



Environmental Impact Statement

State Significant Development
Application SSD-84552728

Shop Top Housing
105 Forest Road & 1A Hill Street, Hurstville

Submitted to Department of Planning,
Housing & Infrastructure

On behalf of TQMDC

07 November 2025

This report was prepared by:

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Project:	Shop Top Housing
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Declaration

Project details

Application number	SSD-84552728
Address of the land in respect of which the development application is being made	105 Forest Road & 1A Hill Street, Hurstville

Proponent details

Proponent name	TQM Design & Construct
Proponent address	Level 10, 6 Mount Olympus Boulevard, Wolli Creek NSW 2205

Details of person by whom this EIS was prepared

Name	Carlo Di Giulio
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Professional qualifications	Bachelor of Town Planning (UNSW) Master of Urban Design and Development (UNSW)

Declaration by Registered Environmental Assessment Practitioner

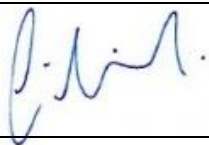
Name	Carlo Di Giulio
PIA member number	99502
Organisation registered with	Planning Institute of Australia

Declaration

The undersigned declares that this EIS:

- has been prepared in accordance with sections 190 – 193 of the Environmental Planning and Assessment Regulation 2021.
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates.
- does not contain information that is false or misleading.
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project;
- identifies and addresses the relevant statutory requirements for the project.
- including any relevant matters for consideration in environmental planning instruments.
- has been prepared having regard to the State Significant Development Guidelines - Preparing an Environmental Impact Statement (DPIE, December 2021).
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.
- contains a consolidated description of the project in a single chapter of the EIS.
- contains an accurate summary of the findings of any community engagement.
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature:



Date: 7 November 2025

Glossary and Abbreviations

Term/Acronym	Description
AS	Australian Standards
ACHA	Aboriginal Cultural Heritage Assessment
ADG	Apartment Design Guide
AIA	Arboricultural Impact Assessment
ASS	Acid Sulphate Soils
BCA	Building Code of Australia
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Regs	<i>Biodiversity Conservation Regulations 2017</i>
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CHP	Community Housing Provider
Council	Georges River Council
CPP	Concurrent Planning Proposal
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
DA	Development Application
DCP	Development Control Plan
DoE	Department of Education
DP	Deposited Plan
DPHI	NSW Department of Planning, Housing & Infrastructure
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EOI	Expression of Interest (to the Housing Delivery Authority)
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulations	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FOGO	Food Organics and Garden Organics

FSR	Floor Space Ratio
GFA	Gross Floor Area
GI	Geotechnical Investigation
GRDCP	Georges River Development Control Plan 2021
GRLEP	Georges River Local Environmental Plan 2021
GTIA	NSW Guide to Transport Impact Assessment, 2024
HDA	Housing Delivery Authority
LEP	Local Environmental Plan
LGA	Local Government Area
NCC	National Construction Code
NSW	New South Wales
OSD	On-Site Detention
PIA	Planning Institute of Australia
Region Plan	Greater Sydney Region Plan – A Metropolis of Three Cities
RL	Reduced Level
SCP	Stormwater Concept Plan
SDP	South District Plan
SDRP	State Design Review Panel
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SSD	State Significant Development
SSDA	State Significant Development Application
TfNSW	Transport for New South Wales
TIA	Transport Impact Assessment
TOD	Transport Oriented Development
TPZ	Tree Protection Zone
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

1. Summary

This Environmental Impact Statement (EIS) has been prepared on behalf of TQM Design & Construct to accompany a State Significant Development Application (SSDA) under the Environment and Planning Assessment Act 1979 (Act) and State Environmental Planning Policy (Planning Systems) 2021.

This SSDA seeks consent for the construction of a shop top housing development comprising of a 4-7 storey podium with commercial space on the ground floor, two residential towers that are 11 and 22-storeys from existing ground level including the top floor that houses the communal rooms, and 4-5 levels of basement car parking. The proposal also includes site amalgamation of two lots and strata subdivision at 105 Forest Road and 1A Hill Street, Hurstville.

State Significant Development

Division 4.7 of the Environmental Planning & Assessment Act 1979 (the Act) establishes a specific framework to consider projects classed as SSD. An SSD is development deemed to be of State significance and includes certain classes of development above a certain value, that is regarded as important to the NSW Government.

Section 4.36(3) of the EP&A Act states that:

The Minister may, by a Ministerial planning order, declare specified development on specified land to be State significant development, but only if the Minister has obtained and made publicly available advice from the Independent Planning Commission about the State or regional planning significance of the development.

Under *State Significant Development Declaration Order 2025*, dated 26 February 2025, the Minister for Planning and Public Spaces declared that the subject proposal and site to be State significant development.

The Order states the following:

(1) The following development is declared to be State significant development –

- a) Development specified in EOI application 229492 dated 8 January 2025 including development for the purposes of mixed-use development comprising commercial premises and residential accommodation with provision for affordable housing at 105 Forest Rd and 1A Hill St, Hurstville, as identified in Schedule 2*

In accordance with the provisions of the Act, the proposed development is considered to be State significant development (SSD) based on the declaration by the Ministerial planning order which specifically lists the site and the proposed development as SSD.

State Significant Development Guidelines

Section 4.12(8), Division 4.3, Part 4 of the Environmental Planning and Assessment Act 1979 states that a development application for a State significant development is to be accompanied by an Environmental Impact Statement (EIS) in a form prescribed by the regulations. Part 8, Section 190(2) of the Environmental Planning and Assessment Regulation 2021 sets out that the person preparing an EIS must have regard to the State Significant Development Guidelines. Section 191 of the Environmental Planning and Assessment Regulation 2021 sets out that the EIS must comply with the Environmental Assessment Requirements (SEARs).

The EIS and accompanying appendices have been prepared having regard to the Department of Planning and Environment's (DPE) 2022 State Significant Development Guidelines - Preparing an Environmental Impact Statement and addresses the Specific Environmental Assessment Requirements (SEARs) for the project (dated 27 May 2025). **Appendix A** sets out where each of the SEARs items are addressed within the EIS and appendices.

1.1. The Site & Locality

The site is located within the Georges River Local Government Area (LGA) and is commonly referred to as 105 Forest Road & 1A Hill Street, Hurstville. The site is zoned MU1 Mixed Use in the *Georges River Local Environmental Plan (GRLEP) 2021*. The proposed shop top housing development is permissible with consent within the zone. Further site location details are described in **Table 1**.

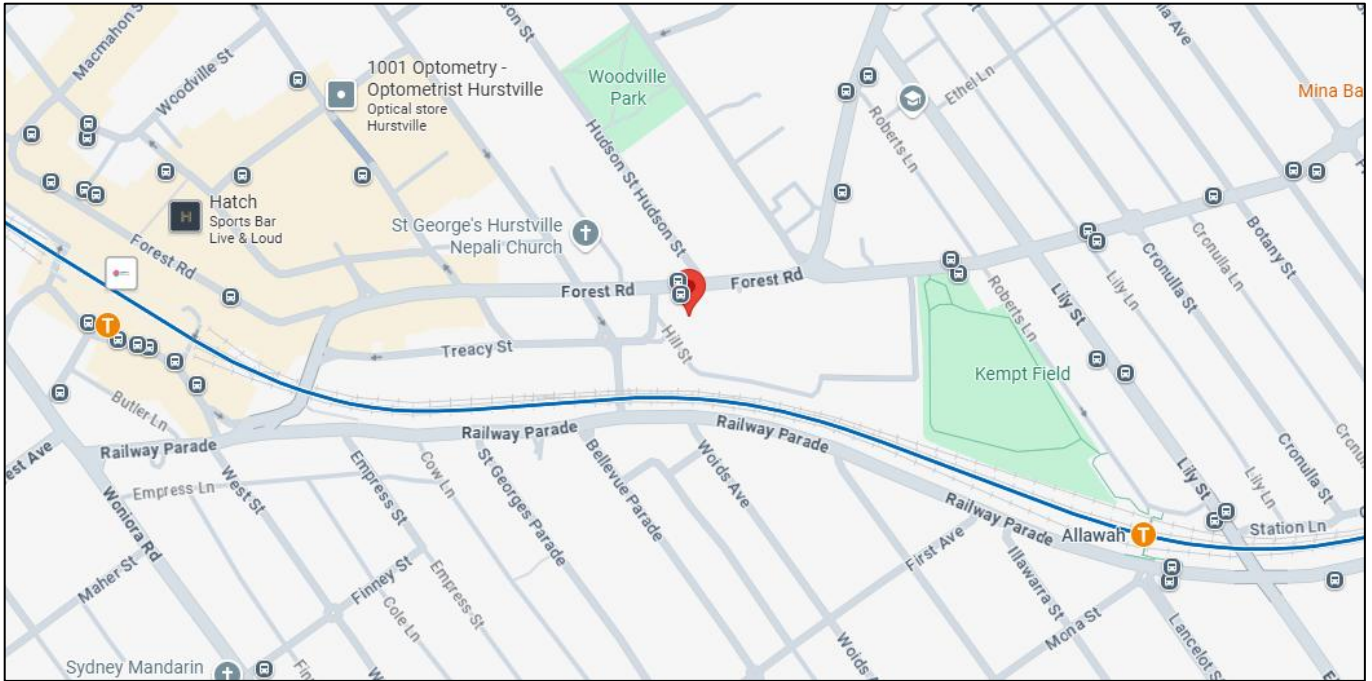
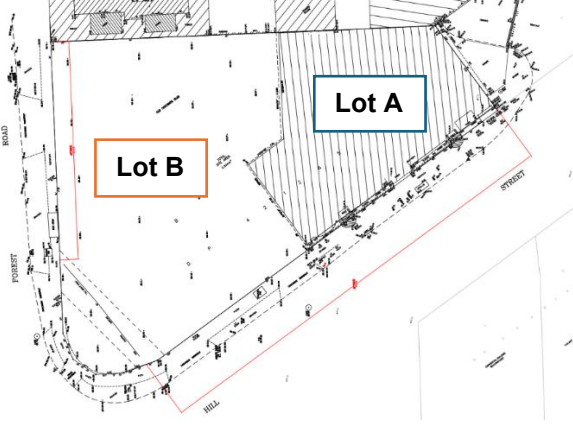


Figure 1. Local context map (Source: Google Maps, 2025)



Figure 2. Local context aerial image (Source: Six Maps, 2025)

Table 1. Site and Locality Description

Aspect	Description
Address	105 Forest Road, Hurstville NSW 2220 1A Hill Street, Hurstville NSW 2220
Local Government Area	Georges River
Legal Description	Lot A, DP421265 Lot B, DP421265  <p>Figure 3. Survey plan (Source: Austland & Engineering Surveyors, 2025)</p>
Site Area (total)	2,634m ²
Existing development	Nil – The site is currently vacant. Demolition works under approved 2012/DA-0132 have been completed on the site.
Surrounding roads/ access	The site is bound by Forest Road to the North, Hill St to the west and Jack Brabham Drive to the south.
Site dimensions and boundary details	The site is irregular in shape has a northern frontage of 56.35m to Forest Road and western frontage of 79.06m to Hill Street. The site has a short southern side boundary of 17.01m and a common boundary of 62.64m that is shared with the adjoining properties at 103 Forest Rd and 1 Jack Brabham Drive.
Topography	The site is relatively flat. Approximately 2m slope from Forest Road to the south of Hill Street.
Public transport	The site is located approximately 750m walking distance from Hurstville transport interchange which provides access to regular train and bus services and 650m walking distance from Allawah Train Station. The nearest bus stop is located immediately to the north of the site at Forest Road.
Flooding	The site is not identified as being flood prone.
Easements/ covenants	Nil
Site Context	The site is located within the Hurstville CBD, to the south of Forest Road, approximately 16km south of the Sydney CBD.

	<p>Immediately to the east of the site is a mixed-use development, comprised of two buildings of 7 and 13 storeys (168 residential units). Further east are three shop top housing developments providing 280 residential apartments.</p> <p>To the west of Hill Street is an 11-storey mixed use development with commercial uses on the ground floor. To the southwest of the site is an 11-storey mixed use development comprising of 75 residential units and two commercial tenancies.</p> <p>To the north of the site, opposite to Forest Road is a row of retail/commercial uses including Furniture and Bedding, Chinese Herbs Centre and Print Station etc.</p> <p>Directly to the south of the site is a small road reserve on the corner that consists of two small trees at the near Jack Brabham Drive. Further south is the Railway line that served by Sydney Trains T4 Eastern Suburbs & Illawarra Line services and NSW TrainLink's South Coast Line services.</p>
<p>Recent consents</p>	<p>Development Consent 12/DA-132 was approved for demolition of buildings at 1A Hill St and construction of 7-13 storey mixed use development with basement parking providing 116 dwellings.</p>

1.2. Project Description

This SSDA seeks consent for the construction of a shop top housing development comprising of a 4-8 storey podium with commercial space on the ground floor, two residential towers that are 11 and 22-storeys from existing ground level including the top floor that houses the communal rooms, and 4-5 levels of basement car parking. The proposal also includes site amalgamation of two lots and strata subdivision at 105 Forest Road and 1A Hill Street, Hurstville.

