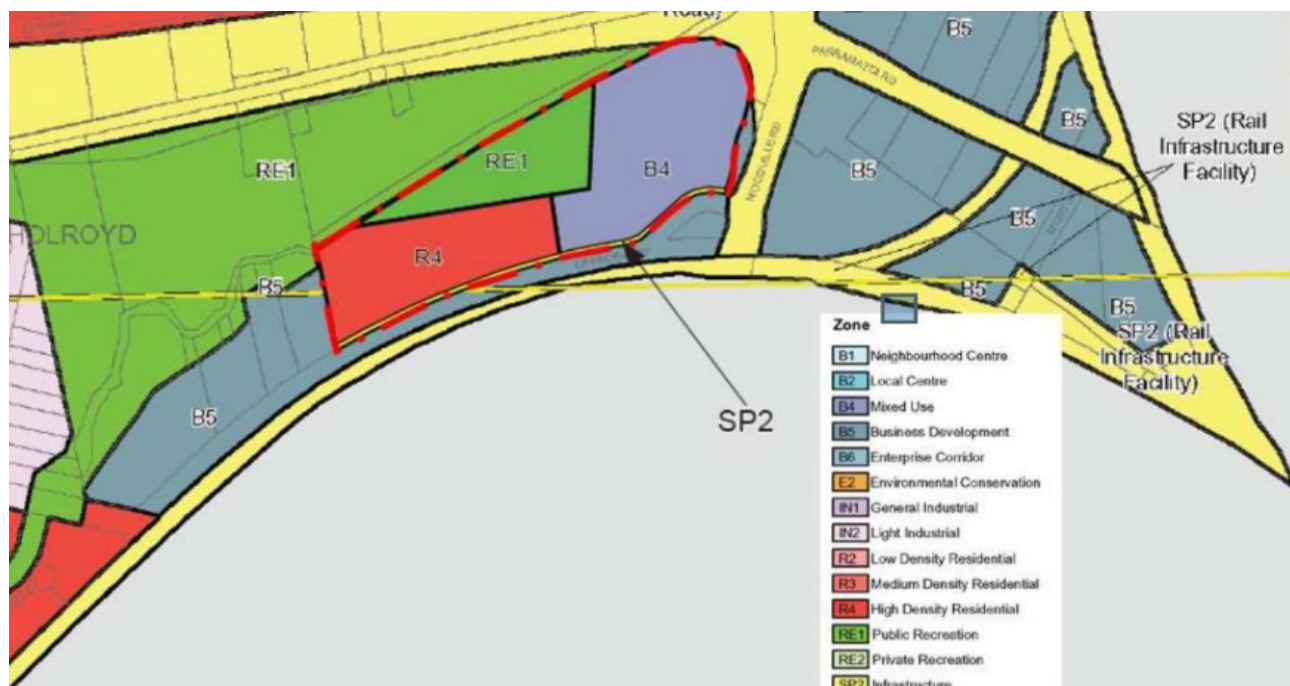
*(i) existing designated State public infrastructure, and*

*(ii) the need for additional designated State public infrastructure,*

*(c) the steps taken to address those impacts, including whether a planning agreement has been, or will be, entered into, contributing to designated State public infrastructure.*

In October 2023, Clauses 6.20(3), (4) and (6) were repealed because of the Ministerial Order introducing Housing Productivity Contributions, which any future application is now subject to. These contributions replace what was originally intended under Clause 6.20 and hence there is no requirement for a planning agreement to be established for a future DA.

Figure 5 Existing Zoning Resulting from Planning Proposal



Source: Land Zoning Map, Cumberland LEP 2021

### 1.3.2. Concept Development Application

On 31 March 2023, a Regionally Significant Concept Development Application (**Concept DA**) was submitted under s.4.22(1) of the *Environmental Planning and Assessment Act 1979* (DA2023/0178). Broadly, the Concept DA sought approval for a mixed-use community including total site GFA, building envelopes, public open space and general site and building configurations.

On 5 August 2023, the applicant filed an appeal to the Land and Environment on a deemed refusal basis following delays in the progression and assessment of the development application. A mediation meeting was held on 12 February 2024.

The Concept DA was withdrawn on 18 March 2024 as SEARs were issued by DPHI for a Concept and Stage 1 in-fill affordable housing SSDA.

### 1.3.3. Concept and Detailed Stage 1 SSDA

A request for SEARs with an associated Scoping Report was lodged with DPHI for a Concept and Stage 1 in-fill affordable housing SSDA at the site under section 26A, Schedule 1 of the Planning Systems SEPP. Site-specific SEARs were issued on 7 February 2024 under application number SSD-66020958.

The project broadly comprises the staged development of the site under a Concept SSDA for the provision of a total of seven (7) residential tower buildings, as well as an eastern mixed-use podium and associated car parking structures. A detailed first stage development application is concurrently proposed to deliver the eastern mixed-use podium and three residential towers, (classified as shoptop housing).

The proposed new SSDA omits the concept aspect from SSD-66020958, pursuing approval for the staged construction of the mixed-use precinct.

SSD-66020958 will be withdrawn once industry-specific SEARs are issued for the proposed new SSDA.

### 1.3.4. State Design Review Panel

On March 7, 2024, the Government Architect NSW (**GANSW**) conducted a State Design Review Panel (**SDRP**) session to provide initial feedback on the Concept SSDA (SSD-66020958). This first SDRP aimed to evaluate the core layout of the proposal, focusing on the urban design strategy, distribution of built forms, above-ground parking, and landscaping layout.

The panel comprised design and landscape specialists including Brindha Kugan (Chair), Chi Melhem, Peter Mould, Mark Tyrrell, and Amanda Roberts. Their feedback is currently being integrated into a revised design package. Key areas of refinement include:

- Levels and Interfaces: Further design work is being undertaken to ensure the site levels interact with buildings and surroundings, particularly at the street interfaces to ensure there are safe and legible pathways for pedestrians to move throughout the site.
- Section Drawings: Further detailed sections are being prepared to provide an in-depth understanding of spatial relationships through buildings, between buildings, and interfaces to demonstrate the refinements in the above levels and interfaces.
- Bridge Resolutions: Further design testing and rationale are being undertaken to confirm the proposed location of the bridges will achieve better connectivity to the adjacent sports ground as well as the wider locality.
- Towers Design: Alternative tower orientations and locations have been explored to test the and demonstrate why these do not work.
- Tower Compliance: As the tower design progresses, the design is being assessed against the applicable ADG controls to ensure compliance with standards for solar access, ventilation, overshadowing, wind effects, etc.
- Internal Domain: The layout of internal streets and spaces, has been refined resulting in the addition of a secondary internal road. Furthermore, the design team are establishing a site specific and more broad contextual hierarchy of open spaces and internal street networks.
- Terrace Housing: The activation and design approach for terrace housing with a frontage to Crescent Street are being evaluated and redesigned to ensure their design is optimised.

The abovementioned design refinements are part of the ongoing process, moving towards the lodgement of the EIS and appendices. The applicant has engaged with the GANSW to confirm the first SDRP is under the new SSDA pathway with an associated request for continuity of panel membership for future meetings. In response, GANSW's correspondence from April 11, 2024, indicated:

*"We'll reserve our final thoughts until then [scoping meeting] but if the scheme is consistent with the previous presentation the advice would remain relevant. In any case, we would seek to retain the same panel."*

### 1.3.5. Scoping Meeting

On April 29, 2024, the proponent and representatives of Urbis and Woods Bagot attended a scoping meeting with the department to discuss the proposed detailed SSDA. It is noted that this was essentially a second scoping meeting for the same project given a scoping meeting was undertaken for the Concept SSDA (SSD-66020958). A brief summary of the advice provided by the Department following the Scoping Report is provided below:

- The project is eligible for Industry Specific SEARs.
- The project is not currently considered eligible for the Faster Assessment Program due to the complexity of the project and the likely objection from the Council triggering a referral to the IPC for determination.
- However, this will be reviewed closer to lodgement, particularly if the State Design Review Panel (SDRP) issues have been resolved. Early consultation with the Council is strongly encouraged.
- The Department will consider a clause 4.6 variation regarding the technical FSR non-compliance.
- It is understood the cost of site remediation would be cost-prohibitive and as a result, no excavation of the site for car parking is proposed. The site remediation strategy should be provided to the Department for review and early engagement should occur with the EPA.
- As per previous advice from the SDRP, the amount of car parking should be minimised to reduce the extent of above-ground car parking required.

Additionally, the Government Architect Office has confirmed that the SDRP session held in March will be counted as part of the requisite meetings for the detailed SSDA.

## 2. STRATEGIC CONTEXT

This section describes the way in which the project addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project which will be explored in further detail within the future EIS.

### 2.1. PROJECT JUSTIFICATION

The proposed project is aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

#### 2.1.1. Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The proposal will drive economic and housing options, establishing 1 Crescent Street as a viable, well-connected part of Greater Parramatta and Greater Sydney.

The proposal will help connect residents to future employment opportunities through the delivery of high density living within proximity to established transport options including Merrylands, Parramatta, Granville and Harris Park train stations as well as bus routes along Woodville Road and Parramatta Road. The site is also within walking distance of Parramatta CBD and Merrylands Town Centre, contributing to the vision of the 30-minute city. Improved connectivity to the greater region will also be facilitated by a shuttle bus service proposed by the applicant. The proposal seeks to deliver high-quality public open space which will increase the liveability of the site and surrounding areas and foster healthy, socially connected communities.

- *Objective 10: Greater housing supply*

The proposed redevelopment of the site (including 30% uplift) unlocks its potential to deliver a mixed-use residential development which will contribute approximately 1,350 dwellings. This considerable residential dwelling yield would materially contribute to the dwelling supply targets for the district and effectively support the population growth earmarked for the region.

- *Objective 11: Housing is more diverse and affordable*

The use of 15% of the residential floor space for affordable housing is a key driver for this project. The proposal will greatly help in delivering diverse and affordable housing in a highly accessible location.

