



Scoping Report

HDA Residential and Concurrent Rezoning
246-264 Woodville Road, Merrylands

Prepared for Green Dior Holdings Pty Ltd

Beam Planning acknowledge that Aboriginal and Torres Strait Islander peoples are the First Peoples and Traditional Custodians of Australia. We pay respect to Elders past and present and commit to respecting the lands we walk on, and the communities we work with.

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1.0 Introduction

This Scoping Report has been prepared by Beam Planning on behalf of Green Dior Holdings Pty Ltd (the Applicant) to request Industry Specific Secretary’s Environmental Assessment Requirements (SEARs) and Rezoning Study Requirements for a concurrent State Significant Development Application (SSDA) and Rezoning proposal relating to a new mixed use development containing ground floor retail premises, a supermarket, childcare centre and 5 buildings comprising shop top housing and serviced apartments including the delivery of affordable housing, a new road and public park.

The development is proposed at 246-264 Woodville Road, Merrylands (the site), within the City of Cumberland Local Government Area (LGA)

On 2 June 2025, the Housing Delivery Authority (HDA) recommended that the proposed development on the site as outlined in Expression of Interest (EOI) application 247417 (dated 18 March 2025), be declared State Significant Development (SSD) under Section 4.36(3) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Minister issued State Significant Development Declaration Order (No 9) 2025 on 12 June 2025, formally declaring the proposal as SSD. The proposal will be facilitated by a concurrent amendment to the applicable Environmental Planning Instrument (EPI), *Cumberland Local Environmental Plan 2021* (Cumberland LEP).

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

The Applicant

Applicant	Green Dior Holdings Pty Ltd
ABN	72 627 356 003
Address	Suite 706, 275 Alfred Street, North Sydney NSW 2060

The Site

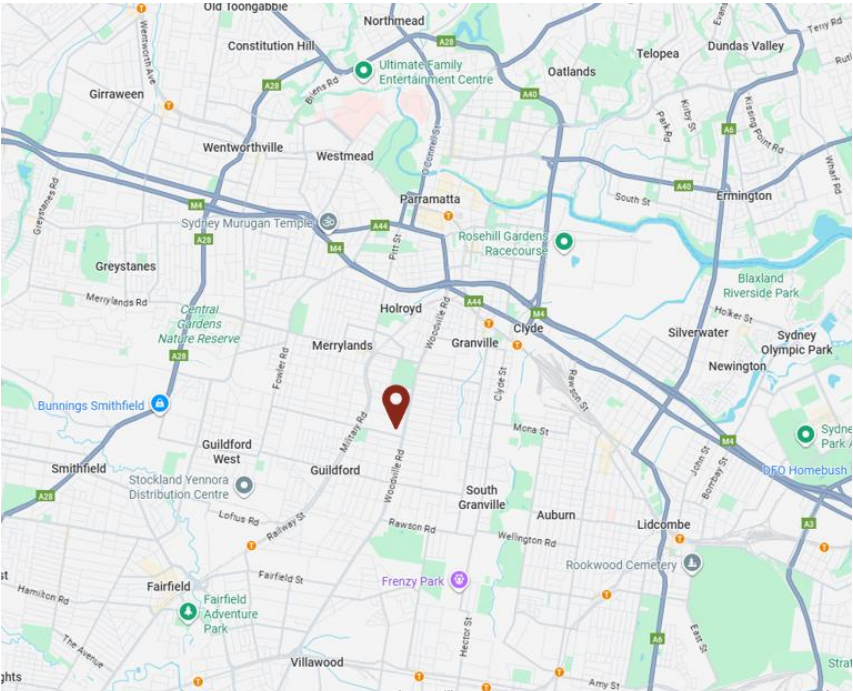
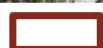
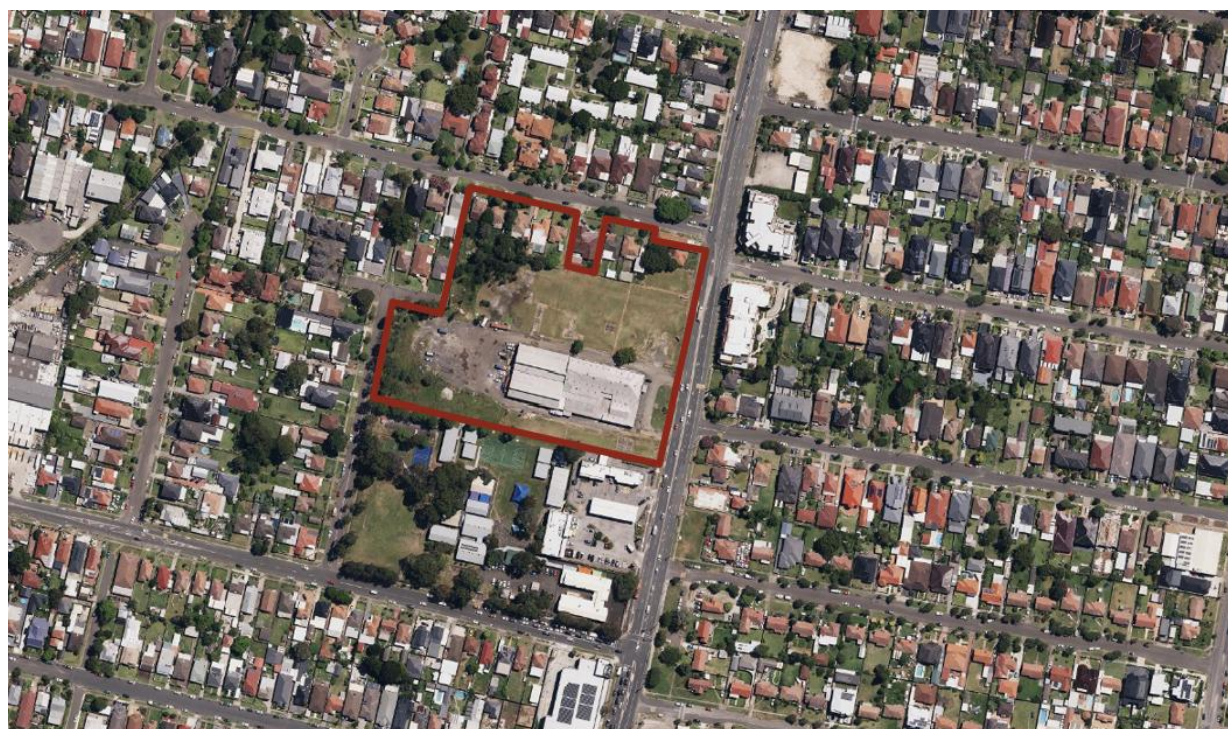
 Address	246-264 Woodville Road, 2,4, 8, 8A, 10, 12, 14, 16 Lansdowne Street and 19 Highland Street, Merrylands	
 Legal Description	Refer to Table 1 below	
 Site Area	27,332m ² (including 2,000m ² of RE1 zoned land)	
 Land Owner	Zenafone Pty Ltd (10 and 12 Lansdowne Street) Green Dior Holdings Pty Ltd (remainder)	