For the purposes of this Statement, the proposed development will be divided into three portions and identified as follows:

- **Block A** – 8-storey portion of the development with frontage to Forest Road
- **Block B** – 22-storey tower on corner location
- **Block C** – 11-storey tower with frontage to Hill Street

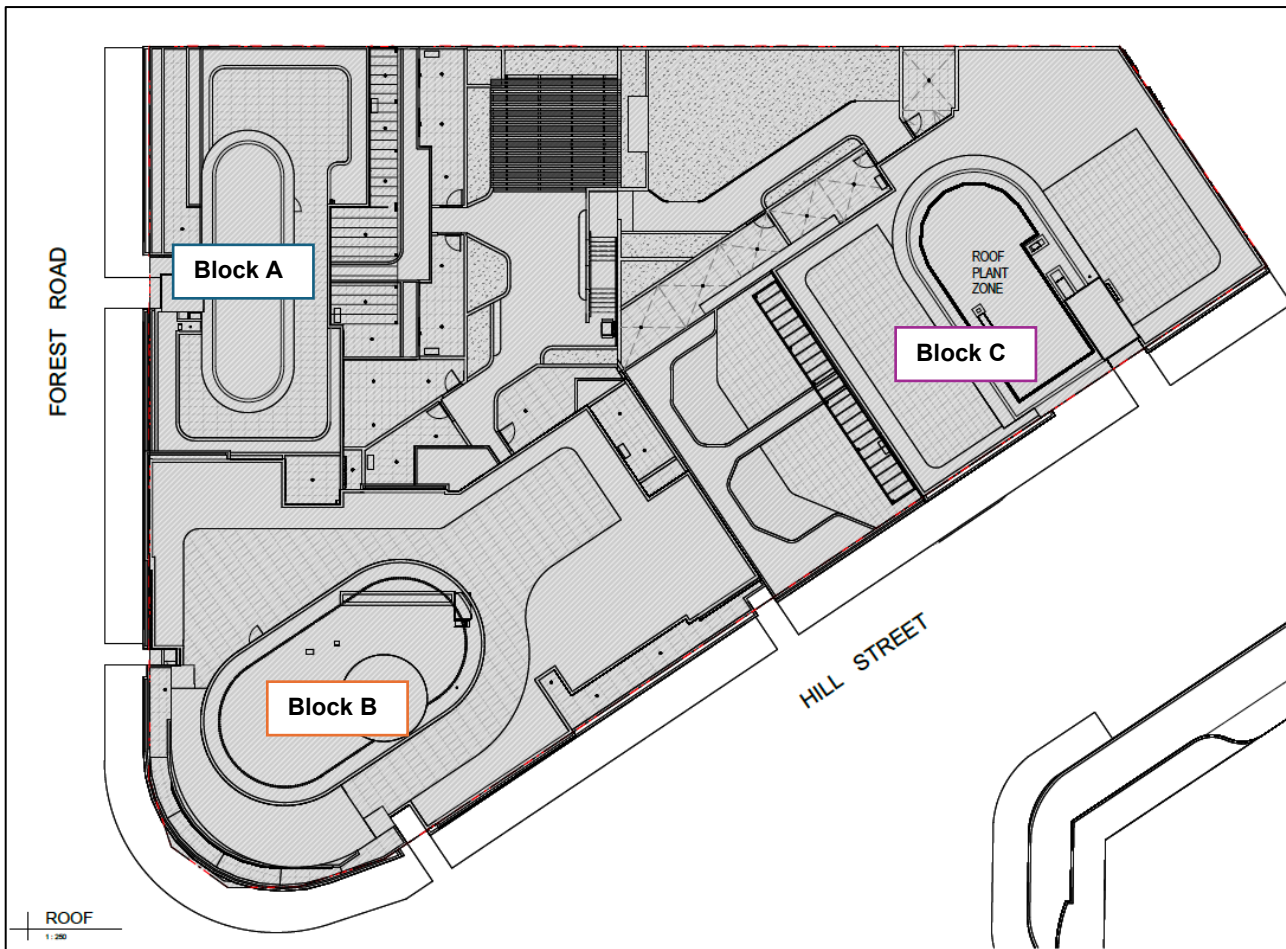


Figure 4. Proposed building divided into 3 portions and labelled (Source: DWA, 2025)

The site and proposed development have been declared by the Minister to be a State Significant Development and therefore is lodged as an SSD.

The shop top housing development will be comprised of 882.9m² of commercial/ retail area and 187 residential apartments. This includes the provision of:

- 6 x retail shops
- 60 x 1-bedroom apartments
- 95 x 2-bedroom apartments
- 32 x 3-bedroom apartments

The proposed development provides 19 affordable housing units (10% of total units) with a varying unit mix.

Five levels of basement car parking are provided, comprising of a total of 272 car spaces (including 39 accessible car spaces) and 88 bicycle parking spaces.

The proposed buildings will have a maximum building height of 31.56m (Block A), 74.35m (Block B) and 39.36m (Block C). The total gross floor area proposed is 16,828m² which results in a floor space ratio of 6.39:1.

Communal open space is provided in various forms including dog park and gym at the first-floor level and rooftop communal rooms and open spaces on each block. The total GFA for the communal areas is 1,539.2m².

The development provides a total landscaped area of 1,551m² (58.8% of the site area).

Residential waste storage and pick up are on the ground floor and basement level 1, away from the street frontage.

The affordable housing units will be dedicated affordable housing for a minimum of 15 years and will be managed by registered community housing provider (CHP).

Table 2 below provides a numerical comparison of the proposed development against the approved development under 12/DA-132 and as modified by MOD2017/0033 and MOD2021/0067. **Table 3-4** sets out the proposed unit mix and GFA calculation.

Table 2. Comparison of the consented vs proposed floor space areas and building height.

Element	Approved	Proposed
Total residential (sqm)	10,488	15,945.1
Total commercial (sqm)	815	882.9
Affordable housing (sqm)	Nil	19 units (10% of total units)
No. of units	126 residential units	187 residential units
Building height (m)	45.3m (105 Forest Rd) & 27.5m (1A Hill Street)	Block A – 31.56m Block B – 74.35m Block C – 39.36m
Storeys	13 Storeys (105 Forest Rd) & 7 Storeys (1A Hill Street)	Block A – 8 storeys Block B – 22 storeys Block C – 11 storeys
Car parking	Total 192 car spaces being: <ul style="list-style-type: none"> • 1-and 2-bedroom units: 101 spaces (inc.24 adaptable) • 3-bedroom units: 50 spaces (inc.1 adaptable) • Visitor: 18 spaces (inc. 1 adaptable) • Commercial: 23 spaces (inc.1 adaptable) 	Total 272 car spaces being: <ul style="list-style-type: none"> • 1-and 2-bedroom units: 155 spaces (inc.36 adaptable) • 3-bedroom units: 64 spaces (inc.1 adaptable) • Visitor: 38 spaces (inc. 1 adaptable) • Commercial: 15 spaces (inc.1 adaptable)
Bicycle parking	45 bicycle parking spaces being: <ul style="list-style-type: none"> • Residential: 42 spaces • Commercial: 3 spaces 	88 bicycle parking spaces being: <ul style="list-style-type: none"> • Residential: 63 spaces • Commercial: 5 spaces • Visitor : 20 spaces
Communal space (m²)	1,350m ² (51% of site area)	1,539.2m ² (58.45% of site area)
Deep soil (m²)	0m ²	0m ²

Table 3. Proposed unit mix

Proposed unit mix

LEVEL	1-BED	2-BED	3-BED	TOTAL
Ground Floor	0	0	0	0
L1	4	8	3	17
L2	5	10	2	17
L3	5	10	2	17
L4	4	4	5	13
L5	4	6	3	13
L6	4	6	3	13
L7	4	6	1	11
L8	4	6	1	11
L9	4	6	1	11
L10	2	3	1	6
L11	2	3	1	6
L12	2	3	1	6
L13	2	3	1	6
L14	2	3	1	6
L15	2	3	1	6
L16	2	3	1	6
L17	2	3	1	6
L18	2	3	1	6
L19	2	3	1	6
L20	2	3	1	6
TOTAL UNITS	60	95	32	187
UNIT MIX (%)	32%	51%	17%	100%

Table 4. GFA calculation provided by DWA

GFA Calculation

LEVEL	AREA (sqm)	FSR
Ground Floor	1041.2	0.40
L1	1493.7	0.57
L2	1446.9	0.55
L3	1447.0	0.55
L4	1103.9	0.42
L5	1089.5	0.41
L6	1083.6	0.41
L7	895.4	0.34
L8	857.9	0.33
L9	857.1	0.33
L10	553.0	0.21
L11	488.5	0.19
L12	488.5	0.19
L13	488.5	0.19
L14	488.5	0.19
L15	488.5	0.19
L16	488.5	0.19
L17	488.5	0.19
L18	488.5	0.19
L19	488.6	0.19
L20	488.5	0.19
Roof Terrace	73.4	0.03
TOTAL GFA/FSR	16828.0	6.39

Summary of Proposed Changes to Council Approved Development

It is worth noting that this application builds upon an approved development application DA No. 2012/DA-0132 and subsequent modification applications including MOD2017/0033 and MOD2021/0067 which relates to the construction of a 3-13 storey mixed use development with basement parking. The approved modifications relate to internal layout changes, additional units (from 116 to 126 units), increase in building height and amendment to ground floor and basement layouts.

The subject application will result in adding eight (8) storeys of residential use above Block B, four (4) storeys of residential use above Block C, rooftop storey above with communal room and open space, new gym to Level 1 and expanding the approved parking to include more car spaces.

1.3. Objectives of the Development

The key objective of the project is to deliver suitable quality market and affordable housing to the local area that is within walking distance to Westfield shopping centre and (600m) to Hurstville railway station.

The key objectives for the proposed development and the way in which these have been achieved are summarised in **Table 5**.

Table 5. Key objectives

Objective	Proposed Development
<p>Provide good quality market and affordable housing within an accessible location</p>	<p>The proposed development will deliver 168 market dwellings and 19 affordable housing dwellings (10% of total units) within 600m of Hurstville railway station.</p> <p>The subject site is conveniently situated within walking distance of high-frequency bus services and train services operating in the locality. The nearest Westfield shopping centre is in proximity 350m from the site on Park Road.</p> <p>This presents a notable supply of housing located in an accessible location. This is consistent with the National Housing Accord 2024-2029.</p>
<p>Improve housing diversity</p>	<p>The 168 market housing units are provided in a mix of 1-, 2- and 3-bedroom dwellings that are 32%, 51% and 17% of total units respectively.</p>
<p>Utilise the amenity of the area</p>	<p>The site is situated to positively take advantage of its proximity to the Hurstville railway station which generously provides general and express train service to carry residents to Sydney major town centres as well as the nearby suburbs. The site is also very close to various amenities around train station like retails, clinic, shopping centres, etc., enabling residents to access basic service easily. Additionally, nearby public open spaces are also available including the Kempt Field and the Woodville Park.</p>
<p>Boost overall housing supply</p>	<p>To support the objectives of the National Housing Accord and address the ongoing housing shortage in NSW, the Department of Planning, Housing and Infrastructure (DPHI) has released updated five-year housing targets for each local council. Georges River Council has been assigned a target of 6,300 new homes by 2029. This development contributes 168 new dwellings—representing approximately 2.5% of that target—directly helping to boost overall housing supply in the area.</p> <p>In addition to increasing supply, the project includes 19 affordable housing units to be managed by a registered affordable housing provider, supporting a more diverse and inclusive housing mix. Together, these contributions assist in meeting state housing targets and improving access to housing across the community.</p>

<p>Provide energy efficient dwellings</p>	<p>The proposed shop top housing has been designed to comply with the requirements of the Building Sustainability Index (BASIX), which is a key regulatory tool in NSW aimed at improving the environmental performance of residential development. Compliance with BASIX ensures that each dwelling meets stringent benchmarks for energy efficiency, including reduced greenhouse gas emissions, improved thermal comfort, and the use of energy-efficient fixtures, appliances, and systems. These measures collectively contribute to lowering energy consumption and utility costs for future occupants. By achieving BASIX certification, the development supports the broader objective of delivering energy-efficient dwellings that align with state planning priorities for sustainable, resilient, and cost-effective housing.</p> <p>The project also targets an energy-efficient and sustainable design.</p>
<p>Provide good quality internal amenity for residents</p>	<p>The proposed residential floor plate will deliver a high level of amenity as all dwellings are sized in accordance with the ADG and achieve good solar access as well as ventilation. The proposal also complies with visual and acoustic privacy, ceiling heights and storage design criteria as per the ADG ensuring good quality internal amenity is achieved. The residential buildings will also be constructed in accordance with relevant BCA and Australian Standards.</p>
<p>Provide good quality communal open space for residents</p>	<p>All apartments will have access to private and communal open space. Communal open space in the form of a central dog park and rooftop terrace. The total communal open space equates to 1,539.2m² (58.45% of site area).</p>

1.4. Design of the Development

- The context of the site and surrounding locality, including the extant development consent for the site.
- The proximity of the site to transport links and infrastructure including Hurstville railway station and bus services. Its proximity to regional roads including Railway Parade and Lily Street has also been noted.
- The amenities around the site and near the train station have been noted. The design of the development seeks to positively take advantage of the amenities around the train station.
- The central courtyard together with balconies and rooftop terraces is one main feature of the design which seeks to provide residents with a location for passive recreation.
- The design of the building fully considers the continuity of ground-floor commercial activities along the street, when design the ground floor for commercial use.
- ESD principles have been considered in incorporating passive design components, low energy and water use appliances, adopting generous building-to-building separation to allow good levels of ventilation and onsite stormwater capture and reuse.
- Feedback from community consultation has been considered where possible and appropriate. The design of the scheme has been amended during the design and planning stage to reflect comments received by the community.

1.5. Summary of the Statutory Context

The subject site is located within the Georges River Council LGA, approximately 600m walking distance from the Hurstville town centre as well as the Hurstville train station. The proposal is defined as shop top housing according to the Georges River LEP 2021. Shop top housing is permissible with consent within the MU1 Mixed Use zone. The proposal is also consistent with the relevant objectives of the MU1 zone.

The proposal utilises the pathway offered by the Housing Delivery Authority (HDA) in delivering housing to address the housing crisis and meet Housing Accord targets. The development reflects the development standards as provided by the HDA EOI as also outlined in the accompanying Concurrent Rezoning Report in **Appendix I**.

The proposal includes the typical s7.11 contributions, land nominated to Council for acquisition, as well as Housing and Productivity Contributions.

The proposed shop top housing is designed in accordance with sustainability standards for residential development (BASIX), Housing SEPP (Chapter 4) as demonstrated in the Design Verification Statement prepared by DWA in **Appendix G** and the Apartment Design Guide as provided in **Appendix H**. Full compliance is achieved with the ADG requirements for communal and private open space, deep soil zones, visual privacy, car parking, solar access and natural ventilation.

