

State Significant Development Application Design Report





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Woods Bagot acknowledges the Traditional Owners of the land, sky and waters. We pay our respects to Elders past, present, and to the future leaders of our community.

We honour the ongoing deep spiritual connection that the Traditional Owners have with this country. With respect, we tread gently to help reconcile and pave the way for a united and harmonious future for all people.

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01

Introduction

01.01 Project Overview

Subject Site

Mixed-Use Residential Development at 1 Crescent Street, Holroyd, and is legally described as Lot 700 DP 1241836. The subject site is located approximately 22km northwest of Sydney CBD, 1km south of Parramatta CBD, and 1.5km northeast of Merrylands.

This SSDA seeks approval for a mixed-use residential development including:

Gross Floor Area

134,217 m² (approximately)

Consisting of;

84,281 m² In the East Precinct

49,936 m² in the West Precinct

Uses

1,227 dwellings of which 201 are Affordable

378 m² Enclosed Residential Amenity Space

2,500 m² Ground floor retail

5,000 m² Commercial Space

Vehicle drop-off, car parking and BOH servicing

Site landscaping, terrace landscaping and public domain upgrades

The design report has been prepared by Woods Bagot on behalf of Tiberius (Holroyd) Pty Ltd (ABN 61 061 131 959) atf the Holroyd Unit Trust (ABN 42 891 308 354).