- *Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities*

The project provides residential uses in an accessible location that is connected to public transport, employment, and services, contributing to a 30-minute city.

The proposal aims to deliver critical housing supply that is co-located to retail and commercial offerings at the ground floor podium level, and adjacent to public open space. The proposal seeks to redevelop the site to deliver a vibrant and thriving mixed-use precinct positioned in a strategic location in proximity to key centres and transport corridors.

Figure 6 Greater Sydney Region Plan Structure Plan



Source: Greater Sydney Region Plan

## 2.1.2. Our Greater Sydney 2056: Central City District Plan

The Central District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The site is located within the Greater Parramatta and Olympic Park Peninsula, as a key support site of the Parramatta CBD as outlined in the District Plan. The site is highly connected to existing public transport infrastructure with bus stops along Parramatta Road and Woodville Road within walking distance as well as multiple train stations including Harris Park and Granville.

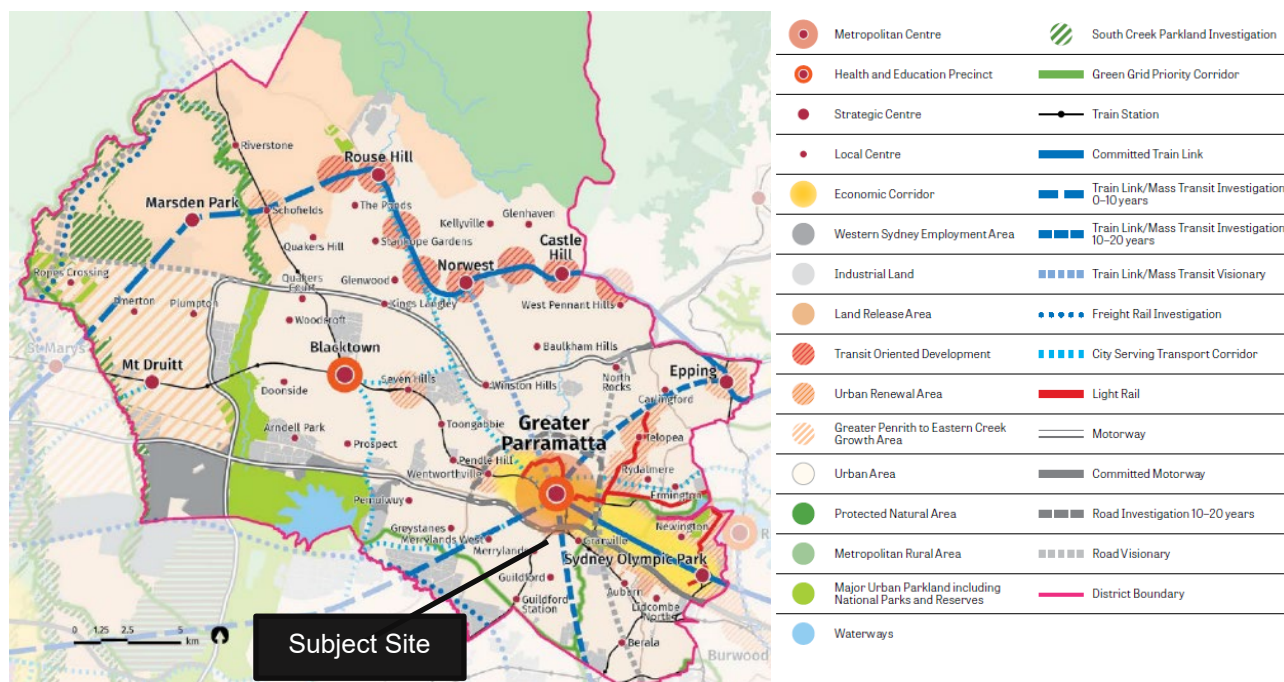
The development will deliver an employment outcome for this precinct by accommodating a vast increase in full time job generation potential for the site and construction jobs, as well as indirect employment (cleaning and maintenance etc) contributing to the economy of the Greater Parramatta Area. The proposal gives the provision of approximately 1350 new dwellings within the Cumberland LGA, and the western Sydney region, which provides more housing for people to live and work within proximity of a key strategic centre. Furthermore, the proposal will deliver 15% of the dwellings as affordable housing.

The project will provide approximately 7,700m<sup>2</sup> of public recreation land, in the form of a central park, to be dedicated to the Council plus other publicly accessible open spaces as detailed in the indicative landscaping plan. The proposed Public Recreation land presents a significant opportunity for connectivity of the site, with the adjoining RE1 land within the Holroyd Sportsgrounds.

The proposal is consistent with the following key priorities and objectives established in the Central City District Plan:

- *Planning Priority C5 Providing housing supply, choice and affordability with access to jobs, services and public transport*
- *Planning Priority C9 Delivering integrated land use and transport planning and a 30-minute city*
- *Planning Priority C7 Growing a stronger and more competitive Greater Parramatta*
- *Planning Priority C8 Delivering a more connected and competitive GPOP economic corridor*
- *Planning Priority C17 Delivering high quality open space*

Figure 7 District Plan Structure Plan



Source: Greater Sydney Region Plan

### 2.1.3. Cumberland 2030: Local Strategic Planning Statement

The Cumberland 2030: Local Strategic Planning Statement (**LSPS**) (published in March 2020) identifies the economic, social and environmental land use needs for Cumberland over the next 20 years. It demonstrates how Council's vision aligns with and gives effect to actions of the Greater Sydney Region Plan and the Central City District Plan.

The proposal aligns with and implements key LSPS planning priorities outlined for Granville Ward, including the following:

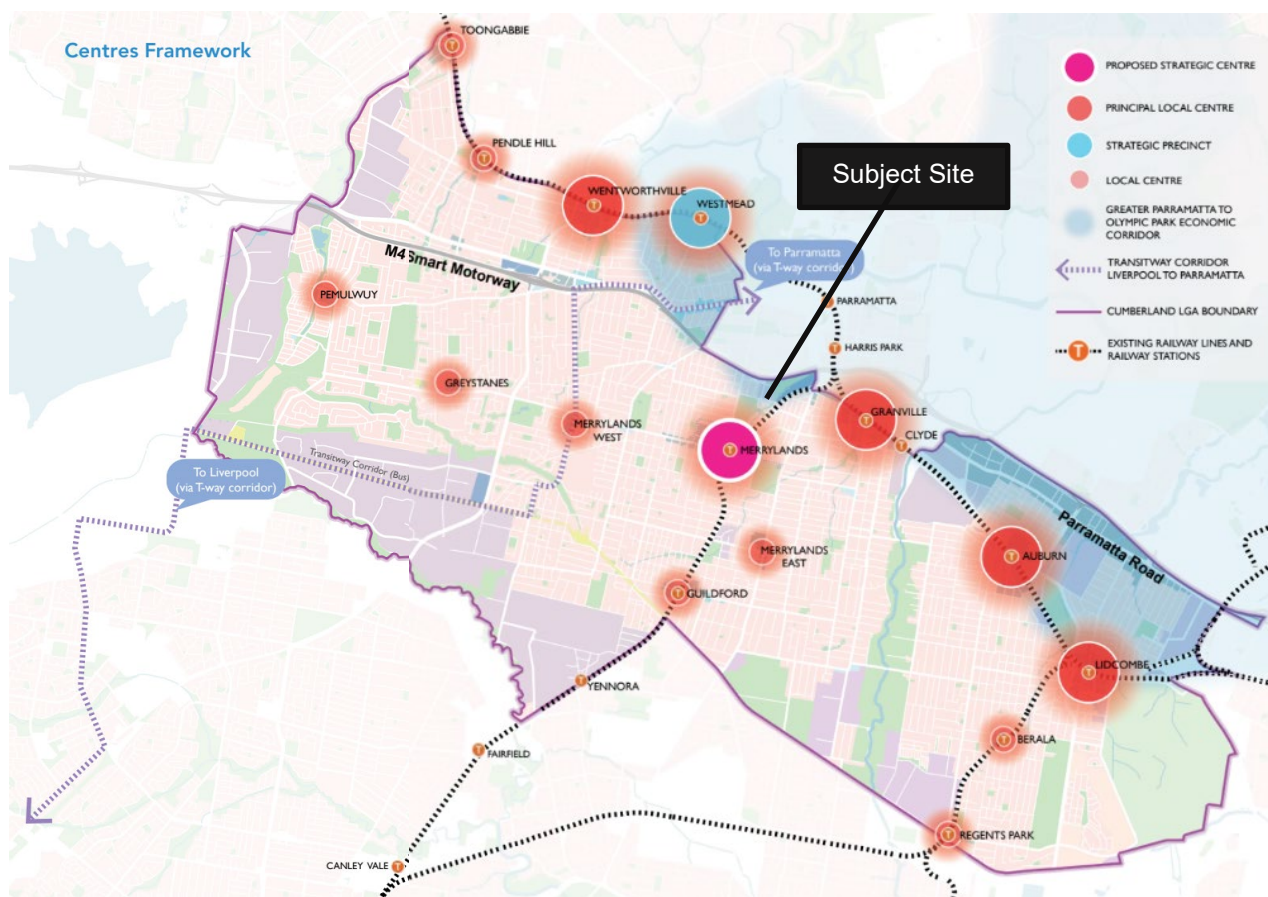
- Providing an opportunity for development along the Parramatta Road and Woodville Road Corridor to capitalise on proximity to Parramatta CBD.
- Improving access to key community, sporting, and open space areas by delivering public open space as part of the proposal.
- Delivering housing and job choices for a growing population in the Granville Ward area.
- Materially contributing towards the 4,200 additional dwellings planned for Merrylands and surrounding regions.
- Provide open spaces to support social connections in Granville Ward through place-based planning.
- Providing services and facilities to meet the needs of the broader local community.