The proposed residential floor plate will deliver a good level of amenity as all dwellings are sized in accordance with the ADG and achieve good solar access as well as ventilation. Further, generous communal open space is provided for residents at a central and rooftop terraces.

The Statutory Compliance Table in **Appendix D** provides a detailed assessment of the proposal against the relevant environmental planning framework and development control plan.

In conclusion, the assessment contained in this EIS identifies the proposal achieves a high degree of compliance with the relevant planning framework, is without unreasonable environmental impacts and is suitable for the subject site.

1.6. Summary of Potential Environmental Impacts and Mitigation Measures

This EIS provides an assessment of the environmental impacts of the project in accordance with the SEARs. The potential environmental impacts are assessed in Section 7 of this Statement. A summary of the potential environmental impacts and proposed mitigation is provided on the following pages:

1.6.1. Built Form & Urban Design

The proposed residential development is located in a well-connected area of Hurstville, close to the Hurstville Westfield Shopping Centre, public transport and recreational facilities. The site is zoned MU1 Mixed Use which aligns with the area's ongoing growth in mixed-use and shop top housing developments.

Designed by DWA, in accordance with Housing SEPP Schedule 9 Design principles for residential apartment development, the building adopts a U-shaped form to maximise natural ventilation, solar access and amenity, with a central communal courtyard for residents. A massing analysis demonstrates the proposal's compatibility with nearby developments, including those on Forest Road and Hill Street. Overall, the design responds well to its context and supports the area's urban and housing goals.

The development has also been designed with a mix of apartment sizes which provides plenty of opportunities for social interaction within the communal areas.

1.6.2. Environmental Amenity

The proposed development has been carefully designed to ensure high levels of environmental amenity for future residents while minimising impacts on neighbouring properties and the public domain.

Solar Access / Overshadowing:

The design complies with Apartment Design Guide (ADG) requirements, with 76% of apartments receiving more than the 2 hours of sunlight between 9am–3pm on 21st of June. Shadow diagrams illustrates that neighbouring properties maintain adequate solar access of at least 3 hours between 9am to 3pm on 21st of June in order to minimise impacts as much as possible.

Visual Privacy:

The proposal meets ADG separation standards and incorporates architectural and landscape measures—such as raised planters around the perimeter to ensure visual privacy for both residents and neighbours. Landscaping within communal areas also supports privacy and amenity. Further, louvres have been implemented in some facades to reduce any visual privacy impacts.

View Impacts:

The development does not obstruct key views for adjacent properties or the public, as views are not available from side boundaries and are currently limited due to vegetation and existing structures on-site.

1.6.3. Visual Impact

A Visual Impact Assessment (VIA) by AE Design (**Appendix U**) has been supported by photomontages which assessed four key viewpoints. The assessment found the visual impact to be moderate, due to the following factors:

- The site and surroundings are deficient of large trees. Therefore, the proposed development will not be obscured by trees.
- The site is in a MU1 Mixed Use zone, where such buildings are permissible under the Georges River LEP 2021.
- Similar high-rise developments (up to 40m) are emerging nearby, particularly along Forest Road.

1.6.4. Safety and Security

The proposed shop top housing provides passive surveillance to the site, street and surroundings. Adequate lighting will be provided to ensure the safety and security of residents and users of the development to all access pathways leading to/ from entrance and exit points of the buildings, bin collection points, communal open space and driveways leading to the basement parking levels. CCTV cameras can also be installed on the premises at the basement levels, bicycle parking storage space, communal open spaces and at building entrances to mitigate any risks of crime. The consent authority may impose conditions to ensure acceptable crime prevention measures are adopted.

1.6.5. Noise and Vibration

An Acoustic Assessment by Harwood Acoustics (**Appendix AA**) evaluated the potential noise and vibration impacts of the proposed development on nearby residences. The site is surrounded by developments of various

forms ranging from low- to mid-rise mixed-use buildings, with ambient noise and vibration levels measured to establish baseline conditions.

Due to the proposed development being adjacent to the railway corridor and Forest Road. It is necessary to undertake noise level analysis of the external road and railway corridor in the Acoustic Report. Noise levels will help to determine construction methods and materials used for the proposed development. Especially the facades that are closest to Forest Road and the railway corridor.

Throughout construction, noise and vibration is inevitable. Vibration controls shall be implemented to ensure nearby properties are less affected. Monitoring vibration during rock excavation and implementing construction method adjustments or time restrictions shall be implemented. Residents within 50m will be notified by letterbox drop about potential vibration impacts.

For operational noise, internal acoustic amenity will be improved by requiring acoustic seals on windows/doors and ensuring glazing systems meet noise targets. Supplementary ventilation will be provided for certain apartments where windows must remain closed to achieve acceptable noise levels.

Construction is expected to be restricted to daytime hours, with no work on Sundays or public holidays, and additional standard conditions will apply to minimise disturbance to neighbours throughout the project.

1.6.6. Traffic, Transport and Parking

A Transport Impact Assessment (TIA) prepared by Genesis Traffic (**Appendix Q**) confirms that the proposed development is well located in terms of transport accessibility and will not result in adverse traffic or parking impacts. The site benefits from excellent public transport connections, including bus, train and cycling infrastructure. It is located within 750 metres of Hurstville Station and 650 metres from Allawah Station. The nearest bus stop is located immediately north of site with several high-frequency bus routes. Footpaths are well established in the area, supporting walkability and alternative transport modes.

The development will be accessed via a single driveway on Hill Street and will provide 276 on-site car parking spaces (including 39 accessible car spaces), exceeding the minimum requirement of 160 car spaces as per the *Housing SEPP 2021*. The proposal will also provide 63 residential bicycle parking spaces, 3 loading bays and 1 car wash bay.

The following mitigation measures are recommended:

- A detailed CTMP has been provided within the TIA which presents an initial plan to manage traffic during construction activities.
- Availability of car-share services within an 800m catchment to reduce reliance on private vehicles.

1.6.7. Trees and Landscaping

An Arboriculture Impact Assessment is not required for the subject site as there are no existing trees in which the proposed development would cause an impact on.

1.6.8. Water Management

A Stormwater Concept Plan (SCP) has been prepared by TQM Consulting Engineers (**Appendix P**) to manage stormwater runoff from the proposed development in line with Georges River Council's guidelines. The site previously contained an existing Sydney Water Main Pipe which ran across the northwest corner from Forest Road to Hill Road.

The proposed stormwater management system includes:

- Spoon drains all around the perimeter of every basement level with a rainwater outlet located at every 10m intervals to ensure adequate collection points for surface rainwater.
- An adequate number of grated stormwater pits have been integrated in the basement to allow water entering the pipe system as well as capture any large debris that may block the underground pipes
- Grated drain has been integrated into the basement 1 car park entrance ramp to avoid flooding in the basements below.

To manage flow rates, an On-Site Detention (OSD) tank will limit discharge to meet Council requirements. Overall, the SCP confirms that the development will effectively control stormwater quantity and improve runoff quality.

1.6.9. Waste Management

A Construction Waste Management Plan (WMP) has been prepared by TQM Design & Construct (**Appendix V**) to manage construction waste in line with NSW EPA guidelines and the Georges River DCP 2021, addressing waste generation during the construction phase.

Construction Phase:

- Waste generation from construction activities shall be minimised on site where possible. Construction materials shall be reused or recycled wherever practical.
- Solo bins will be provided around the site for general builders' rubbish. A 9m³ skip bin will be provided in the designated area on ground floor to collect all other non-recyclable rubbish and wastes.

An Operational Waste Management Plan has been prepared by Elephants Foot Recycling Solutions (**Appendix N**) to manage operational waste in line with NSW EPA guidelines and the Georges River DCP 2021, addressing waste generation during the operational phase.

Operational Phase:

- The chute system will be single chute for the reception of waste material only. As the building is separated into three cores there will be three separate garbage chutes:
 - Core 1
General Waste: 1 x 1100L bin (collected twice weekly)
Recycling: 5 x 240L bin (collected 2 x weekly)
Service Bin: 1 x 1000L
 - Core 2
General Waste: 4 x 1100L bin (collected twice weekly)
Recycling: 30 x 240L bin (collected 2 x weekly)
Service Bin: 1 x 1000L
 - Core 3
General Waste: 2 x 1100L bin (collected twice weekly)
Recycling: 13 x 240L bin (collected 2 x weekly)
Service Bin: 1 x 1000L

Mitigation Measures:

- Regular cleaning of all bins and waste storage areas to prevent pest infestations.
- Clear signage near the garbage chutes to guide residents.
- The building manager is responsible for the transportation of bins to the collection area prior to scheduled collection times.
- All residential waste generated will be collected by Council's waste contractor for both general waste and recycling on a twice weekly basis.
- All retail/commercial waste generated will be collected by private contractor on an agreed schedule.

The proposed system ensures effective, hygienic, and compliant waste management throughout all development phases.

1.6.10. Contamination and Remediation

A Soil Classification Report (**Appendix R**) prepared by Foundation Earth Sciences was conducted to assess the nature and extent of contamination and determine the suitability of the materials to be disposed of. The scope of works includes site inspection and collection of soil samples from the materials to be disposed of within the site.

The investigation identified natural profiles only being silty clay. No asbestos-containing materials or uncontrolled fill were observed. The Soil Classification Report concluded that the site is suitable for development.

As a precaution during construction, soil should be monitored for any signs of contamination. If uncontrolled materials are encountered during further excavations, a qualified environmental specialist should assess and manage any potential risks immediately before proceeding.

It is also worth noting that residential development has already been determined to be suitable for the site pursuant to other relevant consents such as 12/DA-132. The site's suitability for residential development has not been modified since that consent.

1.6.11. Aboriginal Cultural Heritage

The site does not include any Aboriginal Cultural Heritage. Therefore, an assessment of the impacts is not required. It is important to note that consents have already been commenced in relation to development of a shop top housing development at the site. Those works include excavation for the purposes of a basement, which negates any aboriginal cultural heritage.

1.6.12. Biodiversity

A Request for a Biodiversity Development Assessment Report (BDAR) Waiver was submitted by BAM Ecology Pty Ltd (trading as Abel Ecology) and assessed as part of the SEARs process. The assessment concluded that the proposed development is not likely to have any significant impact on biodiversity values. Consequently, a BDAR Waiver was granted on 17 September 2025 by the Specialist Planning Manager from the Department of Planning, Housing and Infrastructure. As a result, a BDAR is not required for this Environmental Impact Statement (EIS).

1.6.13. Flood Risk

The proposed development has not been identified as a flood prone site. Therefore, a Flood Risk Management Plan (FRMP) was not required. However, a study from the flooding controls map of the Georges River Council website shows that the subject site may be affected by the 1-in-100 chance of flooding. According to Georges River Council, there are three main types of flooding, overland flash flooding, mainstream flooding and coastal flooding. The subject site is not at risk of any main types of flooding; however, the Former Hurstville Flood Studies highlighted in blue hatching illustrates that Lot B of the subject site was an affected lot in the 1% Annual Exceedance Probability (AEP) flood event in 2023. Thus, Lot B may be prone to the risk of 1% Annual Exceedance Probability (AEP) flood event and the Probably Maximum Flood (PMF). This may mean that Lot B of the subject site may have a 1-in-100 chance of flooding

Mitigation measures include:

- Providing flood warning signage and evacuation routes from the underground car park.
- Implementing flood management procedures for building operations.
- The underground car park must have adequate warning signage and exits to alert occupants to evacuate to the ground floor or above in case of PMF flood.
- Flood management procedures should be adopted by building management to ensure appropriate actions are carried out before, during and after flood events.

These measures ensure the site remains safe and flood resilient.

1.6.14. Public Benefits and Social Impact

The proposed development is expected to result in positive social outcomes with no significant adverse social impacts, largely due to its compatibility with the existing zoning (MU1 Mixed Use) and planning controls under the Georges River Local Environmental Plan (GRLEP) 2021.

Key public benefits and social impacts include:

Contextual compatibility: The proposal aligns with the planned residential character and building forms in the area and does not introduce a new or unexpected land use. Although taller than some nearby developments, the visual impact is considered reasonable and consistent with allowable heights under the GRLEP 2021 and Housing SEPP incentives.

Amenity impacts: Potential issues such as overshadowing, overlooking, and traffic have been assessed and found to be compliant or acceptable within design standards (e.g. Apartment Design Guide), minimising negative social impacts.

Housing supply and affordability: The development delivers **187** dwellings, including **19** affordable housing units, directly supporting increased housing diversity and improved affordability, particularly benefiting lower-income and marginalised groups.

Provision of communal and recreational facilities: On-site social infrastructure such as a **gym, dog park, barbecue and picnic facilities, landscaped communal spaces and outdoor seating areas** promote community wellbeing and reduce potential for social disengagement in higher density living.

Overall, the proposal delivers a net community benefit by supporting housing diversity, enhancing the public domain, and ensuring consistency with the expected urban character of the area.

1.6.15. Heritage

The subject site is not listed as an item of environmental heritage and is not within a heritage conservation area, neither are immediately adjoining properties. There is heritage items located diagonally opposite the site, on the opposing side of Forest Road. Given the substantial separation provided by the Forest Road road corridor, adverse impacts are nil. In fact, the proposal may be a beneficial impact in that its height may assist in 'framing' the area around the heritage items.

1.6.16. Summary

The EIS concludes that the proposal is of an appropriate density, scale and mass for the site, will generate significant social benefits and not result in any unreasonable environmental impact. Any potential impacts can be appropriately managed through a series of mitigation measures. Accordingly, the proposed development is suitable and appropriate for the subject site and is worthy of approval.

The proposal will, in fact, deliver a number of positive environmental impacts. These include the delivery of new housing including affordable housing components with good communal amenities, as well as additional construction and permanent employment opportunities.