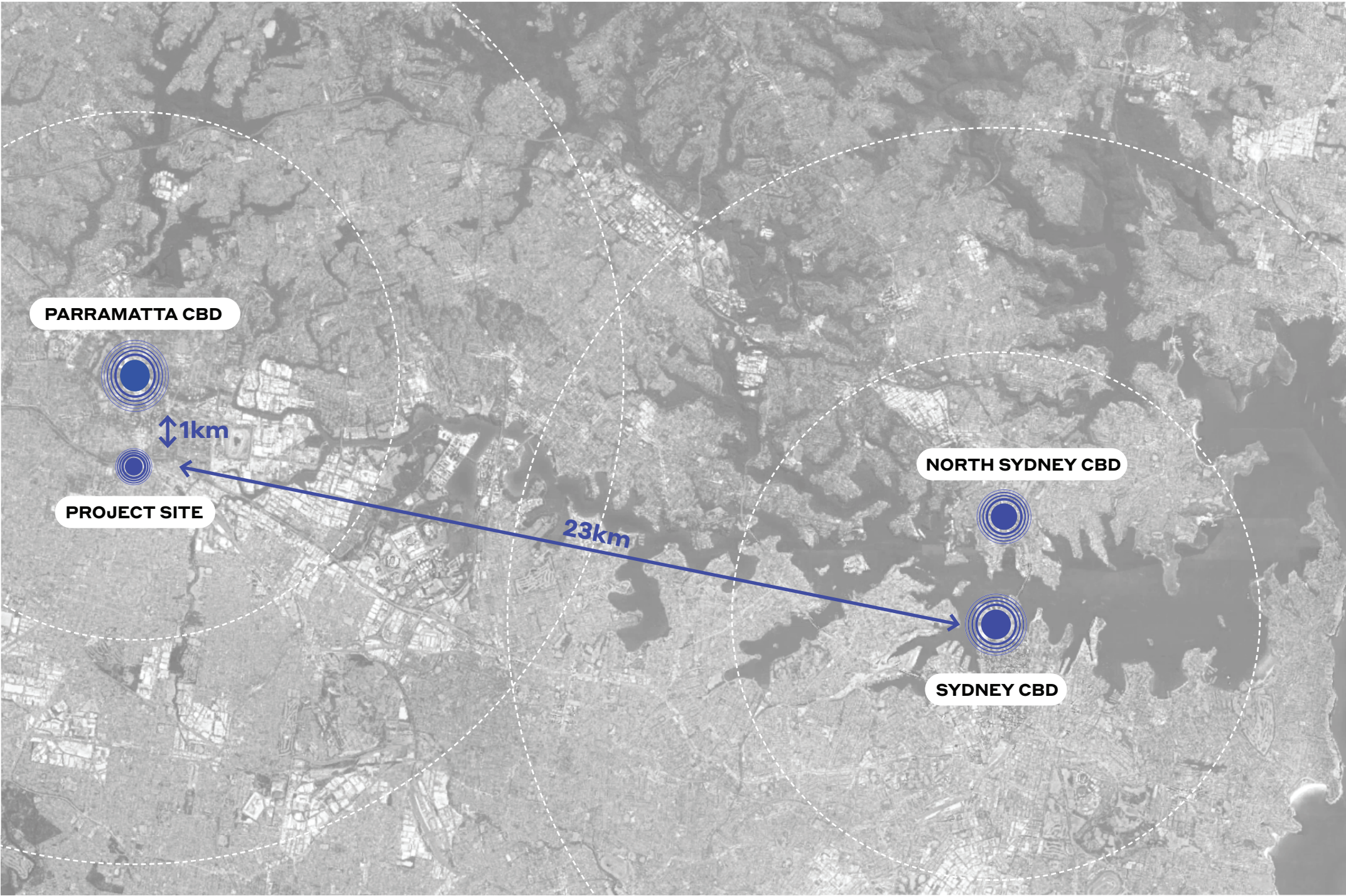


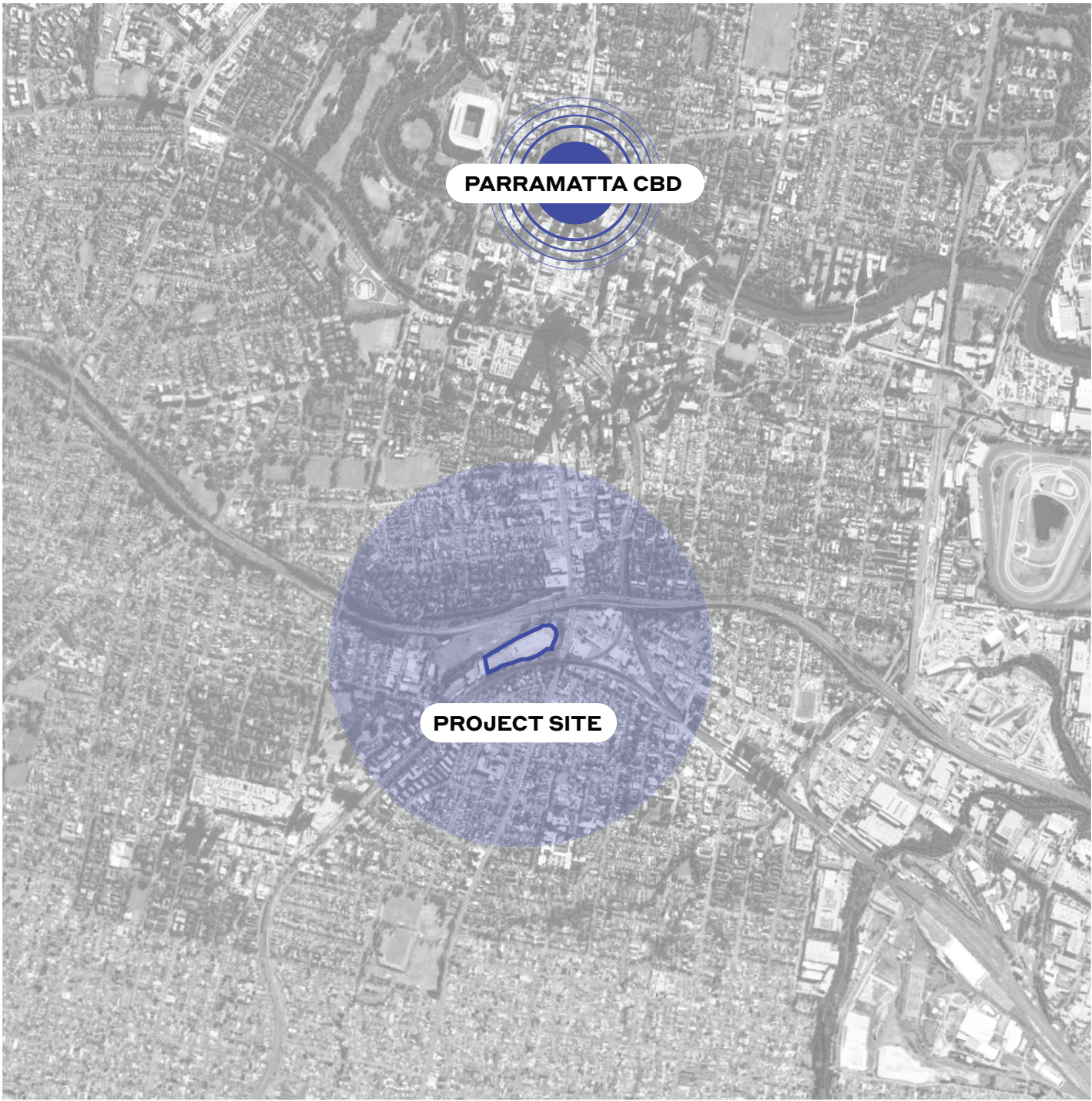
01.02 Project Site Location

The site relates to the land known as 1 Crescent Street, Holroyd, and is legally described as Lot 700 DP 1241836. The subject site is located approximately 22km Northwest of Sydney CBD, 1km south of Parramatta CBD, and 1.5km northeast of Merrylands.

The site comprises an irregularly shaped allotment with an area of approximately 36,353m2 and is bounded by Crescent Street to the south (primary frontage), Woodville Road to the east, and a stormwater culvert followed by Holroyd Sportsground to the north. Vehicle access is currently gained from Crescent Street.

The natural topography of the site gently slopes down from Crescent Street to the south (approximately 12m Australian height datum (AHD)) to the former A'Becketts Creek to the north (10m AHD), with the exception of the northwest corner of the site that has a topography of 8m AHD, and northeast corner that has a topography of 6m AHD. The site contains scattered pockets of vegetation, predominately along the southern and eastern boundaries of Crescent Street and Woodville Road.





01.03 Site Conditions

Site Photos

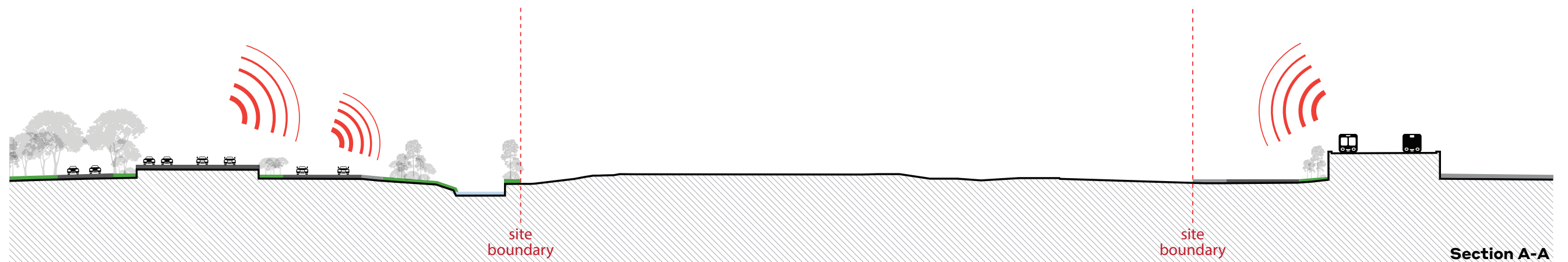
Focused Site

The site is bordered by the culvert of A'Becketts Creek and the transport infrastructure of Crescent Street to the South, Woodville Road to the East and the M4 Motorway to the North East. Additionally, the elevated railway running East to West further encloses the site, creating both a visual and physical divide to the residential area to the South.