The Strategy proposes Merrylands as the strategic centre for the LGA. It is positioned to support higher order services and facilities to meet the needs of the Cumberland area and further complement the role of Greater Parramatta. Merrylands has the potential to leverage its expanding retail centre and diversity of activities, services and jobs. The proposed project can unlock these opportunities of the future Strategic Centre as it is proximity to provide critical housing and commercial growth. While the site is located just outside of the 800m walking catchment of Merrylands Train Station, it will still aid in delivering a thriving strategic centre through the creation of dwellings, employment, commercial facilities and open space.

The strategic location of the site is further reinforced by its proximity to Granville local centre and Train Station and Harris Park Railway Station, both of which are within comfortable walking distance.

Woodville Road is identified as a key road corridor within the LSPS. The Woodville Road Strategy outlines the renewal opportunities to improve the corridor's amenities and guidance to future development and growth of nearby centres. The corridor has the potential to support job generation and housing growth that aligns with essential vehicular, freight and delivery activities.

Figure 8 LSPS Structure Plan



Source: Cumberland Council

#### 2.1.4. Cumberland Employment and Innovations Lands Strategy 2019

The Cumberland Employment and Innovation Lands Strategy 2019 presents a strategic and coordinated approach to support future economic opportunities and deliver an attractive place for residents, workers and visitors. The Strategy aligns with the Greater Sydney Region Plan and the Central City District Plan by providing a strategic framework to support growth and opportunities for the Cumberland area.

The proposal is consistent with the strategic framework and planning principles incorporated into the Study.

The Strategy was adopted by the Council in May 2019. The land use planning framework was implemented as part of the Cumberland Local Environmental Plan 2021.

## 2.1.5. Cumberland Local Housing Strategy

The Cumberland Local Housing Strategy 2020 (LHS) details the key priorities and objectives for the future planning and delivery of housing within the LGA. It also guides residential development to meet housing priorities contained within the District Plan. The LHS vision places a focus on delivering opportunities for housing growth in planned centres and corridors. Housing diversity and affordability are critical, alongside the protection of the existing character and amenity of the established residential areas.

The proposal is in a strategic location that can leverage its proximity to strategic and local centres, transit corridors and other associated social, commercial, and community offerings. Similarly, it can provide critical medium-high density residential development in a prime location that will connect people to jobs, public transport, commercial uses and open space to meet their daily needs.

The role of the local centres is to:

- Meet the criteria for 30-minute access to a Strategic Centre, with access to a high frequency railway station; and
- Provides services and facilities to meet the needs of the broader local community.

The proposal will positively deliver on these priorities and ensure existing and future residents have access to a vibrant, socially connected community with their commercial, retail and open space needs provided for.

The projected housing demand scenario in Cumberland is detailed in the LHS. The proposal is captured in the local centre and surrounds category as it is adjacent to Granville local centre. Five key priorities are identified for Cumberland and the future of its housing. These include:

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

The proposal will provide a significant contribution towards meeting the housing demands of the projected population growth in Holroyd. The proposal will facilitate a development that contains housing options that have been designed based on fundamental principles that respect and enhance the local character.

## 2.2. KEY FEATURES OF THE SITE AND SURROUNDS

The site is located at 1 Crescent Street, Holroyd within the Cumberland Local Government Area (LGA). The site is legally described as Lot 700 in Deposited Plan 1241836.

Photographs of the site condition are provided in **Figure 9**.

Figure 9 Site Photographs



Picture 1 The site and now demolished buildings from the Crescent Street vehicular access.



Picture 2 The eastern site boundary as viewed from Woodville Road.



Picture 3 Northeastern corner of the site viewed from Woodville Road and M4 Motorway intersection.



Picture 4 The southern corner of the site viewed from Crescent Street.

Source: Google Street View

The key features of the site which have the potential to impact or be impacted by the project are summarised in the table below.

Table 3 Key Features of Site and Locality

| Descriptor           | Site Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Land Configuration   | <p>The site comprises an irregularly shaped allotment with an area of 36,353 m<sup>2</sup> and has a primary frontage to Crescent Street to the south and a frontage to Woodville Road to the east. The northern boundary of the site adjoins the Holroyd Sportsground with the M4 Motorway beyond.</p> <p>The site is relatively flat with surface levels ranging from about RL10m to RL12m relative to the Australian Height Datum (AHD). The natural topography of the site slopes down from south to north towards the stormwater culvert which was once the unformed A'Becketts Creek.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Land Ownership       | Tiberius (Holroyd) Pty Ltd                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Existing Development | <p>The site is currently vacant and cleared after WesTrac ceased operations of an industrial facility at the site in early 2018.</p> <p>The site contains existing scattered pockets of landscaped vegetation, predominately located along the site's southern and eastern boundaries to Crescent Street and Woodville Road.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Local Context        | <p>The site is bounded by Parramatta Road/Church Street/Woodville Road intersection to the east of the site and Crescent Street to the south. The northern frontage of the site faces the Holroyd Sportsground and the M4 Motorway beyond. It is noted that the eastern portion of the site fronting Woodville Road has been flagged for future acquisition by Transport of NSW for future planned intersection upgrades to Woodville/Parramatta Road/M4.</p> <p>The surrounding locality is described below:</p> <ul style="list-style-type: none"> <li>▪ <b>North:</b> To the immediate north of the site is A'Becketts Creek and Holroyd Sports Ground which consists of a clubhouse to the northwest of the Sports Ground. Further beyond the M4 Motorway to the north, is a mix of low density single detached dwellings and some medium density apartment buildings.</li> <li>▪ <b>East:</b> To the immediate east of the site is the RMS future road reservation and Parramatta Road/Church Street/Woodville Road intersection. Further east of the site beyond the intersection is a mix of commercial land uses consisting of a pub (Vauxhall Inn), and a mix of warehouse buildings (including Bob Jane T-mart and Parramatta Kawasaki).</li> <li>▪ <b>South:</b> To the immediate south of the site is the existing elevated railway line that provides a visual buffer between the site and the predominantly single storey, and two storey residential dwellings located at a lower elevation south of the railway line. The residential dwellings beyond the railway line are not visible from the subject site at ground level.</li> <li>▪ <b>West:</b> Located immediately to the west of the site along Crescent Street is a mix of light industrial type land uses that consist primarily of single storey warehouses and industrial units.</li> </ul> |

| Descriptor              | Site Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Regional Context        | <p>The subject site is located approximately 22km northwest of Sydney CBD, 1.4km south of Parramatta CBD and 1.2km north east of Merrylands.</p> <p>The site is along the northern portion of the Cumberland LGA, within the Granville ward and shares the northern interface with Parramatta LGA.</p> <p>Granville Local Centre is located east of the site, opposite Woodville Road.</p> <p>Merrylands is located south of the site and is identified as the LGA's strategic centre.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Infrastructure          | <p>The site benefits from access to Woodville Road which provides direct access to the M4 Western Motorway and Parramatta Road.</p> <p>The site is centrally located and well connected to existing public transport infrastructure, providing connectivity to the wider Metropolitan Sydney including Parramatta, Penrith and the Sydney CBD. The site is within walking distance from the following three (3) train stations:</p> <ul style="list-style-type: none"> <li>▪ <u>Harris Park (760m)</u> – T1 Western Line and T2 Inner West &amp; South Line</li> <li>▪ <u>Granville (1.05km)</u> – T1 Western Line and T2 Inner West &amp; South Line</li> <li>▪ <u>Merrylands (1.2km)</u> - T2 Inner West and South Line</li> </ul> <p>The site also benefits from connections to the existing local bus networks that provide connectivity to Metropolitan Sydney along Woodville Road, Parramatta Road and the M4 motorway. The following outlines the existing bus routes within walking distance that service the site:</p> <ul style="list-style-type: none"> <li>▪ <u>Woodville Road – Route No. 907 (450m)</u> – Bankstown to Parramatta.</li> <li>▪ <u>Hassall Street – Route No. M91 (350m)</u> – Hurstville to Parramatta via Padstow, Bankstown and Chester Hills.</li> </ul> |
| Site Access             | <p>The site currently has multiple vehicular access points from Crescent Street and does not have a direct link to Woodville Road or the M4 motorway.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Easements and Covenants | <p>The site is affected by several easements and notifications.</p> <p>Notably, the site is impacted by existing drainage easements for stormwater infrastructure that divides the site from north to south.</p> <p>This easement and infrastructure will need to be amended and will be addressed in the EIS.</p> <p>On 26 June 2020, Transport for NSW (<b>TfNSW</b>) issued a letter to the landowner containing notice that TfNSW is in the process of creating a Road Reservation to allow future planned upgrades to Woodville Road and the M4 Interchange.</p> <p>TfNSW identified that this Road Reservation if formalised, would impact the eastern most portion of the subject site as identified below.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |



| Descriptor          | Site Details                                                                                                                                                                                                                                              |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bushfire Prone Land | The site is not identified as Bushfire prone land.                                                                                                                                                                                                        |
| Natural Environment | The site's existing natural environment contains dispersed trees along the site's boundary. This is predominantly located along the eastern boundary at the interface with Woodville Road and the southern boundary with an interface to Crescent Street. |
| Aboriginal Heritage | The site is not identified as an Aboriginal object or an Aboriginal Place of Heritage Significance by Schedule 5 of the Cumberland LEP 2021.                                                                                                              |
| European Heritage   | The site is not a heritage item and is not listed within a Conservation Area under Part 5 of the Cumberland LEP 2021. Conservation areas in the vicinity of the site, include the Railway Memorial, Vauxhall Inn, and No. 15 Woodville Road.              |
| Riparian Land       | The north-western corner of the site is marked as riparian land on the Cumberland Council Riparian Lands and Watercourses Map. This riparian land is a small area limited to this corner boundary of the site.                                            |

## 2.3. CUMULATIVE IMPACTS WITH FUTURE PROJECTS

The site is located in Holroyd, part of the Cumberland Local Government Area, adjacent to the Parramatta LGA and in proximity to Parramatta's central business district. Given the broader development opportunities in the area, numerous landowners are actively engaged in pursuing redevelopment and improvement projects.