Figure 1 Location Plan



THE SITE

NOT TO SCALE



Figure 2 Aerial Image

Table 1 Legal Description of the Site

Address	Lot/DP
246 Woodville Road, Merrylands	Lot B in DP379850 and Lot C in DP379850
248 Woodville Road, Merrylands	Lot 2 in DP204284
256 Woodville Road, Merrylands	Lot 4-7 in DP128586 and Lot 1 in DP433824
258-264 Woodville Road, Merrylands	Lot 2581 in DP803841 and Lot 1 in DP382912
2 Lansdowne Street, Merrylands	Lot 1 in DP204284 and Lot A in DP418199
4 Lansdowne Street, Merrylands	Lot A in DP409259
8 Lansdowne Street, Merrylands	Lot F in DP364338 and Lot 2 in DP385967
8A Lansdowne Street, Merrylands	Lot 1 in DP385967
10 Lansdowne Street, Merrylands	Lot D in DP364338
12 Lansdowne Street, Merrylands	Lot C in DP364338
14 Lansdowne Street, Merrylands	Lot A in 344408
16 Lansdowne Street, Merrylands	Lot 81 in DP128805
19 Highland Street, Merrylands	Lot F in DP382911

Overview of the Project

 Proposal	Mixed-use housing development comprising five shop-top housing buildings and a serviced apartment component, varying in height between 14-19 storeys on a total site area of 25,332m², in addition to a 2,000m² public park. The development will include approximately 900 apartments, including 15% of floor space dedicated for use as affordable housing dwellings for a period of 15 years (to be managed by a registered Community Housing Provider), basement car parking, ground floor retail premises, supermarket and a childcare centre. The development will also include landscaping and public domain works including the delivery of a new public park, a new road and infrastructure augmentation. The development has an FSR of 4.13:1 and a maximum building height of 67m.
 Objectives	• To transform a prominent site within the Woodville Road Corridor into a vibrant, mixed-use urban village that reflects the suburb's unique character. • To manage and mitigate potential impacts on surrounding land uses and properties. • To provide high quality housing that meets the needs of the local area as well as the provision of high quality affordable housing.

Surrounding Development

The site is located within the suburb of Merrylands which is located approximately 4km to the south of the Parramatta CBD and is within the City of Cumberland LGA. The surrounding locality comprises a diverse mix of land uses including, residential, educational and commercial uses.

The site has frontage to Woodville Road, an arterial road (eastern boundary), Lansdowne Road (northern boundary) and Highland Street (partial western boundary). Providing multiple opportunities for vehicular access and connectivity to the broader metropolitan area. The site is also located approximately 1.2km to the south-east of the Merrylands Train Station.

A description of surrounding development is provided in **Table 2** below.

Table 2 Existing Surrounding Development

 North	Directly to the north of the site is Lansdowne Street. Further north of the site the existing development generally comprises low density standalone single storey residential dwellings with some multi-dwelling housing.
 South	To the south of the site is the Granville South Public school. The school comprises a series of 1 and 2 storey buildings as well as playing fields and car parking spaces. Adjacent to the school, fronting Woodville Road is a petrol station and takeaway food and drink premises. Further to the south, along Woodville Road is an Aldi supermarket and residential suburbs, predominantly characterised by detached single storey dwellings.
 East	The site is bound by Woodville Road to the east. Woodville Road is a major north-south road with development in the locality comprising a mix of larger 4 storey shop top housing buildings as well as low scale single dwelling houses and light industrial/commercial uses.
 West	To the west of the site is Highland Street, a residential street forming approximately half of the western boundary of the site. Development to the west generally comprises residential suburbs with detached residential dwellings. The residential development to the west comprises some higher density attached dual-occupancy dwellings and multi dwelling housing developments.

Background to the Project

The site is located within the Woodville Road Corridor Planning Proposal which recommends the following controls:

- Zone E1 Local Centre and RE1 Public Recreation;
- FSR 3:1; and
- Height 31m;

Given the significant landholding and strategic location of the site the Applicant progressed a declaration that the project is SSD under the HDA scheme. The project was declared SSD on 12 June 2025. The HDA pathway allowed the development of the site to better respond to the surrounding site constraints and improve planning on the site by increasing the maximum building heights and density. This allows the development to better distribute building heights

with taller buildings located in the north-eastern corner and lower building heights on the south-western corner, adjacent to the school and future public open space.

Existing Development Consent and Planning Agreement

The site is subject to an existing Development Consent (D/2020/0493) for a mixed-use development, with 5 buildings up to 8 storeys in height. The Development Consent permits 413 residential apartments, a 95 room hotel, 10,055.5m² of retail GFA including a 3,600m² supermarket, childcare centre, commercial car wash, and public park.