Where impacts are identified, this EIS and accompanying technical reports will explain why they are considered acceptable and how they can be mitigated. If required, mitigation measures shall be incorporated into the design of the development, with additional measures recommended to be included as conditions of consent to minimise impacts.

1.7. Justification for the Project

The EIS has assessed the proposed development in accordance with the relevant statutory and strategic framework, as well as the potential environmental impacts in accordance with the SEARs, and the resultant mitigation measures. Having regard to the environmental, social and economic considerations of the project, the development is considered justified for the following reasons:

- In accordance with the Georges River Council Local Housing Strategy 2020, the proposed development will deliver much needed housing, including affordable housing on an underutilised site in a highly accessible and well serviced location.
- The proposal aligns with the strategic objectives for the area, including the Greater Sydney Region Plan – A Metropolis of Three Cities and the South District Plan.
- The residential units have been carefully designed to maximise future occupier's amenity, with all dwellings achieving the recommended standards set out within the Apartment Design Guide (refer to **Appendix H** for an assessment against the ADG). The development will also deliver a significant level of high quality, communal open space.
- The assessment of the proposal has demonstrated that the development will not result in any unreasonable environmental impacts that cannot be appropriately mitigated on managed.
- The proposal is suitable in its context which is zoned MU1 mixed use zone and includes emerging high density shop top housing.
- The development is permissible and consistent with the relevant planning controls for the site.
- The proposal is consistent with the principles of ecological sustainable development as defined by Section 193 of the *Environmental Planning and Assessment Regulation 2021*.

2. Introduction

2.1. Applicant Details

Proponent	TQM Design & Construct
Postal Address	Level 10, 6 Mount Olympus Boulevard, Wollie Creek NSW 2205
ABN	13 640 839 014
ACN	640 839 014
Nominated Contact	Forest Road Holdings Pty Ltd

2.2. The Project

The proposal involves the construction of three blocks of shop top housing on a podium over basement car parking with associated site and landscaping works. The proposal seeks to provide affordable housing units in response to the initiative by the Housing Delivery Authority (HDA) to deliver housing to meet Housing Accord targets to address the housing crisis.

A brief description of the proposed development is provided below:

- Construction of 187 residential units, including 19 affordable housing units, in two envelopes of up to 11-22 storeys on a 4-8 podium in height.
- Provision of 16,828m² GFA.
- Provision of:
 - 60 x 1-bedroom apartments
 - 95 x 2-bedroom apartments
 - 32 x 3-bedroom apartments
- Provision of 272 basement car parking spaces (including 39 accessible car spaces), 88 bicycle parking (including 20 visitor bicycle parking) spaces.
- Provision of 19 affordable housing units comprising of 1674.9m² (10% of total units) in the following unit-mix:
 - 1 x affordable 1-bedroom apartments
 - 9 x affordable 2-bedroom apartments
 - 9 x affordable 3-bedroom apartments
- Provision of residential amenities and services on the site, including wellness facilities and communal rooms at the basement level as well as the ground level, and lounge, BBQ and seating area to the rooftop terraces.
- No tree will be removed, and new trees and vegetation will be planted according to landscape plans. A dog park will be placed in the central courtyard landscaping works will be carried out on the site.
- Provision of a centralised courtyard with passive and active recreational uses.

- Communal rooms and open space that contains outdoor BBQ and dining, flexible lawn space, and children play area with city views are to be provided.

The overarching objective of the project is to deliver high-quality market and affordable housing in a location that offers convenient access to the Hurstville CBD, the surrounding commercial centre, and Hurstville Train Station.

The proposal described below in **Section 2.3.2**, details the previous approval (2012/DA-0132, MOD2017/0033 and MOD2021/0067) on the site which was for a mixed-use development with basement parking and contains 6 commercial units on the ground floor as well as 187 residential units above.

At the time of writing this report, demolition works have already commenced.

2.3. Project Background

2.3.1. Project Story

A timeline of the project is provided in **Table 6** below. Whilst community and stakeholder engagement are discussed in **Section 6**, the consultation undertaken with key agencies is detailed in **Table 7**.

Table 6. Project Timeline

Relevant Matter	Date
<p><u>Site Acquisition</u></p> <p>The proponent acquired the site on 1 October 2020.</p>	1 October 2020
<p><u>Housing Delivery Authority established</u></p> <p>The HDA was established on 19 December 2024, with the aim to deliver homes that young people, families and key local workers need. It is a major reform which seeks to streamline the development of major housing projects.</p>	19 December 2024
<p><u>Declared SSD by Minister (HDA Pathway)</u></p> <p>The Minister has declared the site and proposed mixed-use development comprising commercial premises and residential accommodation with provision for affordable housing to be State Significant Development and concurrent State Rezoning. EOI Number 229492.</p>	26 February 2025
<p><u>Submission of Request for Industry Specific SEARs</u></p> <p>The application for industry-specific SEARS was submitted to DPHI on 3 March 2025.</p>	3 March 2025
<p><u>Industry Specific SEARs Issued</u></p> <p>The Industry Specific SEARs for the project were issued on 27 May 2025. An assessment against the requirements of the SEARs is provided in Appendix A.</p>	27 May 2025

<p><u>Community Consultation – Letterbox Drop</u></p> <p>On 30 July 2025, a total of 220 notices were distributed to properties within proximity of the site.</p>	30 July 2025
<p><u>Community Consultation – Drop-in Session</u></p> <p>A drop-in session was held on 8 August 2025, from 4:00pm to 5:00pm. Members of the community and relevant stakeholders were invited to attend and view information on the proposed development. The representatives from the project team were at the session to answer any questions. Community feedback from the session was recorded and a response to this is provided in Section 6 of this EIS.</p>	8 August 2025
<p><u>Receipt of Resident Submission following Community Consultation</u></p> <p>End of Community Consultation session, no feedback was received.</p>	13 August 2025
<p><u>Lodged BDAR Waiver Request</u></p> <p>A Biodiversity Development Assessment Report (BDAR) waiver request was submitted on 19 August 2025.</p>	19 August 2025
<p><u>BDAR Waiver Approved</u></p> <p>BDAR waiver was approved by the Housing Delivery Authority Assessments Team within the NSW Department of Planning, Housing and Infrastructure (DPHI) on 17 September. It was determined the development is not likely to have any significant impact on biodiversity values.</p>	17 September 2025

A summary of discussions with other key agencies prior to lodgement of the SSDA is provided in **Table 7** below.

Table 7. Agency Engagement

Relevant Matter	Date	Comments/ Feedback
Department of Climate Change, Energy, the Environment and Water (DCCEEW)	3 June 2025	A request for BDAR waiver was made to and granted by DCCEEW.
Georges River Council	30 July 2025	An invitation was issued to Georges River Council to review and provide comment on the proposal. No feedback was received.
	25 August 2025	An invitation was issued to Georges River Council to review and provide comment on the proposal included the awnings overhand on the public footpath.

Hurstville Police Station	30 July 2025	An invitation was issued to Hurstville Police Station to review and provide comments on the proposal. No feedback was received.
Fire and Rescue NSW	25 August 2025	An invitation was issued to Fire and Rescue NSW to review and provide comment on the proposal. No feedback was received.
Department of Education	25 August 2025	An invitation was issued to Department of Education to review and provide comment on the proposal. No feedback was received.
Transport for NSW (TfNSW)	25 August 2025 17 September 2025	An invitation to review and comment on the proposal was issued to Transport for NSW by Principle Planning and Urban Design (PPUD). No feedback was received. For the purpose of informing their traffic impact assessment, Genesis Traffic provided an invitation to TfNSW to comment on the proposal and their proposed assessment methodology. No feedback was received from TfNSW.
Sydney Water	24 September 2025	An invitation was issued to Sydney Water for review and provide comments on the proposal. No feedback was received.

2.3.2. Previous Approvals

A search of local and state government online records has been undertaken to understand previous approvals that apply to the site. Please see **Table 8** below for an overview of recent development history that applies.

Table 8. Previous approvals in relation to the subject site

Reference	Description	Address	Determination
2005/DA-450	Mixed retail/commercial/residential development; 7-13 storeys high consisting of 81 residential apartments & basement parking	105 Forest Road, HURSTVILLE NSW 2220	Approved by Land & Environment Court on 27/02/2007
2008/DA-84	Alterations to the existing hotel on 1A Hill Street, including a first-floor addition and use of the ground floor as a place of entertainment.	1A Hill Street, HURSTVILLE NSW 2220	Approved 12/06/2008

2011/DA-0131	Mixed - Thirteen (13) storey mixed use development comprising ten (10) commercial tenancies and one hundred and twenty-one (121) residential units and basement parking.	105 Forest Road, HURSTVILLE NSW 2220	Approved 11/11/2011
2012/DA-0132	Mixed - Demolition of buildings at 1A Hill St & construction of 3-13 storey mixed use development with basement parking. The development contains 10 commercial units on the ground floor and 116 residential units above.	105 Forest Rd & 1A Hill Street, HURSTVILLE NSW 2220	Approved by JRPP on 11/10/2012
MOD2017/0033	S96(2) Application to modify Development Consent No. 12/DA-132 for a mixed-use development to undertake alterations and additions to the approved development, involving redesign of façade and built form, internal unit redesign and layout changes, additional units (from 116 to 126 units), increase to building height, etc.	105 Forest Rd & 1A Hill Street, HURSTVILLE NSW 2220	Approved 07/08/2017
MOD2021/0067	Modification of 12/DA-132 (MOD2017/0033) for a mixed-use development to amend the ground floor and basement layouts.	105 Forest Rd & 1A Hill Street, HURSTVILLE NSW 2220	Approved 08/10/2021

2.3.3. Description of Related Development

1-3 Wright Street and 108-124 Forest Rd, Hurstville

124 Forest Road is located on the northern side of Forest Rd and is opposite to the subject site. It has been approved for a mixed-use development comprising of retail and shop top housing. The approved 10-storey and 14-storey buildings (above ground level) allow the site to yield 219 residential apartments.

93 Forest Road, Hurstville

Approximately 170m to the east of the subject site is 93 Forest Rd, which is a site for mixed-use development. It contains 4,345m² of retail space and 2 residential flat buildings (9 and 21 storeys) and containing 556 apartments over basement car parking.

1-5 Treacy Street, Hurstville

Opposite to the site, on the southwest of the Hill St, is 1-5 Treacy Street. The existing eleven (11) storey mixed use development provide car parking space, comprising of seventy-five (75) units and two (2) commercial tenancies (total 400m²).

3 Cross Street, Hurstville

Approximately 320m to the northwest of the subject site is 3 Cross Street Hurstville. The approved development consent allows alterations on site to Westfield Hurstville Shopping Centre including demolition works and construction of a new entertainment and leisure precinct split over levels 3, 4 and 5. The approved works have already been completed.

23-31 Treacy Steet, Hurstville

The site at 23-31 Treacy Steet Hurstville is about 160m to the southwest of the subject site. At the time of writing this report, there is a 16-storey mixed use retail and residential building on the site, containing retail and community space, 227 residential units, 273 car spaces, and landscaped communal open space on the rooftop.

61-75 Forest Road and 126 Durham Street, Hurstville

This site is approximately 320m to the northeast of the subject site at 105 Forest Rd, Hurstville. The approved DA consent relates to demolition, remediation and construction of a mixed-use development comprising 4 buildings being from 3 to 20-storeys in elevation containing commercial floor space, a 76-room hotel and 260 apartments above 4 levels of basement containing 476 car spaces, landscaping, site works and stratum subdivision.

Table 9. Recent development history in the surrounding area

Reference	Description	Address	Status
DA2021/0024	Demolition of existing structures and construction of a building with a four-storey podium with two (2) separate residential towers above. The podium comprises retail spaces at the ground level with two (2) residential towers above that are 10 storeys and 14 storeys above ground level that yield 219 residential apartments.	1-3 Wright Street and 108-124 Forest Rd Hurstville	Approved by Sydney South Planning Panel 18/10/2021
DA2016/0218	Mixed use development comprising 556 units and 4345 square metres of retail space in two buildings of 9 & 21 storeys with basement and ground floor parking and associated landscaping works.	93 Forest Road Hurstville	Approved 17/05/2017
DA2014/1083	Opposite to the site on the southwest of the Hill St, is 1-5 Treacy Street. The existing eleven (11) storey mixed use development provide car parking space, comprising of seventy-five (75) units and two (2) commercial tenancies (total 400m ²).	1-5 Treacy Street Hurstville	Approved 01/04/2015
DA2020/0425	Alterations to Westfield Hurstville Shopping Centre including demolition works and construction of a new entertainment and leisure precinct split over levels 3, 4 and 5.	3 Cross Street Hurstville	Approved 04/08/2021

DA2014/1066	Construction of a 16-storey mixed use retail and residential development containing retail and community space, 227 residential units, 273 car spaces, and landscaped public domain and common areas.	23-31 Treacy Steet Hurstville	Approved 20/05/2015
DA2020/0352	Demolition works, remediation and construction of a mixed-use development comprising 4 buildings being from 3 to 20 storeys in elevation containing commercial floor space, a 76-room hotel and 260 apartments above 4 levels of basement containing 476 car spaces, landscaping, site works and stratum subdivision.	61-75 Forest Road and 126 Durham Street, Hurstville	Approved by Sydney South Planning Panel 27/05/2021

In addition to the approved developments set out above, the surrounding locality is featured by numerous other shop top housing developments. Notable sites and spaces are mentioned below:

- Separated by the Hill St and to the west side of the subject site, at 107-109 Forest Rd, is a 12-storey shop top housing with shops at ground floor along the Forest Rd and The Avenue.
- On the east side of the subject site boundary, at 126 Forest Rd, is a 5-storey shop top housing with shop frontages along Forest Rd.
- Plenty existing mixed-use shop top housing provides continuous shop frontage along the Forest Rd starting from the road crossing of the Durham St and the forest Rd to the Hurstville Train Station.
- Earlier approved shop top housing development ranges from 5-storeys (103 Forest Rd) to 16-storeys (15 Treacy Street).