To assess the cumulative impact of our proposal, a comprehensive desktop research has been undertaken using the NSW LEP Tracker, the NSW Major Projects Portal, and the Sydney Planning Panels websites on the 10 April 2024. This research aimed to identify both approved and potential future developments in the vicinity. The findings of this research are outlined in the table below for your reference.

Table 4 Relevant Surrounding Approved/Lodged Projects

| DA Reference                                                                       | Development Description                                                                                                                                                                                                                                                                                                                                | Current Status                 |
|------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| <a href="#"><u>DA/120/2021/A</u></a><br>1 Woodville Road,<br>GRANVILLE<br>NSW 2142 | Demolition of existing structures, tree removal, and staged construction of a self-storage facility comprising two buildings (one 2-storey and one 4-storey) and 36 at-grade parking spaces.<br><br>The modifications include increasing the height of Buildings 1 and 2, changing the location of the substation and pylon sign and internal changes. | Approved - Under Construction. |
| <a href="#"><u>DA/980/2022</u></a><br>53 Railway Street,<br>GRANVILLE<br>NSW 2142  | Demolition of existing structures, tree removal and construction of a 2 storey 109 place centre based child care facility with basement parking for 24 vehicles.                                                                                                                                                                                       | Under Assessment               |
| <a href="#"><u>DA/958/2021</u></a><br>Filchem House,<br>67 High Street,            | Demolition of additions to the existing heritage cottage, tree removal and construction of a 4-storey residential flat building consisting of 12 apartments over 1 level of basement parking for 11                                                                                                                                                    | Approved                       |

| DA Reference                                                         | Development Description                                                                                                                                                                                                                                                                                                                                                                                               | Current Status             |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| PARRAMATTA<br>NSW 2150                                               | car spaces. The site is identified as a Heritage Item (No. 1712) of local heritage significance.                                                                                                                                                                                                                                                                                                                      |                            |
| <u>DA/959/2022</u><br>5 Boundary<br>Street,<br>GRANVILLE<br>NSW 2142 | Demolition, tree removal and construction of a 4-storey residential flat building comprising 8 units with basement parking for 9 vehicles. Application is being re-notified as amended plans have been submitted which include but are not limited to; a reduction of number of units to 7, re-configuration of floor layout, external changes to reflect internal changes and changes to the basement configuration. | Under Assessment           |
| <u>DA/61/2022</u><br>2 Boundary<br>Street,<br>PARRAMATTA<br>NSW 2150 | Demolition of existing structures, tree removal, lot consolidation and the construction of a four (4) storey Residential Flat Building with basement parking.                                                                                                                                                                                                                                                         | Deferred<br>Commencement   |
| <u>SSD-52686211</u><br>33-43 Marion St<br>Parramatta                 | Mixed-use building within a single tower comprising build-to-rent housing, affordable housing, student housing (co-living), medical and commercial uses.                                                                                                                                                                                                                                                              | Prepare EIS                |
| <u>SSD-8790</u><br>141 Railway St,<br>Parramatta                     | Redevelopment of Parramatta West Public School including alterations to the existing building and construction of a new two-storey building to accommodate 961 students (107 additional) and 20 additional staff                                                                                                                                                                                                      | Approved<br>02/12/2019     |
| <u>SSD-31179510</u><br>2A Gregory<br>Place, Harris Park              | Proposed concept development for an affordable housing and build-to-rent development comprising approximately 483 dwellings within three freestanding four to eight storey buildings.                                                                                                                                                                                                                                 | Response to<br>Submissions |

The potential cumulative impacts of the project will be addressed in the EIS in accordance with the DPIE *Assessing Cumulative Impacts* guidelines.

## 3. PROJECT

This section outlines the key features of the proposed development, including the project area, the conceptual physical layout and design (including likely mitigation measures), the main land use activities and the likely timing for delivery of the project.

It also includes a high-level of feasible alternatives which were considered having regard to the project objectives outlined in Section 1.3 of this report, including the consequences of not carrying out the development.

### 3.1. PROPOSED DEVELOPMENT

The key components of the proposed development are listed in the following table. A copy of the preliminary architectural drawings is attached as **Appendix A**.

Table 5 Project Details

| Descriptor          | Project Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site Area           | 36,353m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Project Description | <p>The proposal seeks approval for an SSDA for a mixed-use precinct with public open spaces comprising the following components:</p> <ul style="list-style-type: none"> <li>Site establishment works, tree removal, site preparation, excavation, and services augmentation.</li> <li>Development of seven residential tower buildings, with an eastern mixed-use podium (shop-top housing). <ul style="list-style-type: none"> <li>A total of 7,500m<sup>2</sup> of commercial and retail GFA comprising 2,500m<sup>2</sup> retail and 5,000m<sup>2</sup> commercial</li> </ul> </li> <li>Towers 1-3 car parking provided by an interconnected space between the towers and the commercial / retail podium.</li> <li>Towers 4-7 car parking provided by an interconnected lower ground facilitated by the connection between the towers and two car parking structures fronting Crescent Street.</li> <li>Associated car parking, open space and landscape works, ground and rooftop communal open space, and public accessible through-site links.</li> <li>Vehicle access via a new internal private road and vehicle accessway.</li> <li>New pedestrian footpaths and access arrangements to the site.</li> <li>Staged completion of a public park of circa 7,700m<sup>2</sup>.</li> </ul> |
| GFA                 | <p>A total maximum floor space of 134,013m<sup>2</sup>, comprising a mix of residential, commercial and retail uses. The total GFA comprises, a maximum 2,500m<sup>2</sup> retail premises GFA, a maximum 5,000m<sup>2</sup> commercial GFA, 2,160m<sup>2</sup> plant GFA and the following indicative residential GFA:</p> <p><b>Tower 1:</b> 26,417m<sup>2</sup></p> <p><b>Tower 2:</b> 25,120m<sup>2</sup></p> <p><b>Tower 3:</b> 8,607m<sup>2</sup></p> <p><b>Tower 4:</b> 11,429m<sup>2</sup></p> <p><b>Tower 5:</b> 18,344m<sup>2</sup></p> <p><b>Tower 6:</b> 18,245m<sup>2</sup></p> <p><b>Tower 7:</b> 14,179m<sup>2</sup></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

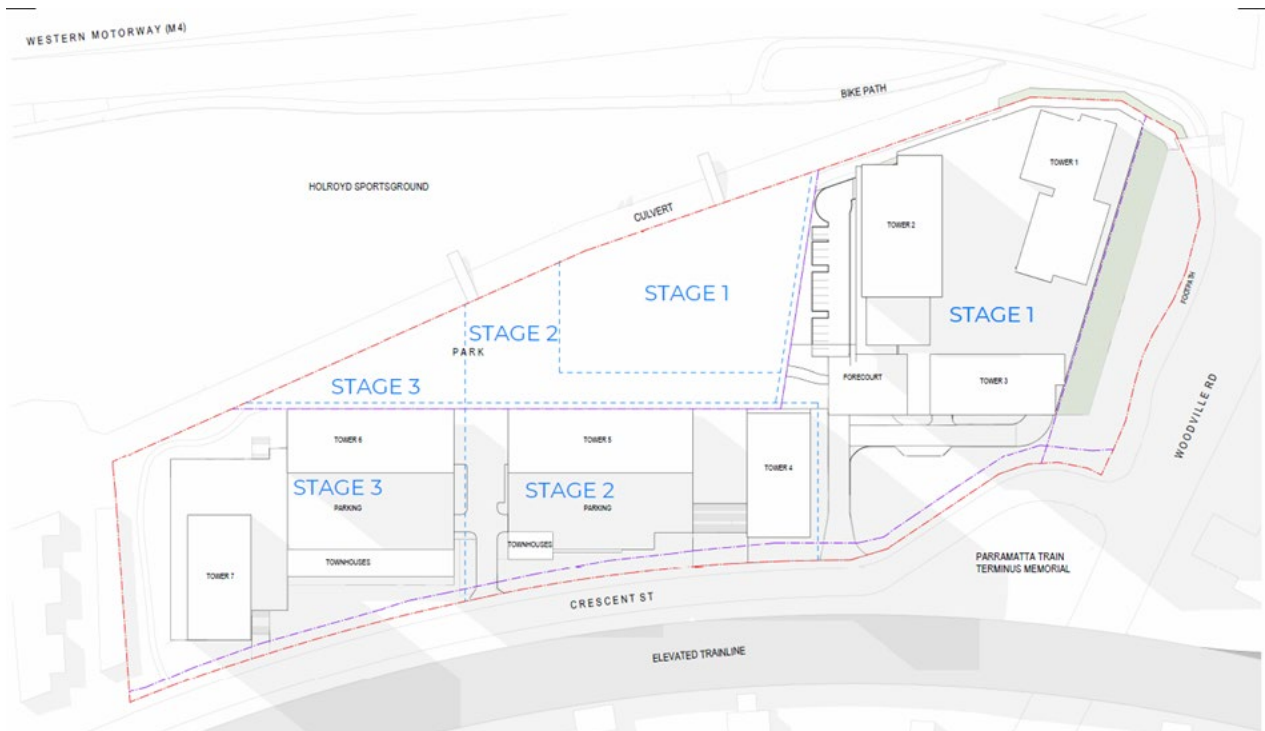
| Descriptor                        | Project Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                   | <b>Townhouses:</b> 2,012m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Floor Space Ratio (FSR)           | <p><b>Total Site Wide FSR</b> = 4.68:1</p> <p>Represented as follows:</p> <p>W1 FSR (western portion of the site zoned R4) = 4.28:1</p> <p>W5 FSR (eastern portion of the site zoned MU1) = 4.97:1</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Building Heights                  | <p><b>Tower 1:</b> 111m</p> <p><b>Tower 2:</b> 114m</p> <p><b>Tower 3:</b> 88m</p> <p><b>Tower 4:</b> 60m</p> <p><b>Tower 5:</b> 66m</p> <p><b>Tower 6:</b> 73m</p> <p><b>Tower 7:</b> 73m</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Car Parking                       | It is proposed to provide approximately 1,900 car parking spaces.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Expected Capital Investment Value | \$783 million (excl. GST)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Yields                            | <p>The indicative yield schedule is provided in Appendix D and demonstrates the whole development will indicatively deliver 1,351 dwellings comprising the following:</p> <ul style="list-style-type: none"> <li>▪ Dwellings for market: 1,133</li> <li>▪ Affordable Housing: 218</li> <li>▪ <b>Total: 1,351</b></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Staging / Phasing                 | <p>Given the scale of the site and proposal, the development is likely to be constructed over several stages and will deliver approximately 1,351 dwellings, providing additional jobs from the proposal retail / commercial components and during the construction phases.</p> <p>An indicative construction staging plan has been prepared highlighting the three stages of SSD construction:</p> <ul style="list-style-type: none"> <li>▪ <u>Stage 1:</u> Towers 1-3, mixed-use podium and car parking, vehicle and pedestrian access from Crescent Street and the eastern portion of the central park.</li> <li>▪ <u>Stage 2:</u> Towers 4 and 5, car parking, secondary access from Crescent Street and a portion of the central park.</li> <li>▪ <u>Stage 3:</u> Towers 6 and 7, car parking, and a portion of the central park.</li> </ul> |