Holyroyd Park, opposite the site, is visible yet disconnected from the site with a lack of clear connection or access route .



01.04 Site Conditions Wider Context



SE Corner - Crescent St onto Woodville Rd



NE Corner - Woodville Road onto M4



South Edge - Crescent Street



West Edge - A'Becketts Creek



North Edge - A'Becketts Creek



Middle of Site - Looking North to Parramatta

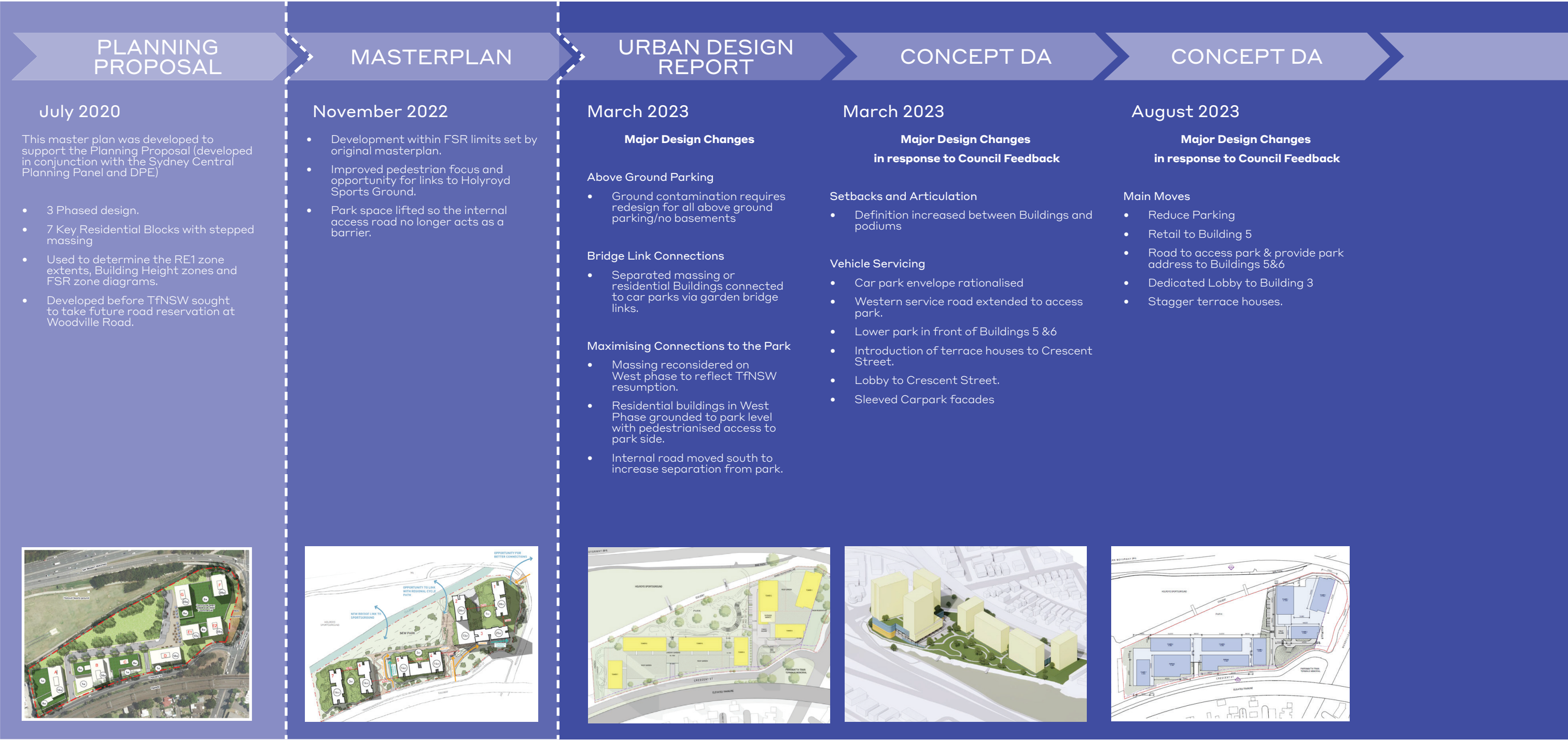
01.05

Crescent Parklands recent Project History Timeline

ARCHITECTUS

I2C

WOODS BAGOT



SDRP 1
PRESENTATION

February 2024

Major Design Changes in response to Council Feedback on Concept DA

Public Domain, Levels and Interfaces

- Pedestrian connectivity from Woodville Road increased
- Through site link opportunities rationalised with increased community access to park
- Forecourt / public plaza moved north
- Reduced cross-over of vehicles and pedestrians
- Retail and Commercial uses rearranged to improve activation
- Shuttle bus moved to more accessible central location
- Direct public domain access for all Building lobbies
- Crescent Street / internal road addresses and drop off added for West Block

Holyroyd Sportsground

- Bridge link proposed to improve connections
- Bike path facilitated

Terrace Housing

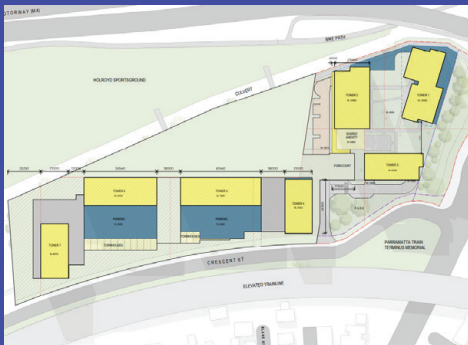
- Crescent Street town houses reconfigured for improved solar, cross ventilation and street activation
- Detail developed to consider interface with public realm and provide good amenity and privacy to residence

Parking Facade

- Apartment sleeving increased on East Block and mass setback on West Block
- Facade detail considered to respond to site and create a desirable outcome
- Vehicle Overpass implication / setback