These are likely to have cumulative impacts, particularly with respect to the character of the area, and car parking demand. An assessment of the cumulative impacts associated with the scheme is included in Section 7.2 of this report, in accordance with the Cumulative Impact Assessment Guidelines for State Significant Projects.

2.3.4. Restrictions and Covenants

A title search for each lot on the site has provided information on the relevant easements and dealings that apply to the site. As the site is comprised of two (2) lots. These matters are detailed in **Table 10** with the proposed action listed against each.

Table 10. Restrictions and Covenants

Reference	Description	Action
1A Hill Street, Hurstville (Lot A, DP 421265)		
N/A	Reservations and conditions in the Crown Grant(s)	Extinguish
AT285706	Mortgage to Australia and New Zealand Banking Group Limited	Maintain
AU387285	Caveat (Ausgrid)	Maintain

105 Forest Road, Hurstville (Lot B, DP 421265)		
N/A	Reservations and conditions in the Crown Grant(s)	Extinguish
AT285706	Mortgage to Australia and New Zealand Banking Group Limited	Maintain
AU387285	Caveat (Ausgrid)	Maintain

3. Strategic Context

3.1. Strategic Planning Alignment

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined in **Table 11** below.

Table 11. Strategic documents relevant to the proposed development

Plan	Comments
<p>National Housing Accord</p>	<p>The National Housing Accord sets an aspirational target to deliver 1 million new, well-located homes over 5 years from 2024. This equates to 377,000 new homes across NSW by 2029. The National Housing Accord was established by the Australian Federal Government and sets the policy platform for state planning departments to enact housing and planning policy reforms, such as the TOD SEPP.</p> <p>To align with the National Housing Accord, DPHI released revised 5-year housing targets for each Council within NSW. Georges River Council has a target of 6,300 homes by 2029, of which this development will provide 19 dwellings of affordable housing units. Therefore, the proposed development aligns with the intended outcomes of the National Housing Accord.</p>
<p>Future Transport Strategy</p>	<p>The Future Transport Strategy sets the strategic directions for future mobility in NSW, which aims to deliver safe, healthy, sustainable, accessible and integrated passenger and freight public transport journeys. The Future Transport Strategy provides a framework for integrating transport and planning to identify opportunities for development to enable the aims of the policy. The strategy discusses the importance of development within an accessible distance of existing and proposed public transport infrastructure.</p> <p>The proposed development is located in a favourable location, approximately 750m walking distance from Hurstville Station and 650m walking distance from Allawah Station. There is a bus stop located directly north of the site, which provides direct access to Hurstville Station and Beverley Hills Station via Kingsgrove Station. The proposed development is situated in a location where it connects occupants to strategic centres, whereby enabling them with greater flexibility in access to parks, retail areas and nightlife precincts. Therefore, the proposed development aligns with the long-term vision outlined in the Future Transport Strategy.</p>
<p>Greater Sydney Region Plan – A Metropolis of Three Cities</p>	<p>The Greater Sydney Region Plan (Region Plan) is the overarching strategic plan that seeks to shape future development for the Sydney metropolitan area over the next 40 years. Under the Region Plan, the site is located within the Eastern Harbour City, which is the most competitive global precinct due to the Harbour CBD being Australia’s global gateway and financial capital.</p>

	<p>The project is consistent with the Region Plan for these reasons:</p> <ul style="list-style-type: none"> • <i>Objective 10: Greater housing supply.</i> The project will provide additional housing supply in the form of 19 affordable housing dwellings. • <i>Objective 11: Housing is more diverse and affordable.</i> The project will provide a range of residential unit mix such as affordable which will ensure contribution to housing diversity, as well as provide an important affordable housing component. Through the delivery of affordable dwellings, the local housing market will be more diverse and affordable. • <i>Objective 12: Great places that bring people together.</i> The proposed development provides communal spaces including a dog park, gym and rooftop communal rooms and open spaces that provide opportunities for social interaction and connections. Additionally, the development includes retail/commercial tenancies on ground floor which activates the street frontages of Forest Road and Hill Street and improves street level connectivity and the walking experience for that section of Forest Rd. The proposed development provides an adequate level of parking taking into account its proximity to public transport. • <i>Objective 14: Integrated land use and transport creates walkable and 30-minute cities.</i> The site is located 8 minutes walking distance to Westfield Hurstville Shopping Centre, 7 minutes to Hurstville Public School, 9 minutes walking distance to Hurstville and Allawah train stations. There is also a bus stop located directly north of the site. Based on the above, it is evident that the site is in a strategic location and provides convenient access to transport facilities and economic and recreational opportunities, all within a 30-minute radius. • <i>Objective 22: Investment and business activity in centres.</i> Due to the proximity of the site to Hurstville Town Centre, the increased dwelling density will support local businesses and services, fostering economic activity and investment. The additional businesses will also provide accessible goods, jobs and services to the community.
<p>South District Plan</p>	<p>Greater Metropolitan Sydney is divided into five districts, with each having its own plan. The District plans are a guide to implementing the regional Plan and provide the basis for future strategic planning at a local level.</p> <p>The site is situated within the South District. The South District Plan (SDP) is a plan that covers the Canterbury-Bankstown, Georges River and the Sutherland Local Government Areas. It is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney.</p> <p>The proposed development is consistent with the South District Plan for the following reasons:</p> <ul style="list-style-type: none"> • <i>Planning Priority S1: Planning for a city supported by infrastructure.</i> The proposed development is located approximately 750m walking

	<p>distance from Hurstville Station and Allawah Station. There is a bus stop located directly north of site, which provides access to Hurstville Station and Beverly Hills Station via Kingsgrove Station. The proposed development benefits from various modes of public transport within walkable distances.</p> <ul style="list-style-type: none"> • <i>Planning Priority S4 Fostering healthy, creative, culturally rich and socially connected communities.</i> The proposed development is located within walkable distances to various key sites including Westfield Hurstville Shopping Centre, Kempt Field, Woodville Park and Hurstville Public School. The site benefits from walkable streets which provides direct accessible and safe pedestrian connections from homes to schools, restaurants, shops, health facilities as well as public and recreational facilities. • <i>Planning Priority S5 Providing housing supply, choice and affordability, with access to jobs services and public transport.</i> The proposed development will provide housing supply in the form of 187 housing units including 33 adaptable units and 19 affordable units. The proposed location of the development will ensure that future residents will have access to jobs and services through using public transport infrastructure. • <i>Planning Priority S6 Creating and renewing great places and local centres, and respecting the District's heritage.</i> The proposed development will contribute to the fine grain urban form and will improve connectivity along Forest Road, increasing street level activity, enhancing the walking experience and improving pedestrian safety. • <i>Planning Priority S9 Growing investment, business opportunities and jobs in strategic centres.</i> As mentioned above, the site is located within a walking distance of less than 750m to locations of employment and study, as well as public transport infrastructure. The proposed development will benefit from its proximity to these adjoining land uses and public transport infrastructure. The development also provides additional retail/ commercial shops at the ground floor that will also contribute to the strategic centre.
<p>Georges River Local Strategic Planning Statement 2040</p>	<p>The Local Strategic Planning Statement delivers a 20-year vision (2020 – 2040) on significant infrastructure and land use planning for the Georges River Local Government Area (LGA). The 2040 vision seeks to transform the LGA into “a productive place to live, work and enjoy – with diverse, active, green, well designed and connected places.” The vision is explored through five interrelated themes of <i>access and movement, infrastructure and community, housing and neighbourhoods, economy and centres, environment and open space.</i></p> <p>The proposed development provides a diverse mix of housing options including 1-, 2- and 3-bedroom units as well as adaptable and affordable housing in a location that is close to Hurstville Town Centre and public transport infrastructure. It will contribute to the vision in creating an active,</p>

	<p>diverse and well-connected place to live and work. In addition, it will correspond to the abovementioned five themes:</p> <ul style="list-style-type: none"> • <i>Theme 1 – Access and movement</i> The proposed development is located in proximity to public transport such as buses and trains. This will reduce the use of private cars and thereby pollution will also be reduced. The proposed development will also include 88 bicycle parking spaces to encourage the use of active transport. • <i>Theme 2 – Infrastructure and community</i> The proposed development is well-serviced by numerous public health, educational, community and recreational facilities that is accessible from the site such as Kempt Field, Sarah’s Aged Care Services and various schools such as Hurstville Public School and Georges River College. Several places of public worship are also located in the vicinity of the site, including St George’s Hurstville Anglican Church, Hurstville City Uniting Church and New Life Nepalese Church. • <i>Theme 3 – Housing and neighbourhoods</i> The proposed development will provide a mix of housing types including 1-, 2-, and 3-bedroom units as well as adaptable and affordable housing to accommodate for the differing range of incomes and lifestyles. • <i>Theme 4 – Economy and centres</i> The proposed development is located in proximity to Hurstville Westfield Shopping Centre where retail, food services and entertainment is within walking distance. The development will also support local economic growth by creating jobs during construction works and providing additional retail and commercial shops in Hurstville Town Centre. • <i>Theme 5 – Environment and open space</i> The subject site is a vacant lot of land with previous hotel and mixed retail/ commercial/ residential use. Historically, the site did not contain landscaping possibly due to its location along the retail/ commercial strip. The proposed development includes landscaped areas on Level 1, Level 4, Level 7 and the roof resulting in a total landscaped area of 1,551m² which provides an abundance of greenery and open space for the residents.
<p>Georges River Council – Local Housing Strategy 2020</p>	<p>The Council’s Local Housing Strategy 2020 sets out the growth for housing for the Georges River Local Government Area (LGA) over the next 20 years (2020 – 2040). The strategy identifies housing demand, gaps and issues and forecasts significant housing growth which responds to Council’s LSPS and South District Plan mentioned above. The proposal meets the planning forecast scenario by contributing to the 4,800 dwellings within the 2030 housing target.</p>

<p>Georges River Local Environmental Plan 2021 (GRLEP)</p>	<p>Appendix D contains a Statutory Compliance Table which assesses the proposal against the relevant standards and provisions of the GRLEP and GRDCP.</p>
<p>Georges River Development Control Plan 2021 (GRDCP)</p>	
<p>Better Placed</p>	<p>Better Placed is an integrated design policy for the built environment developed by the NSW Government Architect. The policy aims to enhance the quality of life for the people of New South Wales by promoting good design in the planning, design, and construction of buildings, spaces, landscapes, and neighbourhoods.</p> <p>The project is consistent with the seven key Better Placed objectives as follows:</p> <ul style="list-style-type: none"> • Better Fit: The development is well-suited to its location, close to public transport, major roads, Northbridge Plaza and social infrastructure. It humbly fits within an evolving area of residential growth and resonates with its local character whilst establishing a sense of place. • Better Performance: The development targets an 8-star NatHERS and meets BASIX standards, ensuring sustainable water, energy, and thermal comfort performance. The proposed development ensures sustainability, adaptability and durability through the use of construction materials and finishes. • Better for Community: The proposed development includes a mix of housing types, including affordable housing, market housing and adaptable units to help meet Sydney’s housing needs. The design of the proposed development will create an inclusive and welcoming environment whilst addressing the growing economy and social disparity. • Better for People: The proposed development complies with the Housing SEPP and ADG standards to ensure apartments are safe, comfortable, and liveable. The design of the proposed development ensures comfort and usability, providing adequate solar access and ventilation. • Better Working: The proposed development provides adaptable units designed to meet current and future occupant needs, supporting flexibility and long-term usability. It showcases potential to adapt to change which will remain valuable and well-utilised. • Better Value: The proposed development is designed to meet regulatory standards with durable, low-maintenance materials which will reduce long-term costs and enhance value. It creates a sense of shared value in the built environment and elevates standards for its occupants. • Better Look and Feel: The proposed development feature an attractive and welcoming design with its rooftop communal courtyard and active street frontages that enhances the public realm. The ground floor podium will provide a welcoming and aesthetically pleasing vibe to promote positive engagement of the community.

3.2. Key Features of Site & Locality

The location of the site is illustrated in **Figure 5**. The key features of the site are described in **Table 12**.



Figure 5. Local Context Map (Source: SDT Explorer, 2025)

Table 12. Key characteristics of the site and local area

Characteristic	Description
Key Site Features	
Address	105 Forest Road, Hurstville NSW 2220 1A Hill Street, Hurstville NSW 2220
Local Government Area	Georges River
Legal Description	Lot A, DP421265 Lot B, DP421265
Site Area (total)	2,634m ²
Site Width	56.35m
Zoning	MU1 Mixed Use
Existing Use/ Structures	Nil - The site is currently vacant.
Number of pre-existing dwellings on site	Nil
Vehicular/ Site Access	The site currently has two vehicular access from Forest Road and two vehicular crossovers from the Hill Street frontage.