Figure 10 Proposed Site Plan



Source: Woods Bagot

Figure 11 Indicative Construction Staging Plan



Source: Woods Bagot

## 3.2. ALTERNATIVE PLANNING PATHWAYS

It is noted that the site is governed by an intricately prescriptive set of planning controls implemented during the 2022 planning proposal. For example, these controls delineate two distinct FSR areas and impose seven specific height limitations. Moreover, a significant central section of the site has been zoned as RE1 and will be designated for public purposes. The intention behind these controls was to establish a defined massing and form for future developments on the site.

Consequently, these controls significantly limit the potential for developing notably diverse alternative schemes.

Notwithstanding, as outlined in the Scoping Report, Tiberius has identified three project alternatives that were considered with respect to the need for the mixed-use residential precinct. Each of these options is listed and discussed in the following table.

Table 6 Analysis of Feasible Alternative

| Option                                                         | Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Option 1 – Do Nothing                                          | <p>The current state of the site, remaining vacant since 2020, is not in alignment with its potential. The existing vacancy fails to integrate effectively with the surrounding public spaces and contradicts the objective outlined in the Cumberland Local Housing Strategy, which emphasises housing accessibility to strategic centres and high-frequency railway stations. Moreover, the site's proximity to Granville and Harris Park train stations, as highlighted in the Cumberland 2030: Local Strategic Planning Statement, accentuates the need for a proactive approach.</p> <p>Maintaining the site in its current state, also known as the 'do nothing' approach, is not a long-term solution. It overlooks the site's inherent opportunities, such as its proximity to public transportation and strategic entry points outlined in Cumberland 2030. Embracing such an approach would not only be incongruous with the site's key features and strategic significance but would also result in its underutilisation, overlooking its potential to contribute meaningfully to the community, material housing supply, and employment opportunities.</p> |
| Option 2 – Mixed Use Residential Precinct (without 30% uplift) | <p>Progressing with a scheme for a mixed-use residential precinct without the 30% uplifts, while viable, would not capitalise on the incentive scheme introduced by the NSW Government and therefore not provide the quantum of much-needed affordable housing in an accessible location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Option 3 – The Proposal                                        | <p>The recent implementation of new planning controls by the NSW Government offers incentives for affordable housing initiatives. The site meets the specified locational criteria outlined in the Housing SEPP.</p> <p>The proponent has undertaken efforts to incorporate the additional 30% height and FSR allowances on the site while ensuring fundamental design principles are achieved.</p> <p>This chosen approach represents the most suitable pathway forward. It ensures a structured and organised development outcome that not only remains financially viable for the applicant but also contributes significantly to the public good. This contribution is exemplified through the provision of 15% affordable housing, aligning with the site's eligibility for the Housing SEPP incentives.</p>                                                                                                                                                                                                                                                                                                                                                      |

The project has emerged as the preferred option for the site because it represents the best outcome with respect to urban design, and environmental, economic and social considerations. The project respects the principles and will deliver the vision identified in the Strategic Framework and accompanying documents, whilst balancing the various site-specific considerations including solar access and view sharing (as appropriate) and achieving a vibrant ground plane.

## 4. STATUTORY CONTEXT

The relevant statutory requirements for the site and proposal include:

- *Environmental Planning and Assessment Act 1979.*
- *Environmental Planning Assessment Regulation 2021.*
- *State Environmental Planning Policy (Planning Systems) 2021.*
- *State Environmental Planning Policy (Resilience and Hazards) 2021.*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021.*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021.*
- *State Environmental Planning Policy (Housing) 2021.*
- *State Environmental Planning Policy (Sustainable Buildings) 2022.*
- *Cumberland Local Environmental Plan 2021.*
- *Cumberland Development Control Plan 2021.*

### 4.1. PRE-CONDITIONS

**Table 7** outlines the pre-conditions for exercising the power to grant approval that are relevant to the project.

Table 7 Pre-Conditions for Approval

| Statutory Reference                                                            | Pre-Conditions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Relevance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>       | <p>A consent authority must 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.</p> <p>Section 4.6 of the SEPP provides a State-wide approach to the remediation of contaminated land. It requires a consent authority to assess the potential for land to be contaminated and the works required to remediate the land to ensure it is suitable for its intended use.</p> | <p>A Preliminary Site Investigation (<b>PSI</b>) has been prepared to understand whether the previous or current land use activities associated with the operations at the site require further assessment and/or remediation in accordance with the contaminated land planning guidelines.</p> <p>The results of the PSI determined a Detailed Site Investigation (<b>DSI</b>) is required and a Remediation Action Plan (<b>RAP</b>) may be required to progress the development of the site. The Detailed Site Investigation and Remediation Action Plan are currently going through the site auditor and will be submitted in support of the EIS. Initial findings suggest the most suitable remediation strategy is cap and contain, which would reduce excavation to footing preparations, landscaping and piling only. Full excavation of basements would be cost-prohibitive to the project proceeding.</p> |
| <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> | <p>Section 2.98 – A consent authority must take into consideration any response from the rail authority for the rail corridor received within 21 days after the notice is given.</p>                                                                                                                                                                                                                                                                                                                        | <p>The site is adjacent to a rail corridor. Therefore, the SSDA will be referred to the relevant rail authority.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| Statutory Reference                             | Pre-Conditions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Relevance                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                 | Section 2.119 – Development with a frontage to a classified road requires the consent authority to be satisfied the matters listed in clause 101 have been addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | The site is adjacent to Woodville Road which is a classified road. The proposal will be assessed having regard to the classified road, including access arrangements and the impacts of the project on the safety and efficiency of vehicle movements.                                                                                                                                                     |
|                                                 | Section 2.122 – Traffic generating development: A public authority, or person acting on behalf of a public authority, must not approve traffic-generating development without written notice of the intention to carry out the development to TfNSW in relation to the development, and taken into consideration any response to the notice that is received from TfNSW within 21 days after the notice is given.                                                                                                                                                                                                                                                                                                                                                                                                                                              | The proposal is seeking more than 300 dwellings which is the threshold under Schedule 3 of the SEPP. The project is therefore considered traffic generating under the Transport and Infrastructure SEPP. The SSDA will be required to be referred to TfNSW for a response.                                                                                                                                 |
| <i>Cumberland Local Environmental Plan 2021</i> | <p><i>CI 5.21 Flood planning</i></p> <p>(2) Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development—</p> <ul style="list-style-type: none"> <li>▪ is compatible with the flood function and behaviour on the land, and</li> <li>▪ will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and</li> <li>▪ will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and</li> <li>▪ incorporates appropriate measures to manage risk to life in the event of a flood, and</li> </ul> | <p>Cumberland Council's flood mapping identified A'Becketts Creek as containing the 1% Annual Exceedance Probability (<b>AEP</b>) floodway. Small portions of the site along the frontage to Crescent Street and adjacent to the creek are within the 1% AEP land.</p> <p>As such, the future EIS and supporting technical reporting will demonstrate how the relevant provisions have been satisfied.</p> |

| Statutory Reference                                              | Pre-Conditions                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Relevance                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                  | <ul style="list-style-type: none"> <li>will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.</li> </ul>                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                                  | <p><i>Cl 6.20 Development of land at 1 Crescent Street, Holroyd —general ...</i></p> <p><i>(2) Development consent must not be granted to development on the subject land unless a development control plan that provides for all of the following applies to the land—</i></p> <p><i>(a) design principles drawn from an analysis of the land and its context, ...</i></p>                                                                                                          | <p>With the adoption of 'Part F1-20 1 Crescent Street, Holroyd' under Cumberland Development Control Plan 2021, a development control plan provides for all the provisions detailed under cl. 6.20(2) satisfying the pre-condition.</p>                                                                                                                                                                                                      |
|                                                                  | <p><i>(5) Development consent must not be granted to development on the subject land if—</i></p> <ul style="list-style-type: none"> <li><i>the development results in the ground or first floor of a building being used for the purposes of residential accommodation, and</i></li> <li><i>the building—</i> <ul style="list-style-type: none"> <li><i>is on land in Zone MU1 Mixed Use, and</i></li> <li><i>has frontage to Woodville Road.</i></li> </ul> </li> </ul>             | <p>The proposal complies with cl. 6.20 (5) as follows:</p> <ul style="list-style-type: none"> <li>The portion of the proposal comprising towers 1, 2 and 3, within the MU1 Mixed Use zone, does not contain residential accommodation at the ground or first floor.</li> <li>The primary frontage for this portion of the proposal is Crescent Street.</li> </ul>                                                                            |
| <p><i>State Environmental Planning Policy (Housing) 2021</i></p> | <p><i>Section 20 Design Requirements</i></p> <p><i>(3) Development consent must not be granted to development under this division unless the consent authority has considered whether the design of the residential development is compatible with—</i></p> <ul style="list-style-type: none"> <li><i>the desirable elements of the character of the local area, or</i></li> <li><i>for precincts undergoing transition—the desired future character of the precinct.</i></li> </ul> | <p>The proposal seeks to establish a desirable future character for the site to the benefit of the surroundings, contributing public open space, permeable urban design and retail outlets to support the needs of the community. The provision of 15% affordable housing, in the context of approximately 1,350 dwellings across the site, will serve the public good in tackling the housing shortage currently facing Greater Sydney.</p> |

## 4.2. STATUTORY REQUIREMENTS

The following table categorises and summarises the relevant requirements in accordance with the DPIE *State Significant Development Guidelines*.