The Development Consent included a Voluntary Planning Agreement (VPA) between Council and the Developer. The VPA has been executed and provides for:

- the dedication of 8 affordable housing dwellings;
- delivery of and dedication of a public park (south-west corner of the site); and
- delivery of and dedication of a new road.

The Applicant will deliver the public benefits under the VPA as part of this SSDA and concurrent rezoning application.

2.0 Strategic Context

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

This project, if approved, will deliver approximately 900 new dwellings including approximately 135 affordable housing dwellings in a highly accessible location, approximately 1.2km south-west of the Merrylands Train Station and will deliver a range of significant public domain improvements. The proposal is a direct response to the current housing crisis and the State's commitments to the National Housing Accord, which highlights that the need to deliver housing is urgent.

This section identifies the key strategic issues that are likely to be relevant to the justification and evaluation of the project and will be investigated in more detail in the EIS. **Table 3** below outlines at a high level how the proposal is consistent with the relevant strategic plans.

Table 3 Consistency of the project with relevant strategic plans

Strategic Plan	Assessment
National Housing Accord 2022	The National Housing Accord is a shared Commonwealth, State and Local Government initiative based on a commitment to deliver 1.2 million new well-located homes across Australia over 5 years from mid-2024. Local, State, and Federal Governments are all signatories to the National Housing Accord. As part of the Accord, the Commonwealth Government has committed \$350 million over the 5 years to support the delivery of 10,000 affordable homes. Of this amount, NSW has committed to delivering 3,100 well-located affordable homes between 2024-2029 that are 'conveniently accessed' and within a 30-minute commute to jobs and a 15–20-minute walk or cycle to other amenities. The project is directly aligned with the National Housing Accord in that it will deliver approximately 900 new dwellings, including affordable housing, within close proximity to existing high capacity public transport and immediately adjacent to a school. The site is also located 4km to the south of the Parramatta CBD which provides significant employment, education and recreation facilities. The site's proximity to transport and the Parramatta CBD promote the location of new housing in a location that supports a 30 minute city and the Accord's location and accessibility objectives. Furthermore, given the project's acceptance into the HDA pathway and the ability to undertake a Rezoning Proposal and SSDA concurrently, it is possible to deliver the housing within a relatively short time frame in line with the housing accord period.
NSW Housing Strategy: Housing 2041	The NSW Housing Strategy represents a 20-year vision for the delivery of better housing outcomes in NSW by 2041. It establishes a framework to achieve the vision that is reflected through four key pillars of housing supply, diversity, affordability and resilience. The project is directly aligned with the strategy and achieves the objectives and vision of these pillars as follows: • Supply: The proposal will deliver approximately 900 new dwellings in a strategically important location close to public transport and local services and within 4km of the Parramatta CBD. The proposal will contribute to increased housing supply in a high-demand, well-serviced location. This supports the Strategy's aim to deliver well-located homes close to transport, jobs, and services. • Diversity: The development offers a mix of residential uses as well as a range of apartment types and sizes, providing options for a variety of household types and life stages, including affordable housing. • Affordability: Not only will the project assist in alleviating housing affordability concerns by delivering more housing supply, but it will also provide 15% of residential floor space as affordable housing for a period of 15 years. This directly supports the Strategy's focus on improving access to housing for lower-income households in locations that offer access to transport, employment, and services. • Resilience: The proposal will be delivered in accordance with sustainability principles, including compliance with minimum energy efficiency standards and high-quality public domain improvements. These features support climate resilience, long-term housing quality, and enhanced liveability outcomes for future residents.
NSW Government Housing Targets	The NSW Government has released 5-year housing completion targets to help address the housing crisis. Under the recently released targets, 12,200 new dwellings are required to be delivered in the Cumberland LGA by 2029. The project contributes to the achievement of these targets by providing approximately 900 new dwellings and approximately 135 affordable dwellings (minimum 15% of residential floor space for a period of 15 years).
Greater Sydney Region Plan – A Metropolis of Three Cities	The Greater Sydney Region Plan is the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision. The proposal will deliver upon a number of the objectives of the Greater Sydney Region Plan, including:

Strategic Plan	Assessment
	• Objective 7 – Communities are healthy, resilient, and socially connected: the proposal will support the delivery of walkable and socially connected places, through of mix of uses and new public domain and a public park. • Objective 10 – Greater Housing Supply: the proposal will provide critical housing, including affordable housing, in an accessible location. New housing will contribute to the housing targets for the Cumberland and Central City District. • Objective 11 – Housing is more diverse and affordable: the proposal will deliver a diversity of apartment sizes, from studios and 1-bedroom to 4-bedroom dwellings as well as approximately 135 affordable dwellings. • Objective 12 – Great places that bring people together: the proposal will facilitate the renewal of a major site in the Woodville Road Corridor and will deliver new public open space and enhanced public domain to support social connectivity. • Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities: the proposal will support the delivery of ‘30-minute cities’, or ‘15-minute neighbours’ by delivering a mix of uses and active transport infrastructure, along the Woodville Road Corridor within 1.2km of the Merrylands Train Station. • Objective 22 – Investment and business activity in centres: the proposal will contribute to the vibrancy of the Woodville Road Corridor, providing a mix of retail and commercial uses. • Objective 31 – Public open space is accessible, protected and enhanced: the proposal will deliver a new public park on the site that is well located near homes, employment and services.
Our Greater Sydney 2056: Central City District Plan	The Central City District Plan is a 20-year plan to manage growth and change across the district. The District Plan contains strategic directions, planning priorities and actions that support the implementation of the Greater Sydney Region Plan at a district-level, as well as inform local strategic planning statements, environmental plans and other strategic documents. The proposal will help deliver a number of the planning priorities of the Central City District Plan, including: • Planning priority N5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport: the proposal will facilitate the delivery of approximately 900 new dwellings of varying types and sizes and including affordable housing, located close to public transport and with access to the Parramatta CBD. • Planning Priority N7 - Growing a stronger and more competitive Greater Parramatta: the proposal will locate additional housing in close proximity to the Parramatta CBD in a location that is well serviced by public transport. • Planning Priority N9 - Delivering integrated land use and transport planning and a 30-minute city: the proposal will support the delivery of ‘30-minute cities’, by delivering a mix of uses and active transport infrastructure, along the Woodville Road Corridor and within 1.2km to the Merrylands Train Station. • Planning Priority N16 - Increasing urban tree canopy cover and delivering green grid connections: the proposal will facilitate the delivery of a new public park, providing high quality urban green space in close proximity to housing.
Cumberland City Council Local Strategic Planning Statement (LSPS)	On 4 March 2020, the Greater Sydney Commission (GSC) endorsed the Cumberland Local Strategic Planning Statement (LSPS). The LSPS sets out Council's vision for how the LGA will grow to 2030. The proposal is consistent with the relevant planning priorities as outlined below: • Local Planning Priority 2: Advocate for a range of transport options that connect our town centres and employment hubs, both locally and to Greater Sydney: the proposal will facilitate the delivery of additional housing in a location within 30 minutes of close to transport, jobs and services. • Planning Priority 5: Delivering housing diversity to suit changing needs: the proposal will facilitate the delivery of approximately 900 new apartments, including a range of apartment types and sizes as well as the provision of affordable housing. • Planning Priority 6: Delivering affordable housing suitable for the needs of all people at various stages of their lives: the proposal, through an uplift in development potential, will facilitate the delivery of additional and high quality affordable housing with approximately 135 dwellings dedicated as affordable housing for a period of 15 years. • Planning Priority 11: Promoting access to local jobs, education opportunities and care services: the proposal will locate additional homes as well as additional employment floorspace in a co-located development that is close to public transport services and local amenities. • Planning Priority 15: Planning for a resilient city that can adapt to natural hazards and climate change: the proposal will facilitate the delivery of new houses in a development that achieves sustainability objectives and is located in close proximity to public transport. The proposal will also facilitate the delivery of a new public park. • Planning Priority 16: Supporting urban cooling to minimise heat island effects: the proposal will incorporate sustainable building materials that promote cooling and will also deliver a new public park and green space.

Strategic Plan	Assessment
Cumberland Local Housing Strategy (LHS) 2020	The Cumberland Local Housing Strategy (LHS) 2020 identifies the need for new, diverse and affordable housing within the LGA. The LHS proposes a 20 year housing supply target of 28,000-28,500 additional dwellings for the Cumberland area. The proposal is consistent with the LHS priorities as outlined below: • Priority 1 - Delivering housing diversity to suit changing community needs: the proposal will provide a range of housing types and sizes including affordable housing at a density that will facilitate the achievement of the Cumberland Housing target. • Priority 2 - Promoting transit-oriented housing options to support the 30 minute city: the proposal will locate approximately 900 new dwellings within 1.2km of the Merrylands Train Station and will therefore promote transit-oriented development and the creation of a 30 minute city. • Priority 3 - Facilitating housing that respects and enhances local character: the proposal will enhance and strengthen the changing character of the Woodville Road Corridor. The proposal will provide non-residential uses and a public park to enhance the quality and vibrancy of the local area. • Priority 4 - Valuing heritage and cultural diversity in housing: the proposal will not result in adverse heritage impacts and is therefore an appropriate location for additional density. • Priority 5 - Infrastructure-led housing delivery: the proposal is located in close proximity to existing public transport infrastructure and is therefore well located for additional density.
Woodville Road Corridor Strategy	The Woodville Road Corridor Strategy was adopted by Council on 27 August 2025 and is a local land use policy that outlines Council's vision and priorities for future development along the Corridor. The proposal is consistent with the strategy as outlined below: • Affordable and diverse housing - Deliver housing diversity and affordable housing to suit changing needs: the proposal will provide approximately 900 new dwellings including a range of housing types and sizes including affordable housing. • Open space and recreation - Deliver new open space and new recreation facilities that meet the needs of the community: the proposal will facilitate the delivery of a new public park, located adjacent to new housing and local employment and services. The public park will provide high quality embellishments and opportunities for recreation in a well located area. • Greening of the Corridor - Develop and create opportunities and initiatives for tree planting on public and private land to help mitigate the heat island effect and promote resilient liveable environments: the proposal will include the provision of a new public park that will contribute to and enhance the greening of the corridor. • Public transport - Improved bus services effortlessly connecting Parramatta to Bankstown, linking communities to work, shops, schools, and recreation will be provided: the proposal will locate additional housing in close proximity to public transport and will also deliver employment uses on site to cater for the needs of the existing and future population.
Cumberland Affordable Housing Strategy	The Cumberland Affordable Housing Strategy (AHS) identifies a projected need of 10,700 new affordable housing dwellings in Cumberland between 2016 and 2036, of which approximately 70% will be needed for very low income households, and 50% of which will need to be larger dwellings. The proposal will support the AHS through the delivery of approximately 135 dwellings dedicated as affordable housing for a period of 15 years.

In addition to the above the future application will undertake a detailed assessment against the relevant Section 9.1 Ministerial Directions, including but not limited to the following outlined in **Table 4** below.