Adjacent land uses North	To the north of the site, opposite to Forest Road is a row of retail/commercial uses including Furniture and Bedding, Chinese Herbs Centre and Print Station.
Adjacent land uses East	Immediately to the east of the site is 103 Forest Road and 1 Jack Braham Drive, a mixed-use development, comprising of two buildings of 7 and 13 storeys (168 residential units). Further east are three shop top housing developments providing a total of 280 residential apartments.
Adjacent land uses South	Directly to the south of the site is a small road reserve on the corner that consists of two small trees near Jack Brabham Drive. Approximately 20m to the south of the site is the Railway line that is served by Sydney Trains T4 Eastern Suburbs & Illawarra Line services and NSW TrainLink's South Coast Line services.
Adjacent land uses West	Approximately 20m to the west of the site is an 11-storey mixed use development with face brick façade and commercial uses on the ground floor. To the southwest of the site is an 11-storey mixed use development comprising of 75 residential units and two commercial tenancies, at 1 Treacy Street.
Easements/ covenants	Nil
Site boundaries and dimensions	The site is irregular in shape has a northern frontage of 56.35m to Forest Road and western frontage of 79.06m to Hill Street. The site has a short southern side boundary of 17.01m and a common boundary of 62.64m that is shared with the adjoining properties at 103 Forest Rd and 1 Jack Brabham Drive.
Topography	The site is relatively flat. Approximately 2m slope from Forest Road to the south of Hill Street.
Vegetation	The site does not contain any vegetation and is currently vacant land.
Flooding/ Overland Flow	The site is not identified as being flood prone.
Heritage	The site is not identified as a heritage item or within a heritage conservation area. Two heritage items, namely, the shop and residence at 140 Forest Road, and St George Anglican Church at 144 Forest Road, are situated in proximity to the site.
Bushfire	The site is not identified as bushfire prone land.
Biodiversity	Nil
Acid Sulfate Soils	The site is not within the acid sulfate soils map.
Contamination	The site is not identified as contaminated site.
Surrounding Locality	
Nearby Centres	<p>The site is located within Hurstville City Centre and approximately 16km south of the Sydney CBD. The site is within the MU1 Mixed Use zone. Surrounding this zone is land zoned R4 High Density Residential, with R2 Low Density Residential zoning located further outward. The allotments throughout the locality vary in size and orientation, however a grid pattern is prevalent.</p> <p>The site is connected to various smaller local centres that surround Hurstville, including Carlton which is 1.35km southeast of the site, South Hurstville which is 1.15km south of the site, and Penshurst which is 1.88km to the west of the</p>

	subject site. Kogarah is also located approximately 2.17km to the east of Hurstville and is comprised of shops, services, schools, and various hospitals.
Public Transport	The site is located 750m walking distance from Hurstville transport interchange and 650m walking distance from Allawah Train Station. The nearest bus stop is located immediately to the north of the site at Forest Road.
Major Roads	The site is located along Forest Road which connects Allawah, Penshurst, Bexley and South Hurstville. Approximately 700m to the northwest of the site is Queens Road which is a classified road and approximately 320m to the northeast of the site is Lily Street which is a regional road.
Open Space	Public open spaces in various forms and sizes are interspersed throughout the locality. The nearest open space is Woodville Park which is located 200m to the north of the site, and Kempt Field which is 300m to the east of the site.
Social Infrastructure	<u>Schools:</u> The site is located within the school catchments of Hurstville Public School (300m) and is located within walking distance to private schools such as Hurstville Adventist School (270m), Georges River College (550m). Other schools include St Mary’s Star of the Sea Catholic Primary School (700m) and Sydney Technical Selective High School (740m). <u>Health Infrastructure:</u> The site is approximately 820m to the Waratah Private Hospital and 1.3km to the Hurstville Private Hospital.

Site & Locality Photographs



Figure 6. View from Forest Road to subject site (Source: PPUD, 2025)



Figure 7. Frontage of subject site from Forest Road (Source: PPUD, 2025)



Figure 8. Frontage of subject site (Hill Street)
(Source: PPUD, 2025)



Figure 9. Jack Brabham Drive Streetscape
(Source: PPUD, 2025)



Figure 10. Shop top housing to the east of the site (103 Forest Road)
(Source: PPUD, 2025)



Figure 11. Shop top housing to the west of the site (107-109 Forest Road)
(Source: PPUD, 2025)



Figure 12. Shop top housing to the southwest of site (1 Treacy Street)
(Source: PPUD, 2025)



Figure 13. Shops opposite the subject site (132 – 140 Forest Road)
(Source: PPUD, 2025)



Figure 14. Shop top housing to southeast of the site (1 Jack Brabham Drive) (Source: PPUD, 2025)



Figure 15. Bing Lee site opposite the subject site at 124 Forest Road. The site was approved for 10 and 14 storey buildings (219 apartments) under DA2021/0024 (Source: PPUD, 2025)

3.3. Other Development in the Area

Please refer to **Section 2.3.3** for related development in the context of the site. It is worth noting that a new mixed-use development has been emerging in the area, it is located at 1-3 Wright Street and 108-124 Forest Road which is directly to the northeast of the subject site, including a four-storey podium with two separate residential towers above.

3.4. Future Site Context

The site description above represents the site in its current and future form at the time of writing this EIS.

The planning history and emerging site context set out under **Section 2.3.2** and **Section 3.7** is relevant when considering the development and context.

3.5. Mitigation and Offset Agreements

The *Georges River Local Infrastructure Contributions Plan 2021* applies to the subject site and identifies that residential developments resulting in an increase in dwellings are required to pay a Section 7.11 contributions levy to Council. In addition, the proponent will be obliged to pay Housing and Productivity Contributions.

3.6. Considerations of Cumulative Impacts

To understand whether the proposal is likely to generate cumulative impacts with other developments, we have undertaken a review of nearby relevant proposals/approvals and included a summary below.

The site is located within Hurstville City Centre and approximately 16km south of the Sydney CBD. Nearby emerging and recent projects which may be relevant in the cumulative impact assessment of the proposal are provided in **Table 13** below.

Table 13. Nearby Projects/ Development

Reference	Development Description	Street Address	Status
DA2021/0024	Demolition of existing structures and construction of a building with a four-storey podium with two (2) separate residential towers above. The podium comprises retail spaces at the ground level with two (2) residential towers above that are 10 storeys and 14 storeys above ground level that yield 219 residential apartments.	1-3 Wright Street and 108-124 Forest Rd Hurstville	Approved by Sydney South Planning Panel 18/10/2021
DA2016/0218	Mixed use development comprising 556 units and 4345 square metres of retail space in two buildings of 9 & 21 storeys with basement and ground floor parking and associated landscaping works.	93 Forest Road Hurstville	Approved 17/05/2017
DA2014/1083	Opposite to the site on the southwest of the Hill St, is 1-5 Treacy Street. The existing eleven (11) storey mixed use development provide car parking space, comprising of seventy-five (75) units and two (2) commercial tenancies (total 400m ²).	1-5 Treacy Street Hurstville	Approved 01/04/2014
DA2020/0425	Alterations to Westfield Hurstville Shopping Centre including demolition works and construction of a new entertainment and leisure precinct split over levels 3, 4 and 5.	3 Cross Street Hurstville 2220	Approved 04/08/2021
DA2014/1066	Construction of a 16-storey mixed use retail and residential development containing retail and community space, 227 residential units, 273 car spaces, and landscaped public domain and common areas.	23-31 Treacy Steet Hurstville	Approved 20/05/2015
DA2020/0352	Demolition works, remediation and construction of a mixed-use development comprising 4 buildings being from 3 to 20 storeys in elevation containing commercial floor space, a 76-room hotel and 260 apartments above 4 levels of basement containing 476 car spaces, landscaping, site works and stratum subdivision.	61-75 Forest Road and 126 Durham Street, Hurstville	Approved by Sydney South Planning Panel 27/05/2021

An assessment of the cumulative impacts associated with the scheme is included in **Section 7.3** of this report, in accordance with the *Cumulative Impact Assessment Guidelines for State Significant Projects*.

3.7. Alternatives Considered

Clause 192(1)(c) of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulations) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

During the design phase, TQM Design & Construct undertook an analysis to identify and evaluate options to determine the most suitable design. A list of options is illustrated in **Table 14** below.

Table 14. Options Considered

Option	Discussion
Option 1 – No longer proceeding	The consequences of not carrying out the development would undermine the strategic objectives of the NSW Government, relevant Regional and District Plan objectives and significant public investment by Federal, State and Local Government to support the delivery of market and affordable housing in accessible locations. There is a critical undersupply of housing in Sydney. If the development were not to be carried out, this would result in 187 homes not being delivered to meet local housing needs. The timely delivery of additional housing is required to respond to the critical housing need and address Sydney’s housing affordability crisis in accordance with the National Housing Accord.
Option 2 – Proceed with current consent	Proceed with constructing the approved development application and apply for development approval for a new residential building with no affordable housing. This option was discounted as it would fail to deliver much needed affordable housing and fails to fully utilise the development potential on a highly sustainable site.
Option 3 – Lodge application for Infill Affordable Housing	An option was to lodge an application for Infill Affordable housing. This option was discounted as a requirement for 15% of the total GFA to be offered for affordable housing purposes is not feasible. Essentially, the 15% requirement is too great and impacts cash flow to greatly.
Option 4 – Proceed with HDA scheme	Proceed with lodging an SSDA application for the HDA scheme which includes greater density than that which would have been allowed under Infill Affordable housing provisions, as well as a lower affordable housing component.

Of the options, Option 4 was preferred. It secures feasibility and funding, thereby confirming that the project can be delivered. This aside, this scheme will deliver a suitable volume of affordable housing.

Multiple options were explored for certain parts of the design, including various internal floor configurations and external façade treatments. Further information on the design of the development is set out in the Design Report (**Appendix F**).

4. Project Description

The following section of the EIS summarises the key numeric components of the proposed development and describe the demolition, site preparation, construction and operational phases in further detail.

4.1. Project Overview

The key components of the proposed development are summarised in **Table 15**. A copy of the architectural concept drawings is provided as **Appendix Z**. Please refer to **Figure 16-19** below for streetscape view of the proposed development.

Table 15. Project Summary

Project Element	Summary
Project Summary	<p>The project includes construction of 6 retail shops as well as 187 residential apartments with affordable housing and basement parking. Specifically, the SSDA seeks development consent for:</p> <ul style="list-style-type: none"> • Partial excavation to a site depth of RL 44.00 and construction of a 5-level basement. • Construction of two shop top housing up to 22-storeys and-11 storeys in height (RL 133.15) on a podium to provide 187 apartments including affordable housing, residential amenities, services and shops. • Provision of car parking spaces, and bicycle parking at basement. • Provision of a separate waste storage at the ground floor level and basement-1 level, which have easy access to the driveway. • Communal rooms and spaces on ground floor and roof terrace with landscaped open space for communal use on Level 1, 7, 10 and roof. • Provision of hard and soft landscaping. • Associated works for the provision of infrastructure and servicing.
Site/Project Area	The site has a total area of 2,634m ² .
Proposed uses	Shop top housing with a podium for mixed use.
Apartments and Mix	<p>The proposal will deliver 187 dwellings in the following mix:</p> <ul style="list-style-type: none"> • Commercial shops: 6 • 1 bedroom: 60 (32%) • 2 bedrooms: 95 (51%) • 3 bedrooms: 32 (17%) <p>168 of these apartments will be market housing and 19 apartments will be affordable housing (10% of total units).</p>
Gross Floor Area (GFA)	16,828.0m ²

Floor Space Ratio (FSR)	6.39:1
Maximum height	73.82m (max) above existing ground level (SFL133.15) 22 storeys for Block B and 11 storeys for Block C
Site Access	Vehicular access is provided from the Hill Street frontage in the form of a vehicular driveway to the southern side of the site. Pedestrian access is provided from both Forest Road and Hill Street, with 3 separate pedestrian access paths that leads into the lobbies for residential units. On the ground floor, each shop gets their independent access along Forest Road and Hill Street.
Parking	<ul style="list-style-type: none"> • 219 parking spaces for residential use including 37 accessible car spaces • 38 parking spaces for visitor use including 1 accessible car space • 15 parking spaces for commercial use including 1 accessible car space
Access and servicing	The commercial waste and the recycling services is stored at the ground floor level when all residential waste and recycling services for the site is planned to be stored at the ground floor level as well as the basement level. All these spaces are separated from the residential uses of the site and away from the street. Waste pick-up will be provided by George River Council.
Bicycle Parking	<ul style="list-style-type: none"> • 63 parking spaces for residential use • 5 parking spaces for commercial use • 20 parking spaces for visitors use
Landscape Area	1,551m ² (58.8% of site area)
Communal Open Space	1,539.2m ² (58.45% of site area)
Deep Soil Area	0m ²
Tree Removal	No trees will be removed.
Earthworks	Excavation works for the basement level.
Staging, timing and sequencing	At the time of writing this report, demolition of the existing structures on the site has been finished. The proponent intends to begin construction of the subject proposal as soon as practicable once development consent has been received.
Estimated Development Cost	\$95,527,435 (excluding GST)
Job Creation	Employees supported (no.): 50 on-site Impacted years (no.): 2 years Average Employment supported (no. per year): 50
Affordable Housing Provider	A CHP will be in place in due time. The consent authority may place a condition of consent to ensure a housing provider is in place before an Occupation Certificate is issued.
Land acquisition	n/a



Figure 16. Streetscape view - Hill street - South (Source: DWA, 2025)



Figure 17. Streetscape view - Treacy street - East (Source: DWA, 2025)



Figure 18. Streetscape view – Forest road - West (Source: DWA, 2025)



Figure 19. Streetscape view – Hill street - North (Source: DWA, 2025)

4.2. Design Pillars

The following design principles have guided the development of the scheme:

- **Contextual fit** – Achieving a high level of architectural, urban design, landscape design and amenity that reflects and responds to the surrounding buildings and context.
- **Public and Community** – Considering the development at a street level to ensure that the ground level detailing improves the quality and amenity of the public domain and pedestrian movement.
- **Architecture** – Considering how the design, detail, bulk, mass, setbacks, height, uses and materials respond to the site context.
- **Sustainable Approach to Design** – Ensuring that a high standard of ecologically sustainable design will be achieved.
- **Communal Open Space** – Providing high quality and a diverse range of communal open space facilities for potential occupants.

4.3. Physical Layout and Design

4.3.1. Construction of New Buildings

The proposal involves the construction of a new shop top housing as described in **Section 1.2**. The proposal is a modified version of the previously approved development under 2012/DA-0132 issued on 11 October 2012 which involves the construction of a 7-13 storey mixed-use development with basement parking.

The proposed development consists of 5 levels of basements which includes visitor, commercial/retail and residential car parking, bicycle parking, loading bay and car wash bay. Access, services, waste, communal and open space are also shared by the residents at podium level.

The proposal consists of 6 retail/commercial tenancies on ground floor. Both commercial/retail and residential waste storage has been carefully considered and designed to be stored at the ground floor level for ease of access whilst being screened to mitigate unsightliness.

A mix of 1-, 2- and 3-bedroom apartments are provided. All apartments have direct access to private open space in the form of balconies. The layout of the buildings is centred around the dog park on Level 1 with the communal gym located at the rear corner of the site.