Table 8 Identification of Statutory Requirements for the Project

| Statutory Relevance            | Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Power to grant approval</i> | <p>In accordance with Schedule 1, Section 26A of the Planning Systems SEPP, a development which meets the following is classified as State Significant Development:</p> <ul style="list-style-type: none"> <li>▪ Chapter 2, Part 2, Division 1 of the Housing SEPP applies; and</li> <li>▪ Has a CIV of \$75M+ (for the residential components); and</li> <li>▪ Includes a 15% affordable housing provision.</li> </ul> <p>The proposed works have an estimated CIV of \$783 million (refer to <b>Appendix E</b>) and accordingly, the proposal is SSD.</p> <p>In addition to CIV, to qualify for the SSDA pathway, the proposal must include the provision of 15% of the total residential GFA as affordable housing. The proposal seeks to provide 15% of its residential GFA as affordable housing</p> |
| Permissibility                 | <p>The site is zoned MU1 Mixed Use, R4 High-Density Residential, SP2 Infrastructure (Local Road) and RE1 Public Recreation in accordance with the CLEP 2021. The following land uses are broadly proposed in the following zones:</p> <ul style="list-style-type: none"> <li>▪ <u>MU1 Mixed Use</u>: Shop Top Housing, Retail Premises, Commercial Premises</li> <li>▪ <u>R4 High-Density Residential</u>: Residential Accommodation (residential flat buildings and multi dwelling housing).</li> </ul> <p>These uses are permitted with development consent within the respective zones.</p>                                                                                                                                                                                                            |
| <b>Other approvals</b>         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| NSW Roads Act 1973 (Roads Act) | <p>Consent will be required under s.87 of the <i>Roads Act 1993</i> from TfNSW if the proposed works trigger the need to widen Crescent Street and modify the signalised intersection of Woodville Road with Crescent Street.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Housing SEPP                   | <p>The Housing SEPP, Chapter 2, Part 2, Division 1 applies, the proposal given the following:</p> <ul style="list-style-type: none"> <li>▪ The proposal is permitted with consent under Chapter 3, Part 4 or another environmental planning instrument.</li> <li>▪ The proposal will provide at least 15% of the GFA for affordable housing.</li> <li>▪ The proposal is located within an accessible area. That is, part of the site is located within 760m walking distance from the entrance to Harris Park train station.</li> </ul> <p>Consequently, the requirements outlined in Chapter 2, Part 2 Division 1 of the Housing SEPP apply to this proposal.</p>                                                                                                                                        |

## 4.3. MANDATORY CONSIDERATIONS

**Table 9** outlines the relevant pre-conditions to exercising the power to grant approval.

Table 9 Mandatory Considerations

| Statutory Reference                             | Mandatory Consideration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                 |
|-------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| Consideration under the EP&A Act and Regulation |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                 |
| Section 1.3                                     | Relevant objects of the EP&A Act                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                 |
| Section 4.15                                    | In determining a development application, a consent authority is to take into consideration such matters that are of relevance to the development subject of the development application, as stipulated in section 4.15. These include: <ul style="list-style-type: none"><li>▪ Relevant environmental planning instruments.</li><li>▪ Relevant draft environmental planning instruments.</li><li>▪ Relevant planning agreement or draft planning agreement.</li><li>▪ Development control plans.</li><li>▪ The likely impacts of that development, including environmental impacts on both the natural and built environments and social and economic impacts in the locality.</li><li>▪ The suitability of the site for the development.</li><li>▪ The public interest</li></ul> |                                                                                 |
| Section 4.38                                    | Section 4.38 contains the provisions for determining a State's significant development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                 |
| Mandatory relevant considerations under EPIs    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                 |
| Resilience and Hazards SEPP                     | Section 4.6 – Contamination and remediation to be considered in determining a development application                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                 |
| Transport and Infrastructure SEPP               | Section 2.98 - Development adjacent to rail corridors<br>Section 2.119 - Development with frontage to a classified road<br>Section 2.122 – Traffic-generating development                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                 |
| Sustainable Buildings SEPP                      | Section 2.1 – Standards for BASIX development and BASIX optional development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                 |
| Housing SEPP                                    | Section 19 – Non – discretionary development standards<br>Section 20 – Design Requirements<br>Section 21 – Provision of affordable housing for 15 years.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                 |
| CLEP 2021                                       | An assessment of the preliminary plans against the principal development standards within CLEP 2021 is provided below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                 |
| Land Use Zoning                                 | <u>Controls</u><br>MU1 Mixed Use<br>R4 High Density Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <u>Proposed</u><br>The following land uses are proposed in the following zones: |

|                                                          |                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SP2 Infrastructure (Local Road)<br>RE1 Public Recreation |                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>▪ <u>MU1 Mixed Use</u>: Shop-top Housing, Retail Premises, Commercial Premises</li> <li>▪ <u>R4 High Density Residential</u>: Residential Accommodation (residential flat buildings and multi dwelling housing).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Building Height (including 30% bonus)                    | <u>Controls</u><br><b>Tower 1:</b> 124.8m<br><b>Tower 2:</b> 118.3m<br><b>Tower 3:</b> 114.4m<br><b>Tower 4:</b> 66.3m<br><b>Tower 5:</b> 66.3m<br><b>Tower 6:</b> 74.1m<br><b>Tower 7:</b> 74.1m<br><b>Podium:</b> 66.3 (RL37400)<br><b>Parking Structures:</b> 66.3m - 74.1m | <u>Proposed</u><br><b>Tower 1:</b> 111m<br><b>Tower 2:</b> 114m<br><b>Tower 3:</b> 88m<br><b>Tower 4:</b> 60m<br><b>Tower 5:</b> 66m<br><b>Tower 6:</b> 73m<br><b>Tower 7:</b> 73m<br><b>Podium:</b> less than 66.3<br><b>Parking Structures:</b> less than 66.3m<br><p>The proposed heights are compliant with the CLEP 2021 development standards incorporating the additional 30% bonus.</p> <p>The building heights change as the design progresses and depending on the relationship to the natural ground level.</p> <p>Refer to <b>Appendix A</b> for the base and uplift LEP height control overlays</p>                                                                           |
| Floor Space Ratio (including 30% bonus)                  | <u>Controls</u><br>Whole site FSR: 4.68:1<br>The site has 2 FSR standards which vary between the east and west block. <ul style="list-style-type: none"> <li>▪ W5 (East Block) 4.88:1</li> <li>▪ W1 (West Block) 4.42:1</li> </ul>                                             | <u>Proposed</u><br><p>Under Clause 4.4 of the CLEP 2021, two separate maximum FSR controls apply to the site. Additionally, under the Housing SEPP, the site is eligible for an FSR bonus of up to 30%. Below are the details of the base FSR, the uplift FSR due to the bonus, and the proposed FSR:</p> <p><u>Base FSR:</u></p> <ul style="list-style-type: none"> <li>▪ W5 Area: 3.75:1</li> <li>▪ W1 Area: 3.4:1</li> </ul> <p><u>FSR with 30% Bonus:</u></p> <ul style="list-style-type: none"> <li>▪ W5 Area: 4.88:1</li> <li>▪ W1 Area: 4.42:1</li> </ul> <p><u>Proposed FSR:</u></p> <ul style="list-style-type: none"> <li>▪ W5 Area: 4.98:1</li> <li>▪ W1 Area: 4.28:</li> </ul> |

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Towers 1- 4 are located within the W5 FSR area and Towers 5 - 7 are located within the W1 FSR area. As outlined above there is minor variation to the W5 FSR area. However, the overall GFA delivered by the proposed FSR allocation is consistent with a compliant scheme. The EIS will be supported by a technical clause 4.6 variations regarding this FSR reallocation.

The GFA schedule contained within **Appendix B** contains the GFA breakdown for the W5 and W1 FSR areas to enable the verification of the FSR controls. The GFA schedule also demonstrated how the GFA has been indicatively allocated for market residential, affordable residential, commercial, and retail use.

Please note, the site areas for the purpose of calculating the W1 and W5 FSR areas. Whilst the SP2 zoned portion of the site doesn't propose any physical structures for residential or commercial use, its core function lies in providing access essential for the functionality of the proposed development. As such, the SP2 zone has been excluded from the site area for the purpose of calculating the FSR. The future TfNSW reservation within the W5 FSR area has been included in the FSR site area.