Building Design

- Dedicated lobbies to each Building with increased architectural intent to create park front addresses and legible placemaking.
- Buildings connected to podiums and given architectural definition.
- Test floor plans developed to illustrate articulation and intent.
- Buildings 1 + 2 increased in articulation to better respond to contextual conditions.
- Solar testing, overshadowing, Wind, ESD and Acoustic studies conducted and moves made accordingly for ADG compliance



SDRP 2
PRESENTATION

June 2024

30% Uplift & Major Design Changes in response to SDRP 1 comments & NSW Housing SEPP Changes

Building Massing

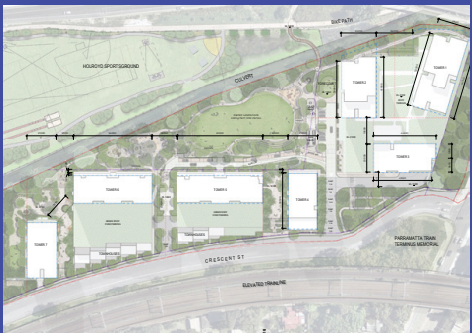
- Buildings increased in height within FSR 30% increase to maximise yield.
- Buildings setback from RE1 zone for improved street interface
- Increased facade articulation and massing to improve solar access and overshadowing for all Buildings
- Building 1 setback from east boundary to improve solar access to T3
- Building cores rationalised and light / breaks to corridors introduced to improve amenity circulation
- Podium facade setbacks increased to protect existing trees below and improve Woodville Rd experience
- Floorplate diversity increased.

Townhouses - Crescent St

- Individual Townhouse frontage increased for improved amenity
- Access from both Crescent Street and parking block developed
- Front and rear courtyards developed to improve amenity and street presence
- Lower Ground level raised for privacy and screening, vegetation buffering developed
- Orientation allows for increased natural light and ventilation to units
- Acoustic buffering and vertical screening elements added

Pedestrian / Traffic Interface

- Vehicle access changed to take through traffic away from the retail frontage.



01.06

Crescent Parklands Project History

SDRP 2 Feedback - Responses

SDRP 2 COMMENTS					
June 2024					
Comments Received from SDRP 2					
Connecting With Country					
1.0	Clearly articulate the ongoing process, how feedback from traditional custodians has been captured, how this is directly informing the design strategy, and where opportunities for co-design are being implemented.	See page 02.09 and 06.02	4.0	Remove the at grade carparking at the east of the park in favour of providing a continuous public domain between the park and retail spaces.	See page 05.06
2.0	Look for opportunities to align the Country and sustainability strategies.	See page 02.09 and 06.02	5.0	Reduce the extent of carparking provided along the internal street and increase the number of street trees/canopy coverage provided	See page 05.06
Site Strategy and Landscape			6.0	Consider opportunities for on-street carparking along Crescent St to improve activation.	See page 05.06
3.0	Provide greater connection to the Holroyd sportsground by;	See landscape report	7.0	Quantify the amount of public and private open space provided, the proposed canopy coverage and the amount of deep soil, noting that the landscape within the future TfNSW easement should not be counted as contributing to the above	See page 05.03 & landscape report
3.A	Visually connecting to the sportsground through the purposeful placement and selection of trees and landscape.	See page 05.03 & landscape report	8.0	Clearly identify the location of removed, retained, and proposed trees	See landscape report
3.B	Integrating the bridge and park designs to encourage a sense of continuation between the two spaces.	See page 05.03 & landscape report	9.0	Improve the public pedestrian access to the park, noting that the footpath between Buildings 5 and 6 is bounded by multi-storey carparks and lacks passive surveillance.	See page 05.04, 08.02
3.C	Appropriately sizing the bridge so that it allows for the safe separation of pedestrians and cyclists.	See landscape report	10.0	Rigorously interrogate and test alternative options for the pedestrian access to Building 1 as both the route through the arcade or along the northern façade lacks passive surveillance outside of business hours.	See page 05.04 & Appendix A1
3.D	Allowing for a future landscape/pedestrian connection to the west of the site to encourage future development to connect with the proposed public domain and enabling a future pedestrian loop	See page 04.06, 05.02, 05.04 & landscape rpt	11.0	Demonstrate that access to buildings is legible for users, including visitors and deliveries, and not overly reliant on advanced knowledge or signage.	See Interface Sections & Landscape Rpt
Architecture					
12.0	The location and use of the proposed retail and commercial spaces would benefit from consultation with a retail consultant to ensure that;	See page 07.03	12.A	The anticipated foot traffic is capable of supporting the retail spaces	See page 07.03
12.B	The large commercial space in the eastern podium is viable, noting its overall size, irregular layout and depth would not suit many commercial uses.	See page 07.03	13.0	Reduce the total number of car spaces, noting the that the infill affordable housing bonus is based upon proximity to public transport.	See page 05.06
14.0	Test alternative massing strategies that result in the improved sleeving of the above ground parking when viewed from outside the development.	See page 05.08 & 07.05	15.0	Review the above ground carparking and the built form of other uses so that they can be read as a cohesive architectural response rather than having distinct identities. Similar to the approach taken in the referenced case study, Boomerang Building.	See page 05.08 & 07.05

16.0	Test and demonstrate that alternative massing strategies have been considered, including an assessment of the positives and negatives of each approach. This should go beyond modifying the current design and investigate different building heights, locations, orientations, forms and podium approaches.	See page 04.04 & Appendix
17.0	For Buildings 5 and 6, investigate whether other massing arrangements (e.g., L or U-shaped Buildings), would be a better approach in order to;	See page 08.02 & Appendix A2
17.A	Better sleeve the carparking from Crescent St than the proposed terraces.	See page 08.02, 08.04 & Appendix
17.B	Enable the podium roof to receive solar access and be utilised by residents	See page 05.09, 08.08 & Appendix
17.C	Improve the solar access for properties to the south by reducing the height or allowing for greater separation between Building forms.	See page 05.09, 08.02 & Appendix
18.0	Acoustic measures, such as winter gardens, podium setbacks, and the location of habitable rooms and private open space.	See page 08.02 & Compliance Chapter 10
19.0	Façade articulation must be adequately sized where it will be relied upon to provide cross ventilation.	See Compliance Chapter 10

20.0	That the objective of 4F-1 of the ADG will be able to be achieved.	See Compliance Chapter 10
21.0	Wind mitigation measures such as rounded corners, podium setbacks or awnings so that solutions are integrated with the design.	See Compliance Chapter 10
22.0	Demonstrate how sustainability initiatives are integrated with the architecture and landscape designs and how this aligns with the Country strategy.	See Compliance Chapter 10

SSDA SUBMISSION

November 2024

Major Design Updates in Response to SDRP 2 Comments

Building Massing

- Buildings articulated to reduce length of impact onto northern park interface.
- Facades to Car Parks integrated into podium languages to reduce visual impact
- Extensive solar and wind analysis to optimise apartment design.