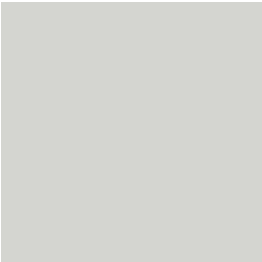




4.3.2. External Materials and Finishes

The external materials and finishes for the proposed development are shown in **Table 16**.

The proposed development will be constructed in pre-cast concrete painted in mainly white and grey. The retail/commercial glazing at the ground level will be of black coloured tinted glass along the façade facing Hill Street and Forest Road. Aluminium timber look battens in white oak colour will be constructed on balconies to provide privacy.

The external materials and finishes have been carefully chosen to reflect the materials palette and its surrounding buildings. The external façade will provide a simple, clean and modern aesthetic to match the site context.

Table 16. Proposed materials and finishes palette

MATERIALS LEGEND		
<p>Dulux Natural White</p> 	<p>Dulux Mole Grey</p> 	<p>Black Colour Tinted Glass</p> 
<p>Dulux Bleaches Half Strength</p> 	<p>Dulux Clear Concrete</p> 	<p>Aluminium Timber Look Battens – White Oak</p> 
<p>Dulux Deep Walnut</p> 	<p>Dulux Black</p> 	

4.3.3. Landscaping and Outdoor Recreation

Landscape plans have been prepared by Conzept Landscape Architects and are provided in **Appendix L**. The proposed public domain consists of both softscapes and hardscapes illustrated in **Figure 20**. Street trees will be planted with tree grates, hardwood stake and ties fitted to the stem for protection of growth. 4 native trees will be planted along Forest Road and 6 exotic trees will be planted along Hill Street. The streetscape pavement includes a darker tone and a lighter tone of grey to ease visibility. The pavements are chosen to be slip resistant for the safety of pedestrians.

The communal open spaces and landscaping features on Level 1 consists of a dog park, barbecue area and raised planters illustrated in **Figure 21**. The proposed landscape features at Level 1 includes the integration of both softscape and hardscape. Softscapes such as raised planters have been implemented along the frontages of residential terraces. Hardscapes such as high-quality natural pavers and tiled seating have been implemented. Both hardscape and softscape designs aims to ensure maximum enjoyment of residents when utilising the communal open spaces. The dog park also consists of a dog sandpit, dog training/exercise area, dog bubbler, dog wash bay and artificial turf. Privacy and safety have also been considered through the implementation of black aluminium palisade fencing around the perimeter of the dog park. A combination of palisade courtyard fencing with rendered masonry will also be integrated around the planters.

The landscape designs on Level 4 consists of timber decking and timber seating fixed on retaining wall in between 4 residential terraces illustrated in **Figure 22**. Raised planters are also implemented around the terraces with a mix of plant species.

The communal open spaces on Level 7 and Level 10 focuses on providing a central entertainment zone for the residents illustrated in **Figure 23**. It includes facilities such as barbecue area, under a pergola, timber seating fixed on retaining walls, and picnic tables. Almost the entire level is surrounded by raised planters with different plant species.

The roof terrace consists of barbecue facilities, proprietary outdoor furniture, timber seating fixed on retaining walls and raised timber composite seating illustrated in **Figure 24**. Raised planters are also planted along the perimeter of the roof. Translucent balustrades will be installed for the safety of the residents.

Apart from the communal open space, all the units have access to outdoor balconies or terraces. Most units will have abundance of solar access in habitable areas. The proposal aims to provide an extensive number of recreational opportunities in order to ensure useable facilities.

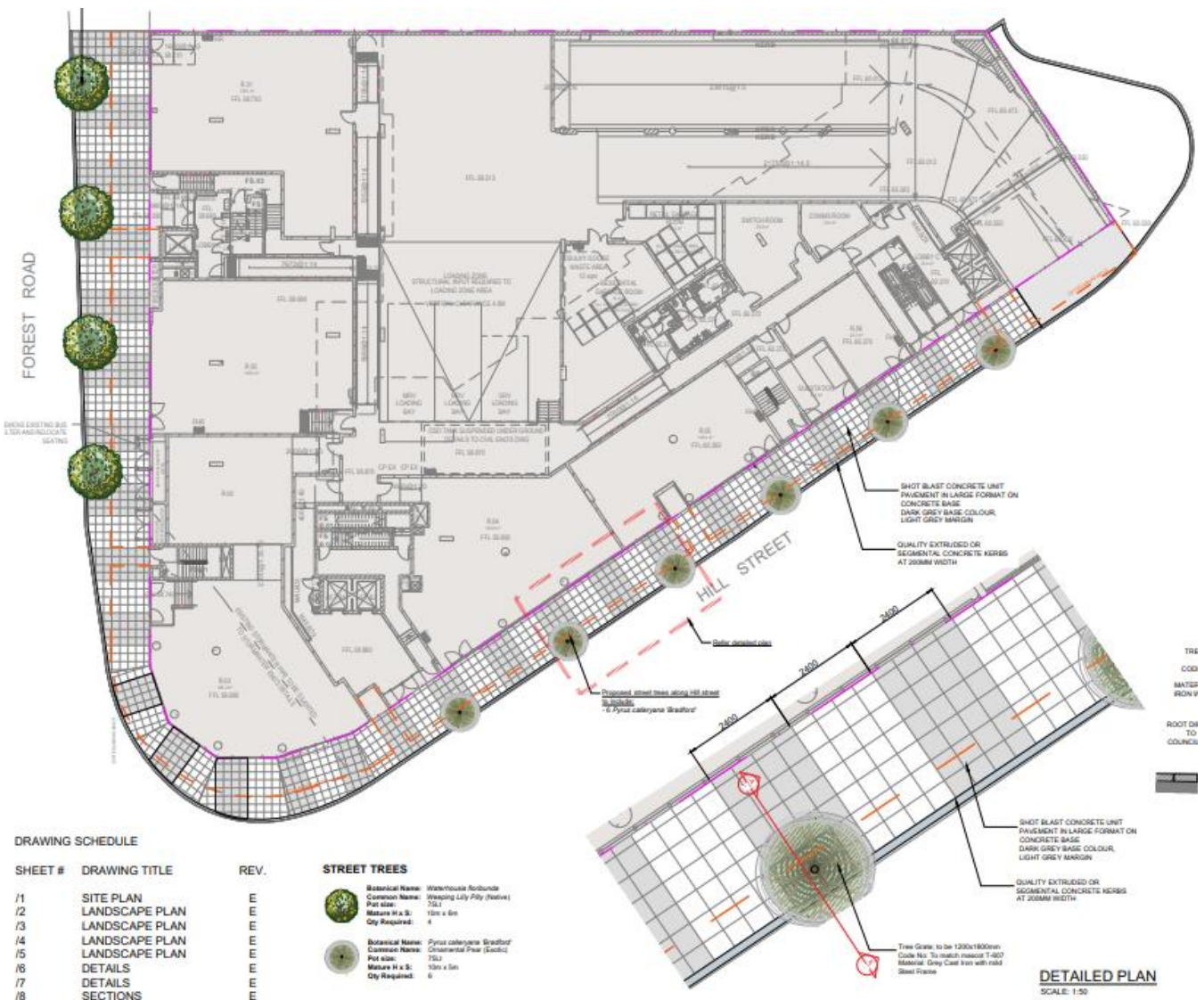


Figure 20. Public domain landscape plan showing landscaping at the ground level (Source: Concept Landscape Architects, 2025)

LEGEND & SCHEDULE

- TREES**
- Botanical Name:** *Banksia integrata*
Common Name: Iron Bark (Shore Banksia)
Plant Size: 70 x 30m
Water M & S: 2
City Required: 2
 - Botanical Name:** *Banksia serrata*
Common Name: Old Man Banksia (Native)
Plant Size: 80 x 30m
Water M & S: 2
City Required: 2
 - Botanical Name:** *Corymbia alba*
Common Name: Swamp Paperbark
Plant Size: 10 x 10m
Water M & S: 2
City Required: 2
 - Botanical Name:** *Phormium tenax*
Common Name: New Zealand Flax
Plant Size: 20 x 20m
Water M & S: 2
City Required: 2
- SHRUBS AND HEDGES**
- Botanical Name:** *Scaevola taccada*
Common Name: Sea Purslane
Plant Size: 200mm
Water M & S: 12
City Required: 12
 - Botanical Name:** *Banksia integrata*
Common Name: Iron Bark
Plant Size: 10 x 10m
Water M & S: 2
City Required: 2
 - Botanical Name:** *Phormium tenax*
Common Name: New Zealand Flax
Plant Size: 20 x 20m
Water M & S: 2
City Required: 2
- ACCENT PLANTS**
- Botanical Name:** *Phormium tenax*
Common Name: New Zealand Flax
Plant Size: 10 x 10m
Water M & S: 2
City Required: 2
 - Botanical Name:** *Phormium tenax*
Common Name: New Zealand Flax
Plant Size: 10 x 10m
Water M & S: 2
City Required: 2
 - Botanical Name:** *Phormium tenax*
Common Name: New Zealand Flax
Plant Size: 10 x 10m
Water M & S: 2
City Required: 2
- GROUNDCOVERS**
- Botanical Name:** *Mitrasacme juncea*
Common Name: Creeping Sedum (Native)

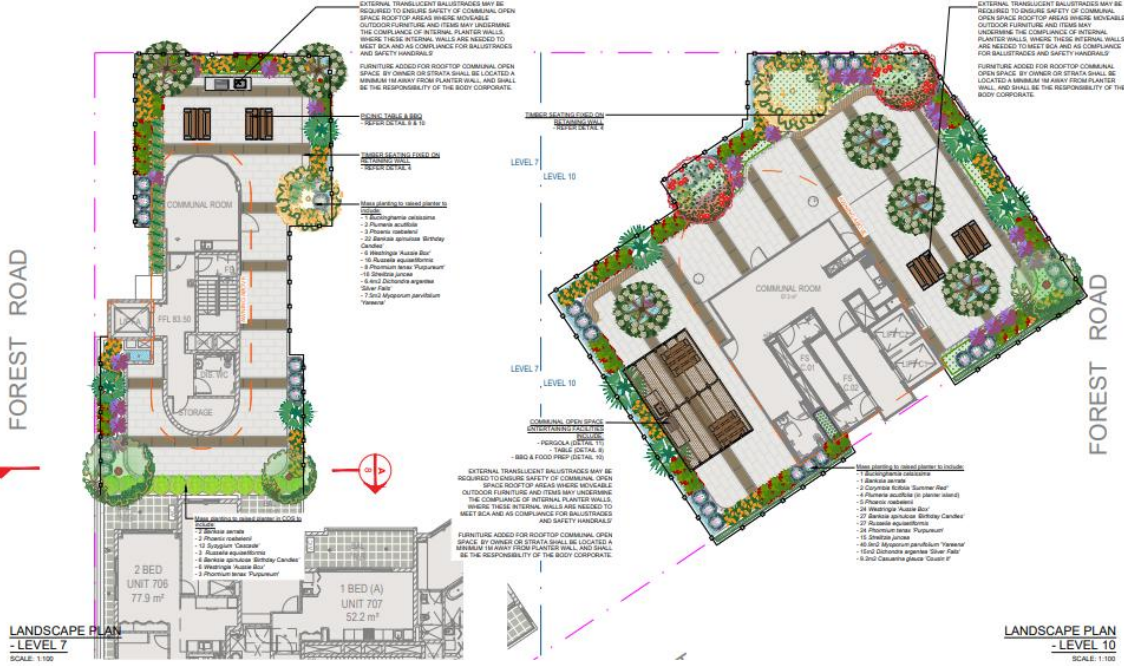


Figure 23. Level 7 and Level 10 landscape plan showing the barbecue area, picnic tables and raised planters around the perimeter (Source: Conzept Landscape Architects, 2025)



Figure 24. Roof terrace landscape plan showing the barbecue area, timber composite seating and raised planters around the perimeter (Source: Conzept Landscape Architects, 2025)

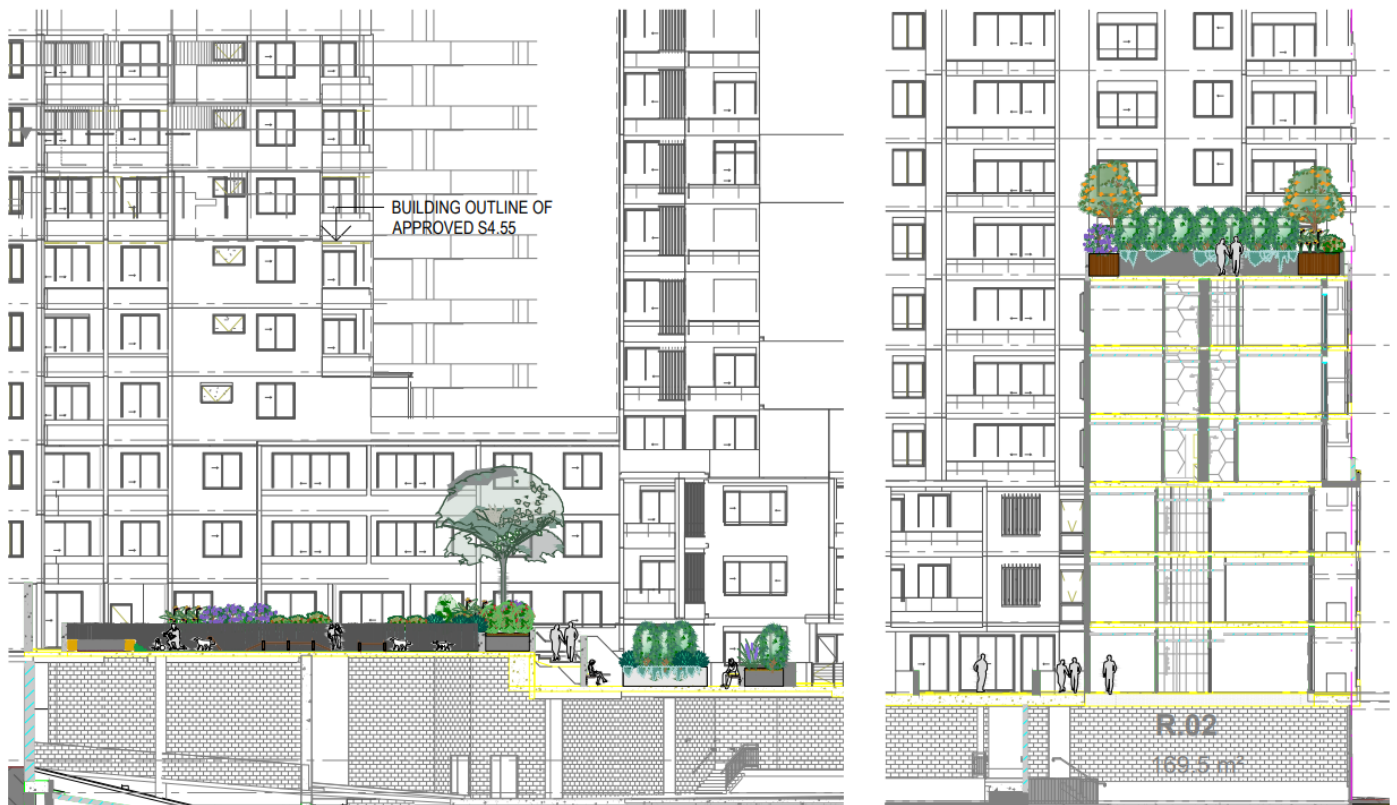


Figure 25. Communal open space on Level 1 and Level 7 shown in elevation view (Source: Concept Landscape Architects, 2025)

4.3.4. Ecologically Sustainable Development

The proposed SSD application is accompanied by a BASIX Certificate (**Appendix J**), ESD Report (**Appendix M**), and NatHERs Certificate (**Appendix X**).