Table 4 Summary of consistency with Section 9.1 Directions

Direction	Response	Consistent
1.1 Implementation of Regional Plans	As outlined above, the proposal achieves the overall intent of the Greater Sydney Region Plan – A Metropolis of Three Cities, and does not undermine the achievement of the vision, land use strategy, goals, directions and actions of the Plan. Further, the proposal will support the redevelopment of a strategically important site and the realisation of the intended outcomes of the State Government's Central City District Plan and the Cumberland Local Housing Target.	Yes
1.3 Approval and Referral Requirements	The proposal does not seek to increase requirements for concurrence, consultation or referral provisions and does not identify any developments as designated development.	Yes
1.4 Site Specific Provisions	The proposal does not seek to add any site specific provisions to the LEP.	N/A
4.1 Flooding	The site is not located in a floodway or high hazard flood area. A small portion of the north-western corner of the site is inundated in the 1% AEP event (max 25cm depth). The proposal does not seek to rezone the land or permit any additional uses including residential on the land.	Yes

Direction	Response	Consistent
	The Woodville Road Corridor Planning Proposal considered that flooding would not pose a significant impact throughout the Corridor and that the Site is suitable for higher density mixed use development.	
4.4 Remediation of Contaminated Land	The site has been used for residential and commercial purposes. The site however is subject to an existing development consent (D/2020/0493) for a mixed-use development and as such is expected to be suitable or capable of being made suitable for the proposal. The EIS and Rezoning will need to consider the relevant provisions of Chapter 4 of the Resilience and Hazards SEPP 2021.	Yes
4.5 Acid Sulfate Soils	The site is identified as comprising Class 5 acid sulfate soils. The Woodville Road Corridor planning proposal determined that the intensification of development on land identified as having a probability of containing Class 5 acid sulfate soils as acceptable. The proposal is consistent with this conclusion. In accordance with clause 6.1 of the Cumberland LEP, an acid sulfate soils management plan, prepared in accordance with the Acid Sulfate Soils Manual, may need to accompany future development proposals, prior to a development consent being granted.	Yes
5.1 Integrating Land Use and Transport	The proposal does not seek to rezone the land or alter the range of permitted uses. The proposal is generally consistent with the relevant aims, objectives and principles of <i>Improving Transport Choice</i> and <i>The Right Place for Business and Services</i> . The site has access to high capacity public transport and is strategically located near major centres including the Parramatta CBD.	Yes
5.2 Reserving Land for Public Purposes	The proposal does not seek to create, alter or reduce existing zonings or reservations of land for public purposes.	Yes
6.1 Residential Zones	The proposal will: • Deliver new housing, including affordable housing; • Make more efficient use of existing infrastructure and services, whilst delivering infrastructure to support new residential development; • Reduce the consumption of land for housing on the urban fringe, by supporting in-fill development/ urban renewal, and • Facilitate housing that is of good design, in accordance with the relevant SEPP provisions. The Planning Proposal does not contain provisions that would reduce the permissible residential density of land, rather it seeks to maximise the redevelopment potential of the site under the Cumberland LEP.	Yes
7.1 Employment Zones	The proposal will: • Give effect to the objectives of this Direction, encouraging employment growth in an accessible location and supporting the viability of a new local centre. • Retain the location of existing employment zones and will not reduce the potential employment floor space.	Yes

2.1 Potential Cumulative Impacts

The site is located within the Woodville Road Corridor which is identified for significant transformation in line with its strategic designation for high-density, mixed-use development. The Woodville Road Corridor strategy identifies surrounding sites (to the north and to the east) as planning proposal sites and as such these sites are expected to be developed, contributing to a substantial uplift in residential density and infrastructure demand within the local area and broader Woodville Road precinct.

The proposal has been designed to have regard to the future redevelopment of surrounding properties and will consider cumulative impacts as part of the Environmental Impact Statement (EIS). These considerations will inform the assessment of traffic generation, infrastructure servicing, overshadowing, privacy and amenity, and integration with the surrounding public domain to ensure a coordinated outcome for the local area.

3.0 Project

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

3.1 Rezoning Proposal

The proposed concurrent rezoning includes the following amendments to the key provisions of the Cumberland LEP as outlined in the following table.

Table 5 Proposed Concurrent Rezoning

	Current Cumberland LEP Provision	Woodville Road Corridor Planning Proposal	Proposed Amendment
Cl. 2.1 – Land Zoning	B2 Local Centre and REand RE1 Public Recreation	E1 Local Centre and RE1 Public Recreation	E1 Local Centre and RE1 Public Recreation
Cl. 4.3 – Max Building Height	31m	41m	67m
Cl. 4.4 – Max Floor Space Ratio	2.2:1	3:1	4.13:1

3.2 Proposed Development

The proposed development will seek consent for:

- Demolition of existing buildings;
- Tree removal;
- Excavation of a two level basement for car parking, loading dock and building services;
- Ground level retail including a supermarket, childcare centre serviced apartment lobby and residential lobbies;
- Delivery of a new public park and new road connection from Lansdowne Street to Woodville Road;
- Construction of five (5) shop top housing buildings (A to E) of between 14 and 19 storeys in height. Building B will include 5 levels of serviced apartments;
- Delivery of approximately 900 dwellings across the site; and
- Dedication of 15% of residential floor space as affordable housing dwellings for 15 years, (approximately 135 dwellings).

3.3 Amendments to HDA EOI Proposal

The proposal includes a number of amendments to the HDA EOI proposal, endorsed in June 2025. The amendments to the EOI were discussed with the Department on 16 October 2025 and include:

- An overall increase in the maximum building heights on the site from 53m to 66m. The increase in building heights allows for the better distribution of height across the site by decreasing the height of buildings in the south-western portion (adjacent to the school and future public park) and the increase in building heights in the north-eastern corner. This allows the development to better manage impacts such as overshadowing and building bulk in the south-western corner. The taller buildings in the north-eastern corner will be supported by other taller building forms to the north and east when development under the Woodville Road Planning Proposal is realised.
- An increase in FSR from 4:1 to 4.13:1. This has resulted from the further design development and refinement of the proposal.

The amendments to the building forms and heights, including the transfer of building height across the site, is illustrated in **Figure 3** below.