Crescent Street Activation

- Individual Townhouses removed for community based functions to Crescent Street to increase activation and surveillance.
- Access improved to retail circulation and servicing optimised.

Enhanced Public Domain

- Increased uninterrupted flow between spaces for pedestrian access
- Improved public pedestrian access to the park
- Retail and Commercial spaces tested and justified.
- Connecting with Country Principles intertwined throughout the design.

Note: Summary pages for all phases with additional comments in Appendix.

02

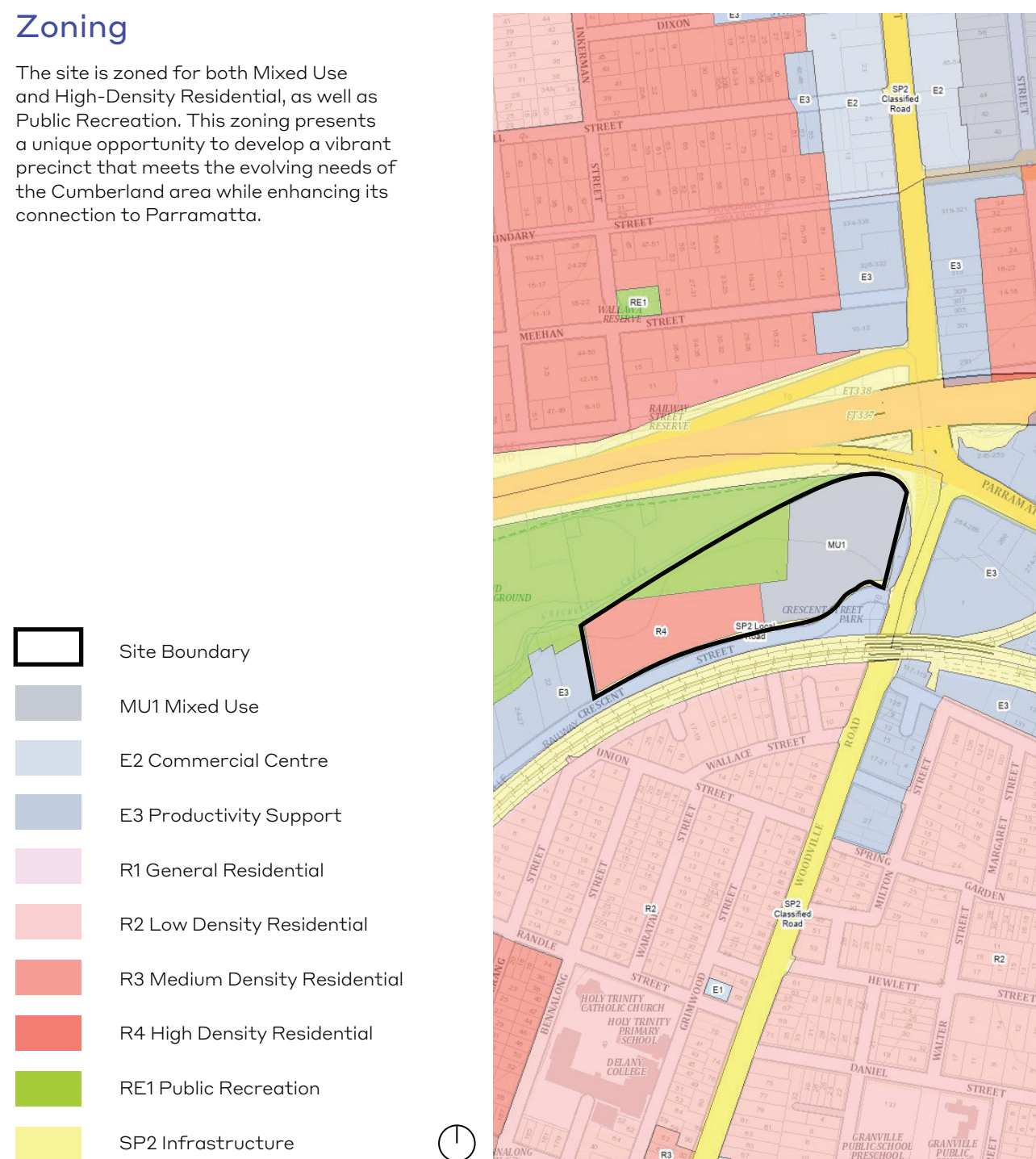
Site Context

02.01 Planning Policies