Refer to **Appendix A** for the base and uplift LEP height control overlays

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### Considerations under other legislation

|                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Biodiversity Conservation Act 2016</i> (BC Act) – section 7.14 | <p>The BC Act protects native vegetation, species of threatened flora and fauna, endangered populations and endangered ecological communities and their habitats in NSW. Section 7.9 requires a development application for SSD to be accompanied by a Biodiversity Development Assessment Report (<b>BDAR</b>) unless the Planning Agency Head and the Environment Agency Head determine that the project is not likely to have any significant impact on biodiversity values.</p> <p>Given the urban context of the site, and lack of existing vegetation, a BDAR waiver will be sought for the proposal.</p> |
|-------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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### Development Control Plans

|                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cumberland DCP 2021 | <p>Clause 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD.</p> <p>Cumberland Council at its meeting of 6<sup>th</sup> December 2023 adopted Part F1-20 Site Specific Development Control Plan (<b>DCP</b>) pertaining to 1 Crescent Street, Holroyd (the site). It is noted that the Practice Note issued by the DPE confirmed that DCPs do not apply to infill affordable housing SSD applications.</p> |
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## Development Contributions Plan

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|                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cumberland Local Infrastructure Contributions Plan 2020 | <p>The Cumberland Local Infrastructure Contributions Plan 2020 outlines contributions to provide funding towards local infrastructure, including affordable housing contributions.</p> <p>Consultation will occur with Cumberland Council regarding these contributions and the outcomes will be detailed in the EIS.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| HPC (regional) development contributions                | <p>The Environmental Planning and Assessment Amendment (Housing and Productivity Contributions) Bill 2023 was gazetted on 13 July 2023, which changed how contributions for regional infrastructure are levied, by establishing a Housing and Productivity Contribution (HPC). Regional infrastructure includes public amenities or public services, affordable housing, transport infrastructure, regional or State roads and measures to conserve or enhance the natural environment.</p> <p>The contribution rate for residential flat buildings in the Greater Sydney Region is \$10,000 per apartment.</p> <p>The contribution rate for commercial/ retail land uses is \$30 per square metre of new gross floor area.</p> <p>A 50 per cent discount will apply to HPC's paid on or before 30 June 2024. That discount will then be reduced to 25 per cent for HPC's paid between 1 July 2024 to 30 June 2025. A full contribution will come into effect for HPC due on or after 1 July 2025.</p> |

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## 5. COMMUNITY ENGAGEMENT

The following sections of the report confirm if engagement activities have been carried out for the project, including preliminary community views, and the engagement to be carried out during the preparation of the EIS.

### 5.1. ENGAGEMENT CARRIED OUT

The recent Planning Proposal which led to the new planning controls for the land along with the more recent applications prepared for the site have been extensively consulted with the local community. The learnings from this engagement provide some insight as to the expected community position in relation to this current proposal. This engagement revealed very little community concerns with the project, recognising that the site is somewhat isolated from surrounding residential development and thereby making such change more palatable in this context.

Preliminary engagement on this current project with key groups and individuals to get an early indication of community views to determine the future engagement activities to be undertaken during the EIS, has not yet been undertaken regarding this specific project, but will be progressed as part of the EIS preparation.

### 5.2. ENGAGEMENT TO BE CARRIED OUT BY THE APPLICANT

Community and stakeholder consultation will be undertaken in the preparation and assessment of the EIS including:

- **Key Stakeholders:** it is proposed to consult with the following stakeholders during the preparation of the EIS:
  - Cumberland Council
  - State government agencies including, but are not limited to, DPE, Transport for NSW, Sydney Trains, the Environment Protection Authority, and Heritage NSW.
  - Department of Planning and Environment, including GANSW.
  - Surrounding residents, businesses and local community groups
- **Other Interested Stakeholders:** additional stakeholders may be identified during the preparation of the EIS.
- **Key Actions:** the following actions will be undertaken to keep the community informed regarding the project, obtain feedback from the community on the project and engage with stakeholders on the detailed assessment of key matters:
  - If required a dedicated engagement strategy will be prepared following the issue of SEARs.
  - Additional consultation actions may be identified following further engagement with key stakeholders and DPE.
  - The EIS and supporting documentation will be placed on public exhibition, providing stakeholders with an additional opportunity to review the Project, including the final development plans and the detailed specialist studies and assessment reports accompanying the final EIS.

The proposed actions are consistent with the community participation objectives in the Undertaking Engagement Guidelines for State Significant Projects. An engagement consultant will be responsible for monitoring, reviewing, and adapting the effectiveness of the engagement strategy to encourage community participation in the project.

## 6. PROPOSED ASSESSMENT OF IMPACTS

This section identifies the key impacts which will be further investigated and assessed within the EIS, including the proposed approach to assessing each of these matters. It also identifies the matters addressed in the scoping phase that are unlikely to result in significant impacts and do not warrant further consideration in the EIS.

### 6.1. MATTERS REQUIRING FURTHER ASSESSMENT IN THE EIS

The following section of the report provides a description of the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders. It includes each of the Key Issues and Other Issues as identified in the Scoping Summary Table (refer to **Appendix D**).

#### 6.1.1. Built Form and Urban Design

The preliminary design report and plans prepared by Woods Bagot (**Appendix A**) provide a preliminary indication of the built form layout, building footprints and envelopes that form this SSDA.

The project will evaluate the massing, scale, and density of the proposed envelopes, considering how the built form aligns with adjacent and future developments while respecting the site context.

The built form and urban design will be subject to further design development and review to ensure they align with the project's scale and complexity. The goal is to create a built form that complements the existing and planned character of the area while acknowledging the unique characteristics of the site.

The design will aim to ensure the site improves upon the surrounding public domain, enhancing the streetscape's character. Façade articulation strategies, landscape treatments, and architectural appearance will form crucial components intended to produce a high-quality built-form outcome. Furthermore, the layout rationale, including loading and access arrangements, will be detailed in the architectural package.

This will include a comprehensive response in relation to:

- Ensuring contextual appropriateness of height and massing for a lively mixed-use precinct.
- Optimizing design outcomes within tower envelopes through FSR consideration.
- The interface with surrounding development and adjoining development proposed and the public domain.
- Consideration of the building layout, massing and setbacks.
- Activating ground floor areas for an engaged internal streetscape with retail components.
- Visual impact when viewed from the public domain and key vantage points around the site.

The EIS will be accompanied by a detailed set of Architectural Plans and an Urban Design Report. The EIS will also be accompanied by a BCA Compliance Report and Accessibility Report to ensure the proposed design can achieve compliance with the Building Code of Australia 2022 and Disability (Access to Premises – Buildings) Standards 2010.

#### 6.1.2. Connecting with Country

In July 2023, the NSW Government released the Connecting with Country Framework, building on the draft framework released in 2020. This is a framework for developing connections with the Country that can inform the planning, design, and delivery of built environment projects in NSW. This framework applies to SSDAs and will need to be implemented in the design of the proposal.

The EIS will be accompanied by a Connecting with Country Report informed by workshops with the Traditional Custodians and Aboriginal knowledge holders. The Connecting with Country reports will provide a framework to inform the project design and generate meaningful responses to the Traditional Custodians and knowledge holders. The responses to this framework will be incorporated where possible in the proposed architecture, landscape, public art, sustainability, materials, colour, public events, heritage interpretation, engineering, or other activities.

### 6.1.3. Traffic, Parking, Access

#### Traffic

The increase in traffic movements during both operation and construction will impact surrounding road networks. Consideration of peak traffic movements will need to be considered and the impact this will have on the surrounding road networks. This was the subject of extensive analysis at the Planning Proposal stage.

The predicted vehicle movements will also be important to inform the proposed acoustic impacts, including the potential for on-site noise generation within the car parks and across the site, including acceleration/ deceleration.

As such, a Transport Impact Assessment report will be provided as part of the SSDA which will consider the potential impact of the project on the road network. The reporting will analyse existing and expected traffic impacts on the local road network and the design of proposed vehicular entry points. A Construction Traffic Management Plan will be developed to assess impacts during the construction phase of the Project.

The Transport Impact Assessment will further identify management and mitigation measures.

#### Parking

Cumberland LEP 2021 sets out site-specific maximum car parking rates for the site under CI 6.21 of the LEP as outlined below.

- *0.9 spaces per studio or 1 bedroom dwelling*
- *1.2 spaces per 2 bedroom dwelling*
- *1.5 spaces per 3 or more bedroom dwelling*
- *1 visitor car parking space per 5 dwellings*
- *1 space per 70sqm of commercial GFA*
- *1 space per 50sqm of retail GFA (other than cafes and restaurants)*

The project will seek to provide car parking and bicycle parking in accordance with the LEP provisions. A detailed assessment of the needs of the project will be included in the Transport Impact Assessment which will be prepared as part of the EIS.

#### Access

The site is currently accessed for vehicles via Crescent Street. Woodville Road is a major north to south traffic corridor, that provides links to the M4 and Parramatta CBD and is not suitable for direct vehicle access. Accordingly, vehicle access to the development will be via two driveways from Crescent Street. Each driveway will be two-way and connected to each block's car park. The driveways will serve residential, visitor, employee, waste and delivery vehicles.

Pedestrian access is currently available from Crescent Street and Woodville Road. Pedestrian accessibility forms an integral part of the project, specifically pedestrian access to the public park located in the centre of the site as well as the existing cycle and pedestrian networks. A Green Travel Plan will also accompany the EIS.

In addition to traffic impacts, the Transport Impact Assessment will also consider the impacts on the public transport network for increased patronage will need to be assessed as part of the SSDA. Cumulative impacts and the 30% increase in floor space will impact the public transport network capacity. A detailed assessment of the surrounding network and the project will be undertaken.

### 6.1.4. Amenity

#### Overshadowing and Solar Access

Given the site is bound by Woodville Road to the east and commercial/light industrial uses to the west, the site's only sensitive receivers include residential developments located on the opposite side of the rail line to the south and Holroyd Sportsground. Given the nature of the proposal, an analysis and assessment of the overshadowing impacts and solar impacts will be undertaken.

The proposed building height and massing controls were established at the planning proposal stage establishing design considerations of mass and bulk is focused towards the eastern portion of the site and its interface with Woodville Road. The preliminary massing has been designed to ensure compliance with solar access requirements and to provide maximised solar access to communal open spaces within the site.

The communal open space areas located within the centre of the site and above the podium have been designed to ensure solar access will be available throughout the year. These areas will receive some form of solar access throughout the day on June 21.

A detailed overshadowing assessment/mapping will be prepared as part of the EIS.