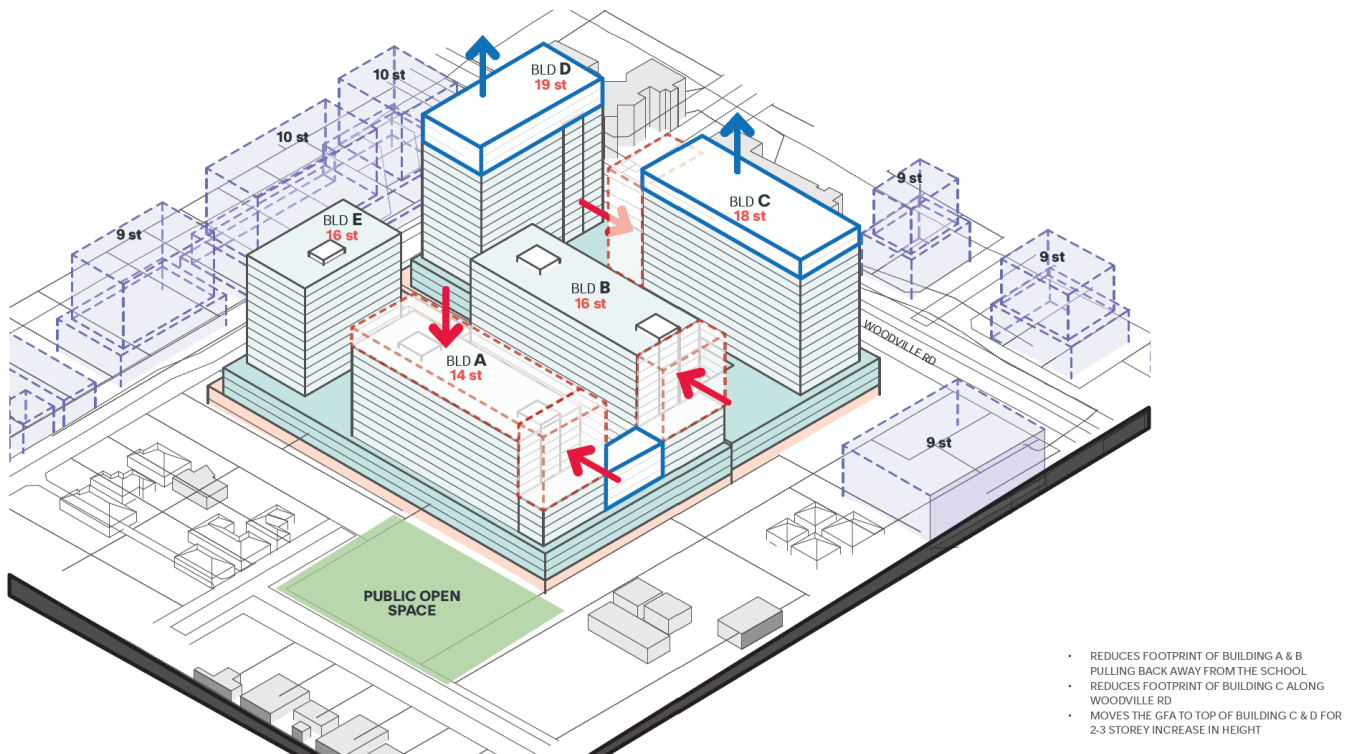


Figure 3 Proposed massing strategy

3.4 Opportunities and Constraints Analysis

Opportunities

- The site is a large, consolidated land holding, that can be comprehensively redeveloped in a coordinated manner.
- The site has been identified as suitable for high density mixed use development by strategic plans (the Woodville Road Corridor).
- The site includes multiple street frontages to support multiple building forms and aid in construction of the project and mitigation of construction related impacts.
- Dimensions of the site are regular, allowing for regular building envelopes and compliant building separation to be achieved within the Site.
- The large areas and regular shape of the site facilitate the development of a supermarket and significant retail/commercial offerings.
- The large area of the site allows the development to deliver a new public park as well as new roads to improve existing and future local traffic circulation.
- Proximity to transport services provides an opportunity to locate additional density as well as a significant commercial component.
- Potential to enhance existing recreational opportunities and linkages for active transport.

Constraints

- Existing high traffic volumes on surrounding streets, and concerns regarding traffic generation.
- limited grade separated east-west connections across Woodville Road for pedestrians and cyclists.
- Existing limited public domain and pedestrian amenity.
- Proximity to existing low rise residential dwellings surrounding the Site to the north and west and limited opportunity to integrate properties within the development site.

3.5 Consideration of Alternatives

As part of the early investigations the proponent considered the following options:

Option 1: Do nothing

- Option 1 sees the continued operation of the existing business and residential premises on the site. Continued operation of these uses does not align with the strategic vision for the site and represents the underutilisation of strategically identified land.
- As such, Option 1 is not consistent with the strategic vision for the site or public interest to deliver housing in a well-located area with high amenity as well as preventing the delivery of a new park and affordable housing outcomes that are available under Option 3.

Option 2: Progress existing consent

- Option 2 is to develop the site in accordance with development consent (D/2020/0493) for a mixed-use development, with 5 buildings up to 8 storeys in height. The Development Consent permits 413 residential apartments, a 95 room hotel, 10,055.5m² of retail GFA including a 3,600m² supermarket, childcare centre, commercial car wash, and public park.
- Option 2, while it provides benefits, will continue to underutilise the site. The approved development does not provide density or an overall number of dwellings that are commensurate with the site's strategic location in close proximity to the Parramatta CBD and existing rail infrastructure.

Option 3: Compliant Development Application under Woodville Road Corridor Planning Proposal controls

- Option 3 involves the preparation and lodgement of a Development Application for a mixed-use development scheme, consistent with the amended development controls for the site under the Woodville Road Corridor Planning Proposal.
- Option 3 will continue to underutilise the site. The approved development does not provide density or an overall number of dwellings that are commensurate with the site's strategic location in close proximity or the Parramatta CBD and existing rail infrastructure.