Local Environment Planning Controls

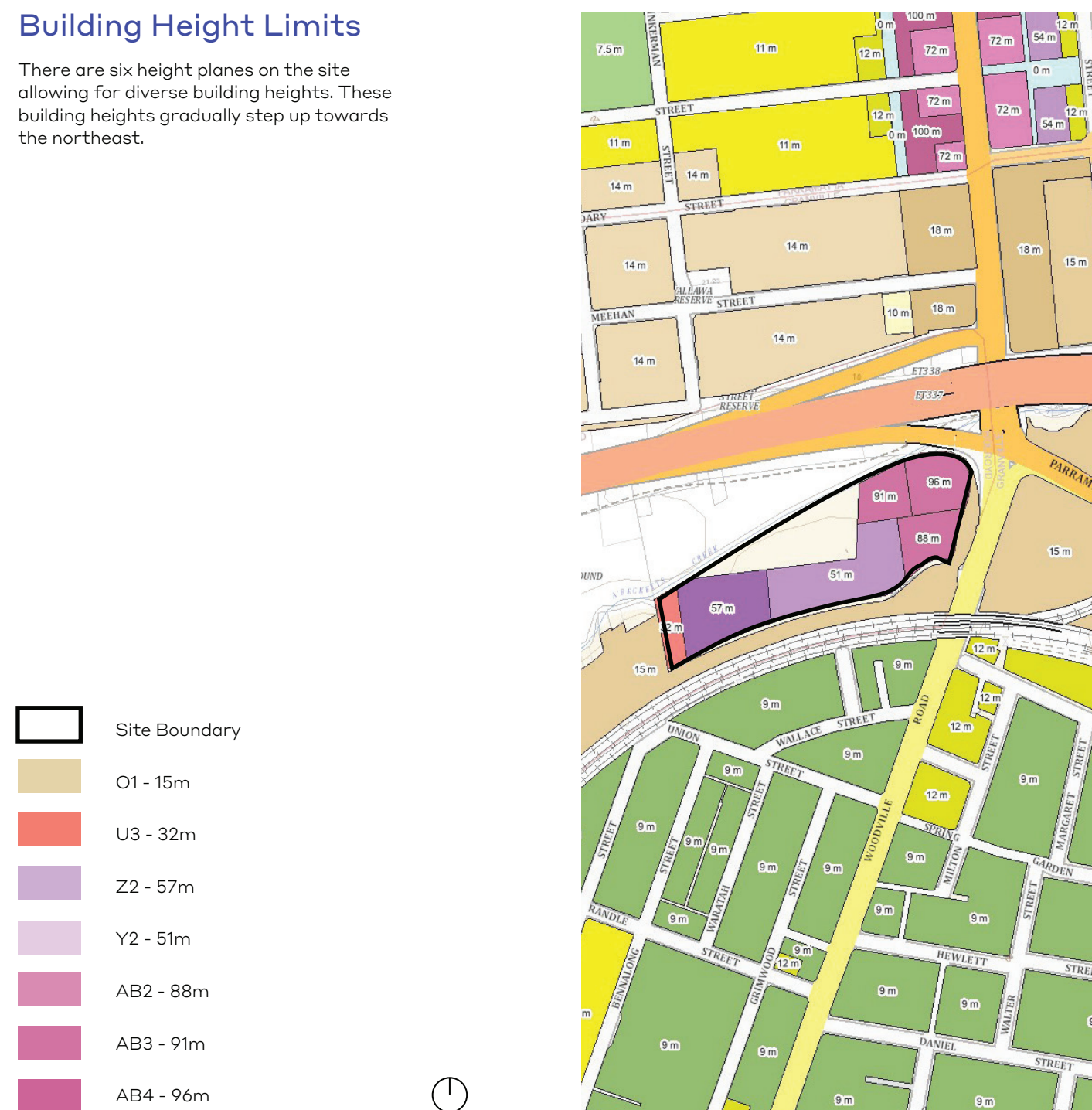
Zoning

The site is zoned for both Mixed Use and High-Density Residential, as well as Public Recreation. This zoning presents a unique opportunity to develop a vibrant precinct that meets the evolving needs of the Cumberland area while enhancing its connection to Parramatta.



Building Height Limits

There are six height planes on the site allowing for diverse building heights. These building heights gradually step up towards the northeast.



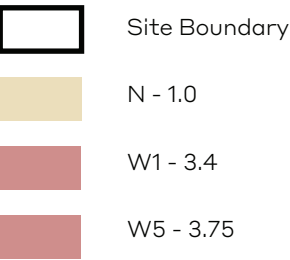
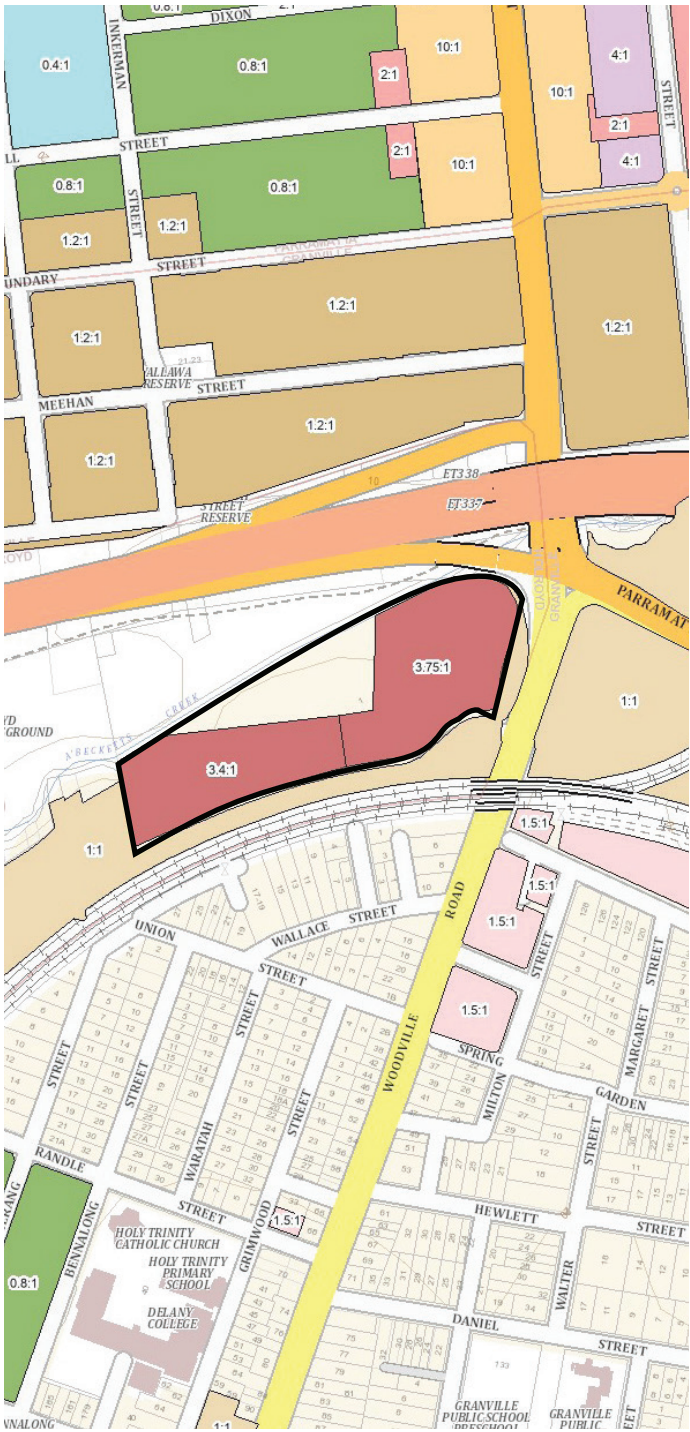
02.02