#### Noise and Vibration

The acoustic environment affecting the site will be influenced by existing activities from the active raised train line to the south of the site and traffic from Woodville Road and the M4.

The preliminary design has considered the above acoustic impacts and prepared a site specific design response to mitigate the impact of the sites surrounding heavy noise sources. To mitigate the noise from Woodville Road the residential apartments have been elevated above the retail and car park podiums to the east. Apartments located in the western portion of the site are buffered from the elevated train line to the south by the parking structures and M4 to the north by appropriate setbacks.

A Noise and Vibration Impact Assessment will be prepared in accordance with EPA guidelines and Australian/International standards in accordance with the SEARs. This assessment will be undertaken in accordance with applicable legislative requirements, policies and guidelines. The assessment will detail the following:

- Cumulative impacts of surrounding noise-generating uses on the proposal.
- Construction and operational noise and vibration impacts on nearby sensitive receivers and structures.
- Noise generation from fixed sources associated with the development will need to be effectively insulated or otherwise minimised.
- Mitigation measures and design solutions will likely be required to ensure that the development operates within the relevant criteria required.

#### Views and Visual Impact

The SSDA will be accompanied by a Visual Impact Assessment (**VIA**), which will assess the visual effects of the proposed built form on nearby sensitive receivers and public domain views from key locations surrounding the site. The VIA will assess the cumulative impacts of the proposal alongside the other developments proposed in the surrounding area. The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS.

The VIA assessment will consider the proposed building and its potential visual impacts when viewed from the surrounding area. The assessment will consider the proposed architectural and landscape treatments of the building and its immediate surrounds, which would include an assessment of the proposed layout and design in accordance with the following principles and best-practice approaches identified within the following documents (but not limited to):

- *Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA, 2013); and*
- *The Landscape Institute Advice Note 01 (2011) – Photography and Photomontage in Landscape and Visual Assessment.*

#### Wind Impacts

Wind impacts will be assessed to support the EIS. A Wind Impact Assessment will be submitted which will detail recommended mitigation measures to achieve a comfortable pedestrian environment in the surrounding public domain.

### **6.1.5. Design Quality and Residential Amenity**

Preliminary assessments against ADG indicate that the proposal meets the requirements for solar access to apartments, natural cross ventilation and building separation. A detailed assessment against all relevant ADG requirements will be prepared as part of the EIS.

## 6.1.6. Hazards and Risks

### Land Contamination

As outlined in **Section 4**, the Hazards and Resilience SEPP requires the consent authority to consider whether the subject land of any development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.

Whilst it is noted that substantial excavations are not proposed, contamination will be duly considered in the project in order to demonstrate that the site is suitable or can be made suitable for the proposed uses (including commercial premises and residential flat buildings).

A Preliminary Site Investigation (**PSI**) has been prepared to understand whether the previous or current land use activities associated with the operations at the site require further assessment and/or remediation in accordance with the contaminated land planning guidelines.

The results of the PSI determined a Detailed Site Investigation (**DSI**) is required and a Remediation Action Plan (**RAP**) may be required to progress the development of the site. The Detailed Site Investigation and Remediation Action Plan are currently going through the site auditor and will be submitted in support of the EIS. Initial findings suggest the most suitable remediation strategy is cap and contain, which would reduce excavation to footing preparations, landscaping and piling only. Full excavation of basements would be cost prohibitive to the project proceeding.

## 6.1.7. Heritage

### Non-Aboriginal Heritage

The site is not a heritage item and it is not listed within a Conservation Area under Part 5 of the Cumberland LEP 2021. However, heritage items and conservation areas are present in the vicinity of the site, including the Railway Memorial, Vauxhall Inn, and No. 15 Woodville Road. Accordingly, a Heritage Impact Statement will be prepared to accompany the EIS. Consideration will be given to the impacts of the proposal on nearby heritage items.

### Aboriginal Heritage

An Aboriginal Cultural Heritage Assessment Report ('ACHAR') will be prepared to support the EIS. The ACHAR will document the process of investigation, Aboriginal community consultation and assessment with regard to Aboriginal cultural heritage and Aboriginal archaeology. The assessment will be prepared in accordance with the following guidelines:

- *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (Department of Environment, Climate Change and Water).*
- *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (Office of Environment and Heritage 2011)*
- *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW)*
- *The Australia ICOMOS Charter for Places of Cultural Significance.*

No Aboriginal objects or Aboriginal places are registered within the subject area.

## 6.1.8. Waste Management

The proposal will generate several waste streams that will require management in accordance with relevant legislation and guidelines. It is expected that during demolition and construction, the primary waste generated would consist of excess building products and onsite materials. Operational waste is likely to be constrained to waste associated with human use such as general solid waste and sewerage.

A Waste Management Plan will be prepared as part of the EIS. The plan will address both the construction and operation phases of the development and will indicate the collection points and method of removal from the site, including the various waste streams from the different uses proposed.

### **6.1.9. Flooding**

Southern portions of the site are identified as a property within the Flood Planning Level Area. In addition, the site is adjacent to A 'Becketts Creek which will need to be considered for overland flows in this catchment. The site is not considered as high or medium flood risk according to the definition of flood risk precincts in the Council's Flood Risk Management Policy as it is not affected by the 1% AEP flood extent from either overland flows or mainstream flooding.

However, the Council's flood maps show very minor areas of the site are considered as low risk in a PMF event and the site is therefore considered partially "Low Flood Risk".

Accordingly, a Flood Risk Assessment is required to be prepared as part of the EIS to assess the project's potential impacts on existing flood behaviour. This will include an investigation of the site's flood risk.

### **6.1.10. Infrastructure Servicing**

The site is within an area which has established infrastructure and services. The EIS will detail the infrastructure requirements and will include information about the anticipated supply of utility services including:

- Electricity
- Water
- Sewer
- Gas
- Communications

A Dial Before You Dig assessment would also be carried out as part of the EIS, to determine the locations of other utility supplies. The need for utility works to support the proposal would be identified during the design development and in consultation with relevant providers. The need for any works to adjust utilities will be assessed as required within the EIS. The EIS will be accompanied by a Utility Services and Staging Plan.

### **6.1.11. Social Impacts**

It is anticipated that the proposed mixed-use precinct will deliver social and economic benefits associated with the delivery of the site, in addition to the creation of job opportunities. The EIS will be accompanied by a Social Impact Assessment which will include an analysis and assessment of the potential social and economic impacts of the project.

This would include an estimation of the employment generation associated with the construction and operational phases, as well as broader economic benefits of this specific development. Other social amenity impacts would be assessed with the relevant amenity impact section of the EIS including noise, landscape and visual impact.

### **6.1.12. Environmentally Sustainable Design**

An Ecologically Sustainable Development ('ESD') Report will be provided as part of the EIS and include details on how ESD principles will be incorporated within the design and ongoing operational phases of the project.

This assessment will identify potential measures to be implemented into the building design and construction to minimise the environmental footprint of the development, including opportunities to avoid or minimise the demand for water and electricity. The EIS will be accompanied by an ESD report.

### **6.1.13. Biodiversity**

A desktop review of the site shows a small amount of existing vegetation dispersed around the boundaries of the site. Much of this vegetation will be required to be removed to accommodate the project. An Arboriculture Impact Assessment and Tree Protection Plan for the project will accompany the EIS.

Given the absence of any biodiversity values at the site and the highly urbanised nature of the surrounding area, a BDAR waiver application is considered appropriate for this assessment and will be submitted following the issue of the SEARs.

### 6.1.14. Safety and Security

The project will broadly outline how specific CPTED principles (surveillance, access control, territorial re-enforcement, and space/activity management) are considered in the building massing and open space and outline how consideration has been given to deter crime, manage space, and create a safe environment for users.

## 6.2. MATTERS REQUIRING NO FURTHER ASSESSMENT IN THE EIS

This section of the report identifies the matters that do not require further assessment in the EIS. Each of these matters was considered within the scoping phase but considered unlikely to result in significant impacts that warrant further assessment.

### 6.2.1. Bushfire

The site is not mapped within a bushfire prone area or a buffer zone to a bushfire prone area. As such a bushfire assessment is not considered necessary for this Project due to its setting in a highly urbanised and developed area, devoid of remnant bushland and not within a mapped bushfire prone area'.

## 6.3. EXPECTED DELIVERABLES

To assist in informing the SEARs, the following are the expected deliverables (reports & documentation) to support the EIS for the SSDA

- EIS
- Quantity Surveyor Report
- Architectural Design Documentation & Report
- Design Review Report
- Detailed Survey Plan
- Building Code of Australia Compliance Report
- Accessibility Report
- Wind Environment Assessment
- CPTED Report
- Arboricultural Impact Assessment
- Landscape Plan
- ESD (Sustainability) Report
- Transport and Accessibility Impact Assessment
- Construction Traffic Management Plan
- Green Travel Plan or equivalent
- Biodiversity Development Assessment Report or BDAR Waiver
- Noise and Vibration Impact Assessment
- Geotechnical Assessment
- Surface and Groundwater Impact Assessment
- Salinity Management Plan and/or Acid Sulfate Soils Management Plan
- Water Management Plan
- Flood Risk Assessment
- Detailed Site Investigation and Remediation Action Plan
- Waste Management Plan
- Aboriginal Cultural Heritage Assessment Report
- Statement of Heritage Impact
- Social Impact Assessment
- Infrastructure Delivery, Management and Staging Plan
- Engagement Report
- Connecting with Country Report
- Public Art Plan
- Civil Engineering Drawings - Structural Engineering advice & statement

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

# APPENDIX A

# PRELIMINARY URBAN DESIGN REPORT

**APPENDIX B**

**INDICATIVE GROSS FLOOR AREA  
SCHEDULE**



**APPENDIX D**

**SCOPING SUMMARY TABLE**

## **APPENDIX E**

# **INDICATIVE QUANTITY SURVEYOR REPORT**