Option 4: Concurrent Rezoning and State Significant Development Application (HDA Pathway)

- This is the preferred option and forms the basis of the Planning Proposal and concurrent SSDA. It involves amending the Cumberland LEP to permit building heights of up to 67m (19 storeys) on the site and a maximum FSR of 4.13:1. This will enable the delivery of a high-density, mixed-use precinct comprising approximately 900 residential apartments.
- The proposal includes a commitment to provide a minimum of 15% of the residential GFA as affordable housing for 15 years, the provision of a new park, construction of a new road, supermarket and childcare centre.
- This option represents the most effective use of the site, delivering housing, employment, and community outcomes aligned with local and state strategic planning priorities.

4.0 Statutory Context

This section provides an overview of the key statutory requirements for the project.

Table 6 Statutory Context

Matter	Comments
Power to Grant Consent	The development is declared SSD pursuant to State Significant Development Declaration Order 2025 (No 9, Part 2, Section 4 (1)(i)). Pursuant to Section 4.5(a) of the EP&A Act, the Minister for Planning and Public Spaces, or their delegate will be the consent authority for the application.
Permissibility	The proposal is located on land which is subject to the Cumberland LEP. The site is zoned E1 Local Centre and RE1 Public Recreation. The following proposed uses are permissible in the E1 Zone: • Shop top housing; • Retail; • Shop (supermarket); • Childcare centre; • Serviced apartments; and • Roads. The proposal seeks to provide a new public park in the RE1 zoned portion of the site.
Other Approvals	• <i>Biodiversity Conservation Act 2016</i> – Due to the nature of the site, a waiver to the requirement for a Biodiversity Development Assessment Report will be sought. • <i>Water Management Act 2000</i> – Authorisation would be required if groundwater is to be impacted during construction. • <i>Sydney Water Act 1994</i> - Section 78 of the <i>Sydney Water Act 1994</i> requires consent authorities to notify Sydney Water where an application for development could affect Sydney Water services. Accordingly, the Applicant will consult with Sydney Water during the preparation of the EIS if deemed necessary. Approvals not applicable: • An approval under Part 4, or an excavation permit under section 139, of the <i>Heritage Act 1977</i>; and • An Aboriginal heritage impact permit under section 90 of the <i>National Parks and Wildlife Act 1974</i> (to be confirmed). Consistent approvals: • A consent under section 138 of the <i>Roads Act 1993</i> is expected to be required for the proposed new driveway crossovers and opening of the new road (to be confirmed).
Pre-conditions to exercising the power to grant consent	• <i>Environment Protection and Biodiversity Conservation Act 1999</i> • <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> • <i>State Environmental Planning Policy (Housing) 2021</i> • <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> • <i>Cumberland Local Environmental Plan 2021</i> <i>Biodiversity Conservation Act 2016</i> (BC Act) and <i>State Environmental Planning Policy (Biodiversity and Conversation) 2021</i> (Biodiversity SEPP) • A BDAR waiver will be requested from the Department to satisfy Section 7.9(2) of the BC Act. <i>National Parks and Wildlife Act 1974</i> (NPW Act) • The NPW Act aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. Given the disturbed nature of the site, a full Aboriginal Cultural Heritage Assessment Report (ACHAR) is not considered necessary. Therefore, an Aboriginal Cultural Due Diligence Report will be prepared instead to accompany the application. <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (T&I SEPP) <u>Section 2.122 Traffic-generating development</u> • The development is expected to be classified as traffic generating development. Development consent must not be granted to certain traffic-generating development unless the consent authority has given written notice of the application to TfNSW and taken into consideration any submission made in

Matter	Comments
	response to that notification, and the accessibility of the site concerned, and the potential traffic safety, road congestion or parking implications of the development. <u>Section 2.48 Determination of development applications—other development</u> • Prior to the grant of consent the consent authority must refer the application to the electricity supply authority <u>Section 2.120 Impact of road noise or vibration on non-road development</u> • Prior to the grant of consent, the consent authority must be satisfied that the development will achieve the appropriate internal acoustic requirements. A noise and vibration assessment is required to assess the noise and vibration impacts associated with vehicles on Woodville Road. State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazard SEPP) Chapter 4 of the Resilience and Hazard SEPP aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. Specifically, Section 4.6(1)(b) requires the consent authority to be satisfied that the land is suitable in its contaminated state, or will be suitable after remediation, for the purpose for which the development is proposed to be carried out. • A Preliminary Site Investigation (and Detailed Site Investigation if required) will be prepared to accompany the future application to determine the site suitability of the land (consistent with the existing development consent for the redevelopment of the site).
Mandatory matters for consideration	Environmental Planning and Assessment Act 1979 (EP&A Act) The future application will take into consideration the following sections of the EP&A Act: • Section 1.3 Objects of Act; and • Section 4.15 Evaluation.
	State Environmental Planning Policy (Housing) 2021 (Housing SEPP) The future application will provide an assessment against the following chapters of the Housing SEPP: • Chapter 4. As required by Section 147, a Design Verification Statement will be prepared, along with an assessment against the Apartment Design Guide (ADG).
	State Environmental Planning Policy (Sustainable Buildings) 2021 (Sustainable Building SEPP) The future application will implement a range of environmentally sustainable development initiatives to meet industry benchmarks and standards, as well as reduce emissions and consumption of energy in accordance with Chapter 2 and 3 of the Sustainable Building SEPP.