Planning Policies

Local Environment Planning Controls

Floor Space Ratio

The LEP allows for two floor space ratio zones of 3.4:1 and 3.75:1. The applicable FSR controls ultimately facilitate the delivery of up to 134,217m² of GFA across the site.



Maximum permitted base LEP Controls

Floor Space Ratio

W5 (MU1): 3.75:1
W1 (R4): 3.4:1

Total GFA (sqm)

W5 (MU1): 61,001
W1 (R4): 42,180
Total GFA: 103,182

Max Building Heights (m)

Building 1 (AB4): 96m
Building 2 (AB3): 91m
Building 3 (AB2): 88m
Building 4 (Y2): 51m
Building 5 (Y2): 51m
Building 6 (Z2): 57m
Building 7 (Z2): 57m

Additional 30% Uplift

The provision of affordable housing within the development allows for an additional 30% increase as per the NSW Housing SEPP.

+ 30%
≡

Floor Space Ratio

W5 (MU1): 4.88:1
W1 (R4): 4.42:1

+ 30%
≡

Total GFA (sqm)

W5 (MU1): 79,383
W1 (R4): 54,835
Total GFA: 134,217

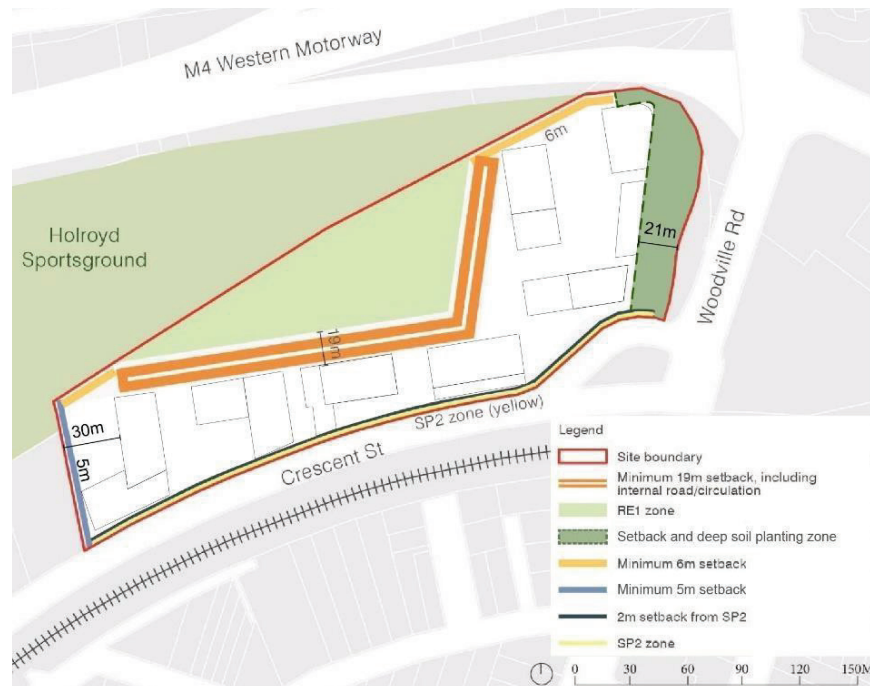
+ 30%
≡

Max Building Heights (m)

Building 1 (AB4): 124.8m
Building 2 (AB3): 118.3m
Building 3 (AB2): 114.4m
Building 4 (Y2): 66.3m
Building 5 (Y2): 66.3m
Building 6 (Z2): 74.1m
Building 7 (Z2): 74.1m