5.0 Community Engagement

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

Early consultation on the proposal undertaken to date is summarised below:

- **Department of Planning, Housing and Infrastructure:** The Applicant met with the Department on 16 October 2025. The following matters were discussed at the meeting:
 - Green Dior Holdings Pty Ltd presented an alternative scheme to the HDA EOI scheme which involved an increase to the FSR from 4:1:1 to 4.13:1 and the increase in the maximum building height from 53m to 67m.
 - The Department identified that, due to the changes from the HDA EOI scheme, a Planning Focus meeting is required and a scoping report should be prepared to request SEARs.
 - As a minimum the justification for the proposed changes to height/massing should address:
 - Consistencies and departures from the existing EOI;
 - The overall dwelling yield;
 - The reason for shifting the massing;
 - Impacts on adjoining development as a result of the proposed changes, and
 - The Woodville Road Planning Proposal and other existing controls.

- Affordable housing is to be delivered in accordance with the EOI.
- The Department encouraged the proponent to proceed with the preparation of the Scoping Report for Project Specific SEARs.

The Applicant will also be undertaking future engagement to inform the EIS in accordance with the SEARs and DPE *Undertaking Engagement Guidelines for State Significant Projects (2021)*. Consultation is anticipated with the following government and industry stakeholders:

- Department of Planning, Housing and Infrastructure;
- Transport for NSW;
- NSW Government Architect's Office;
- Cumberland Council;
- Department of Climate Change, Energy, the Environment and Water; and
- Relevant Service Providers – Ausgrid, Jemena, Sydney Water.

6.0 Proposed Assessment of Impacts

This Section identifies the matters requiring further assessment in the EIS and the proposed approach to assessing each of these matters.

Table 7 Key Assessment Matters

Assessment Matter	Proposed Approach
Built Form & Urban Design	The EIS will be supported by an Architectural Design Report which will demonstrate the proposed built form is appropriate for the site. This assessment will consider the increased building height, bulk and massing, setbacks, streetscape amenity, and active frontages.
Public Domain and Landscape	The EIS will be accompanied by Landscape and Public Domain Plans, and an Architectural Design Report to assess and demonstrate how the proposal will deliver a high-quality new park, new road and public domain treatments.
Traffic and Parking	A Traffic, Transport and Accessibility Impact Assessment will accompany the EIS, providing an assessment of the traffic and parking impacts of the various land uses forming part of the development, as well as a Construction Traffic Management Plan. The Traffic, Transport and Accessibility Impact Assessment will address cumulative impacts of traffic generation within the local road network, in addition to the impact of the proposed new road to connect Woodville Road to Lansdowne Street.
Residential Amenity	The residential amenity of the development will be evaluated as part of the Design Report and EIS, with the assessment guided by the design principles for residential apartment developments outlined in the Housing SEPP and the Apartment Design Guide (ADG).
Tree Removal	The proposed development will involve the removal of several trees from the site (consistent with the existing approved development consent). The EIS will be accompanied by an Arboricultural Impact Assessment that addresses the impacts of tree removal. Further, detailed Landscaping Plans will accompany the EIS demonstrating the increase in tree canopy coverage and deep soil landscaping to be achieved on the site.
Contamination	The EIS will be accompanied by contamination assessments (including a Preliminary Site investigation (PSI) and a Detailed Site Investigation (DSI) (if required). These reports will demonstrate that the site is suitable or is capable of being made suitable for the for the purpose for which the development is proposed to be carried out in accordance with Section 4.6(1)(b) of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> .
Heritage	The site does not contain any heritage items, is not located within a heritage conservation area however it is located adjacent to the Granville South Public School a locally listed heritage item (i169). An assessment will be required to consider the impacts on the proposal on the matters for consideration under clause 5.10 of the Cumberland LEP.
Flooding	The site is partially flood affected. An assessment will be required to demonstrate the extent of flood affectation and any necessary mitigation measures to be incorporated in the development.
Acoustic Amenity	The EIS will be supported by a Noise and Vibration Impact Assessment which will assess the impact of existing noise and vibration impacts on the development and will include an assessment of the noise and vibration impacts associated with Woodville Road (Section 2.120 of the <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>). The Noise and Vibration Impact Assessment will also assess the impact of non-residential development proposed on the site on the proposed and neighbouring residential properties, including the Childcare Centre. Noise and vibration impact from the construction of the development will also be addressed within the Noise and Vibration Impact Assessment.
Social and Economic Impacts	The proposal involves a significant amount of retail floor space, and as such an Economic Impact Assessment will be prepared to accompany the EIS and assess the impact of the proposed non-residential floor space on the centres hierarchy and existing commercial centres within the local government area. Further, as the proposed development will involve additional residential density than previously considered in the Woodville Road Corridor Strategy, the proposed EIS will provide an assessment of the social infrastructure needs created by the proposal.

Assessment Matter	Proposed Approach
Site Suitability and Public Interest	The EIS will address how the proposed development is suitable for the site, and that the proposed development is in the public interest. Where any adverse impacts resulting from the proposed development are anticipated, the EIS will include mitigation measures required to ensure the impacts are reasonable and appropriate.

Other Technical Reports

The EIS is also proposed to be supported by:

- Crime Prevention Through Environmental Design Report;
- Landscape Concept Plan;
- Reflectivity Assessment;
- Operational and Construction Waste Management Plan;
- Geotechnical Assessment and Groundwater Impact Assessment (if required);
- Construction Management Plan;
- Ecologically Sustainability Assessment, Section J Assessment, and BASIX Certificate;
- BCA and Fire Safety Statement;
- Utilities and Services Infrastructure Assessment;
- Accessibility Assessment; and
- Community Consultation Report.

Matters not requiring further assessment

The following table outlines matters of consideration not requiring further assessment in the EIS.

Table 8 Matters Not Requiring Further Assessment

Assessment Matter	Proposed Approach
Bushfire	The site is not identified as bushfire prone land.
Biodiversity	A Biodiversity Assessment Report Waiver will be submitted to the Department ahead of the lodgement of the SSDA.