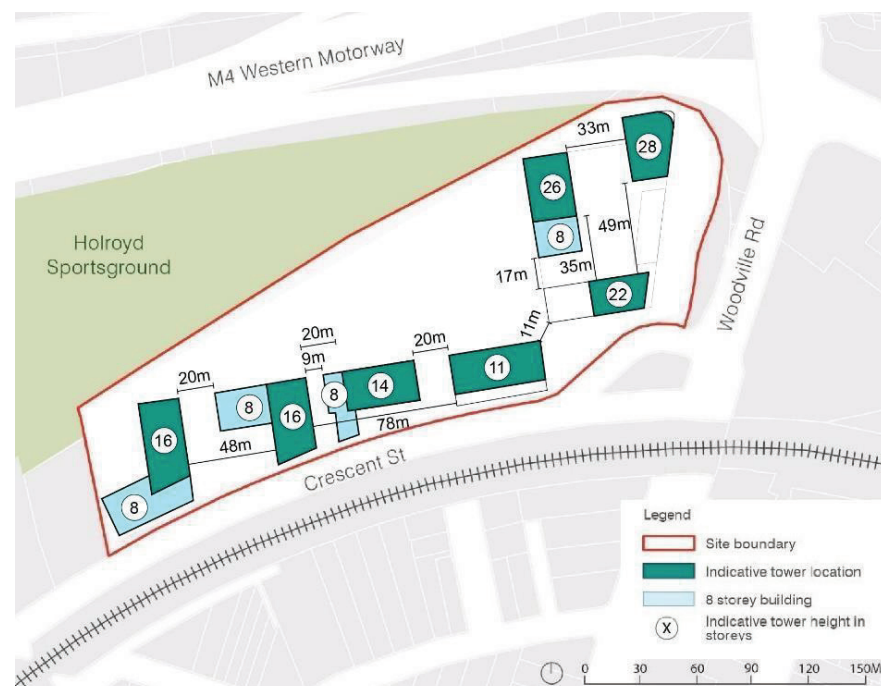
02.03 Planning Policies

Site-Specific DCP Controls

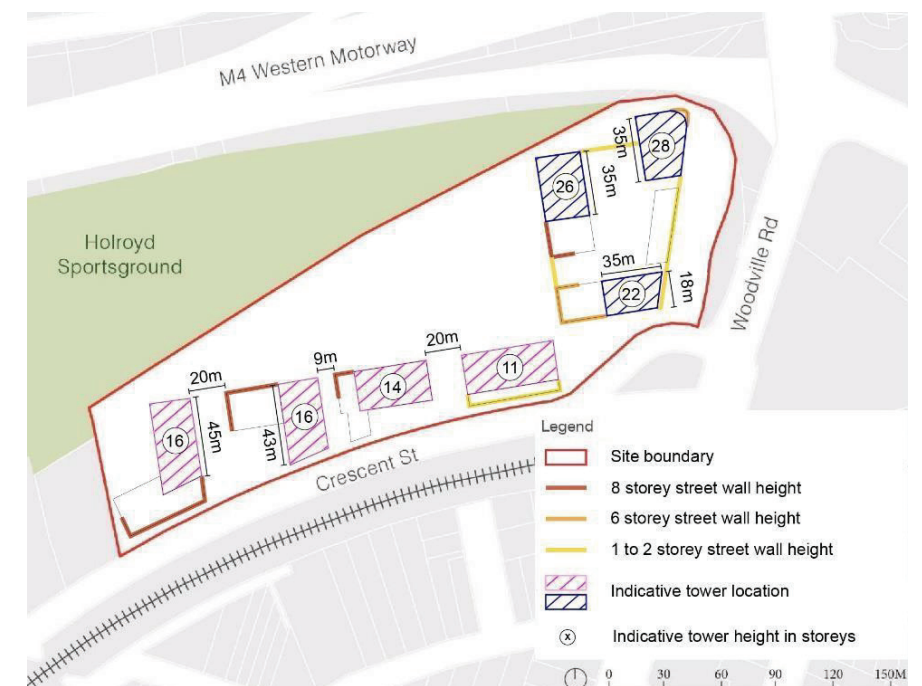


Street Setbacks

- Northern boundary: 6m to boundary and 19m to RE1 zone
- Southern boundary: 2m setback from SP2 zone
- Eastern boundary: 21m of deep soil planting
- Western boundary: minimum 5m setbacks to nearest point of development along western boundary and 30m setback where apartments will face western boundary directly
- Minimum of 2hr solar access between 9am-3pm on Winter solstice
- All setbacks to be landscaped to provide buffer to residential properties

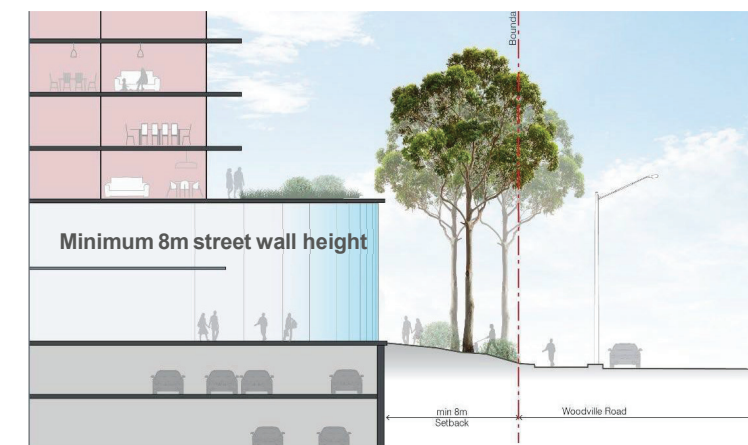


Building Separation



Building Heights & Street Wall

- 1-8 Storeys street wall with tall, slender Buildings of 12-28 storeys
- Minimise overshadowing
- Flexible ground level heights (3.6m) to provide flexibility for future range of uses
- Variation in building height and form



02.04 Existing Site Conditions

Site Contamination

The Detailed Site Process and Remediation Action Plan are currently going through the site auditor and will be submitted with the proposal. Initial findings suggest the most suitable remediation strategy is cap and contain, which would reduce excavation to footing preparations, landscaping and piling only.

The site can be remediated for the proposed development.

Site Plan - 2024



Site Plan - 1980



02.05 Site Challenges

Located on the corner of Woodville Road and Crescent Street, the site is enclosed by the M4 motorway to the North and the elevated railway to the south. A separation therefore exists between the site and it's wider context, creating a challenge. Additionally, the noise pollution from these two sources heavily impacts the site and have been considered.

Beyond these two barriers, suburban dwelling houses define the context. Immediately to the east and west low-level industrial workshops characterize the neighbourhood, quickly transitioning into suburban housing.

The site is largely flat with gradual falls from the southwest of the site towards the northern and eastern edges of the site.

Along the northern boundary a stormwater culvert runs between the site and Holroyd Sportsground resulting in disconnection between the site and the existing open space surrounding.

At ground level there are views towards Holroyd Sportsground to the Northwest and Terminus Memorial Park to the southeast of the site. There are opportunities for future apartments to have park views.

The surrounding context is low scale, providing an opportunity for upper level apartments to have expansive district outlook.