The key principles of the ESD are as follows:

- **Passive Design** – Implementing design initiatives to enhance the passive design capabilities of the building envelope to reduce the reliance on mechanical heating and cooling via mechanical means, and as a result a reduction in energy consumption and GHG emissions.
- **GHG Emissions** - Implementing design initiatives to reduce the energy consumption of the services within the development and consequently the building’s contribution to GHG emissions.
- **Water** – Implementing design initiatives to reduce the on-going water consumption of the development.
- **Indoor Environmental Quality** – Implementing design initiatives to enhance the quality of life and health of the occupants within the indoor spaces.
- **Materials** - Implementing design initiatives to reduce the embodied energy use during the construction phase of the development and minimising the potential impact on the indoor environmental quality for the occupants of the development.

These principles have been applied to the development in the following ways:

Passive Design –

- Open plan living promoting ventilation paths within the residential tenancies.
- The use of insulation of the dwelling envelope in the walls, floors and ceilings to the outdoor environment/unconditioned spaces.
- The selection of thermally performing glazed systems in the dwelling envelope; in particular, to south-facing dwellings where the heat loss to the outdoor environment is greatest due to its inherent lack of direct sunlight.
- Maximising the number of north facing dwellings.
- Achieving compliance with the ADG's recommendations for solar access and ventilation.
- Maximising separation between the building envelopes on the site.

GHG Emissions –

- The use of energy efficient appliances.
- The use of insulation within the building fabric.
- Robust, long-life LED lighting with automatic lighting control system to reduce energy wastage.
- External artificial lighting to be designed to exceed minimum energy efficiency requirements, and where possible, specified with LED luminaires with photocell and manual override control.
- Electrical equipment to be energy efficient to reduce building electricity consumption, unless otherwise required for clinical purposes.

Water –

- The inclusion of a stormwater management plan to minimise stormwater runoff and treatment as described in the Stormwater Management Report
- The use of water efficient fittings and fixtures. These include fittings such as taps, showerheads, toilets, zip taps, dishwashers etc certified under the WELS rating scheme.
- Rainwater Reuse – Rainwater collection and reuse systems. Reuse options include landscape irrigation and toilet flushing.
- Efficient water management including water reuse, wastewater management, leaks detection, water monitoring and managing.

Indoor Environmental Quality –

- Ventilation – the development aims to reduce the reliance on mechanical air-conditioning and by extension energy consumption where possible, by utilising natural airflow through the indoor environment.
- Solar Glare Reflectance – the development will aim to minimise the adverse glare reflected off the building facades that may provide discomfort to occupants within the development.
- Natural Light – the design of the development utilises large expansive glazed systems with high visual light transmittance (VLT) to maximise the natural daylight penetration into the common areas, residential and non-residential tenancies.
- Acoustic Noise – ensuring acoustic comfort for the occupant are at appropriate levels.

Materials –

- Durable, non-corrosive and low-maintenance materials have been selected to minimise lifecycle environmental impacts, reduce waste, and lower long-term maintenance costs.
- Locally sourced materials have been prioritised where possible to reduce transportation-related emissions and support the local economy.
- Low-VOC (volatile organic compound) finishes, paints, and adhesives are specified to promote healthier indoor air quality and minimise harmful emissions during construction and occupancy.
- Robust building materials with long service lives have been chosen to enhance the durability and resilience of the structure, thereby reducing the frequency of replacement and associated resource consumption.

4.4. Operational Waste Management

An Operational Waste Management Plan (WMP) has been prepared by Elephants Foot Recycling Solutions (**Appendix N**). Please note that demolition works have already been completed at the time of the writing of this report. Demolition works were approved and undertaken as part of the DA consent under 2012/DA-0132.

Elephants Foot Recycling Solutions believes that successful waste management strategies stems from the three key objectives:

- i. **Promote responsible source separation** to reduce the amount of waste that goes to landfill, by implementing convenient and efficient waste management systems
- ii. **Ensure adequate waste provisions and robust procedures** that will cater for potential changes during the operational phase of the development
- iii. **Compliance** with all relevant council codes, policies, and guidelines.

In order to achieve these objectives, the proposed WMP identifies different waste streams that are expected to be generated during the operational phase of the development for both residential and retail/commercial. The WMP predicts how the waste will be handled, details of the bin sizes/quantities and descriptions of the proposed waste management equipment being utilised. The WMP also takes into account Georges River Council's jurisdiction to ensure that the WMP aligns with Council's objectives as outlined below:

Access – Ensure waste systems are easy to use and collection vehicles are able to access buildings to safely remove waste and recycling;

Safety – Ensure safe practises for storage, handling and collection of general waste and recycling;

Pollution Prevention – Prevent stormwater pollution that may occur as a result of poor waste storage and management practises;

Noise Minimisation – Provide acoustic insulation to the waste service facilities or residential units adjacent to or above chutes, waste storage facilities, chute discharge, waste compaction equipment and waste collection vehicle access points;

Ecologically Sustainable Development (ESD) – Promote the principles of ESD through resource recovery and recycling leading to a reduction in the consumption of finite natural resources;

Hygiene – Ensure health and amenity for residents, visitors and workers in the Georges River Council.

In order to satisfy the abovementioned objectives by Council, the WMP encourages educational materials to be provided to each resident to ensure the correct use of the waste chute. Correct disposal of wastes will ensure a safe living environment for all residents.

The WPM analyses the estimated waste volumes and provisions for residential waste management. A table of calculated waste generation for residential units is shown below in **Figure 26**.

Building/ Core	# Units	Garbage Generation Rate (L/unit/week)	Generated Garbage (L/week)	Compacted Garbage (2:1) (L/week)	Recycling Generation Rate (L/unit/week)	Generated Recycling (L/week)	
Core 1	18	120	2160	1080	120	2160	
Core 2	120	120	14400	7200	120	14400	
Core 3	51	120	6120	3060	120	6120	
TOTAL	189		22680	11340		22680	
Collections	Garbage Bin Size (L)		1100	1100	Recycling Bin Size (L)		240
	Garbage Collections per Week		2	2	Recycling Collections per Week		2
	Total Garbage Bins Required		11	7	Total Recycling Bins Required		48
Equipment	Number of Waste Bins Per Core	Core 1	1	1	Number of Recycling Bins Per Core	Core 1	5
		Core 2	7	4		Core 2	30
		Core 3	3	2		Core 3	13

**Note: Additional bins should be provided for each waste room for use during collection periods. These bins are not included in the above figures.*

Figure 26. Calculated Waste Generation - Residential

Based on the above table, the estimated general waste and recycling for a total of 187 residential units will be 22680L/week. The proposed development consists of 3 cores; therefore, the recommended bin quantities and collection frequencies have been estimated per core as shown in **Figure 27**.

<p>Core 1:</p> <p>General Waste: 1 x 1100L bin collected 2 x weekly Recycling: 5 x 240L bin collected 2 x weekly Service Bin: 1 x 1000L bin</p> <p>Core 2:</p> <p>General Waste: 4 x 1100L bin collected 2 x weekly Recycling: 30 x 240L bin collected 2 x weekly Service Bin: 1 x 1000L bin</p> <p>Core 3:</p> <p>General Waste: 2 x 1100L bin collected 2 x weekly Recycling: 13 x 240L bin collected 2 x weekly Service Bin: 1 x 1000L bin</p>

Figure 27. Recommend bin quantities and collection frequencies per core

The WPM references The New South Wales Environmental Protection Authority *Better Practice Guide for Resource Recovery* (2019) in order to calculate the estimate of bins required for the retail/commercial areas. A table of calculated waste generation for residential/commercial is shown below in **Figure 28**.

Type	NLA (m ²)	Garbage Generation Rate (L/100m ² /day)	Generated Garbage (L/week)	Recycling Generation Rate (L/100m ² /day)	Generated Recycling (L/week)
Restaurant	882.9	400	24721.2	280	17304.84
Collections & Equipment	Bin Size (L)		1100	Bin Size (L)	
	Collections per Week		3	Collections per Week	
	No. Bins Required		8	No. Bins Required	

Figure 28. Calculated Waste Generation – Commercial/Retail

Based on the above table, the estimated general waste and recycling for 6 retail/commercial tenancies will be 1100L/week. Retail/commercial tenants shall be responsible for storage of general waste and recycling at the back of house (BOH) area. Upon the completion of each trading day, retail/commercial tenants shall be responsible in transporting their general waste and recycling into the appropriate collection bins. Further measures about the movement and transport of bins, collection of waste and installation of equipment and design has been summarised below:

- The building manager is responsible for the transportation of bins to the collection area prior to scheduled collection times.
- All residential waste generated will be collected by Council's waste contractor for both general waste and recycling on a twice weekly basis.
- All retail/commercial waste generated will be collected by private contractor on an agreed schedule.
- The collection area has been reviewed by the traffic consultant to confirm swept paths, load requirements and clearances required for waste collection.
- The garbage chutes will be of galvanised steel and chute doors will be labelled with directions on chute operations on all residential levels.

The abovementioned measures set out in this WMP demonstrate that all waste management activities will be carried out effectively and efficiently, in a healthy, safe and convenient manner in order to meet Council's objectives. The WPM will ensure all wastes is managed at a high community standard, and to the requirements of all relevant State significant development legislation.

4.5. Construction Activities

In terms of construction and operation activities, the project involves various tasks and processes. These include demolition of existing structures on the site (demolition have already been carried out under approved DA consent), site preparation and levelling, excavation, processing, storage, and handling of materials required for construction, as well as waste disposal management.

4.5.1. Hours of Work

Hours of works will be from 7:00am to 5:30pm Mondays to Fridays inclusive, and from 7:00am to 4:00pm Saturdays, as per Council's standard conditions. No work shall be carried out on Sundays or Public Holidays.

Demolition, excavation and/or construction works that involve heavy machinery, noisy trades, are not permitted to be carried out from 1:00pm to 4:00pm on Saturdays.

4.5.2. Demolition

At the time of writing this report, demolition of the existing structures on the site had already been completed under the previous DA consent (2012/DA-0132).

4.5.3. Excavation

The excavation for the proposed lowest basement level will extend to the depth of approximately 14.5m below existing surface levels (from RL 58.513 to RL 44.0). Based on the borehole logs, the proposed basement excavations will extend through residual soil (silty clay) and for most part fine to medium grained sand. A recommended methodology for basement excavation is provided in the Geotechnical Investigation Report (**Appendix O**).

4.5.4. Construction Waste Management

As noted in **Section 7.2.9**, details of waste management during construction will be provided through condition.

4.6. Infrastructure and Services

Stormwater

Please refer to the Stormwater Management Plans prepared by TQM Consulting Engineers which identifies the proposed approach to stormwater management (**Appendix P**).

Utility Infrastructure

The site is already serviced. The relevant procedures and certification including S73 Certificate will be required prior to issue of the Construction Certificate to demonstrate water and sewer infrastructure requirements are met.

Lighting

Adequate lighting will be provided to ensure the safety and security of residents and users of the development to all access pathways leading to/from entrance and exit points of the buildings, bin collection points, external communal open space areas and driveways leading to the basement parking levels.

4.7. Staging, Timing and Sequencing

At the time of writing this report, demolition of the existing structures on the site has already been completed under the approved DA consent (2012/DA-0132). The proponent intends to begin construction of the subject proposal as soon as practicable once development consent has been received.

5. Statutory Context

5.1. Statutory Requirements

The following sections provide a summary of relevant statutory requirements having regard to the State Significant Development Guidelines. A detailed statutory compliance table is provided at **Appendix D**.

5.1.1. Power to Grant Approval

The legal pathway under which the consent is sought, why this pathway applies, and the relevant consent authority is outlined in **Table 17**.

Table 17. Power to Grant Approval

Matter	Consideration
Declaration of SSD	<p>Division 4.7 of the Environmental Planning & Assessment Act 1979 (the Act) establishes a specific framework to consider projects classed as SSD. An SSD is development deemed to be of State significance and includes certain classes of development above a certain value, that is regarded as important to the NSW Government.</p> <p>Section 4.36 of the EP&A Act provides for a process where development can be declared SSD either by a SEPP or Ministerial order published in the Government Gazette. Section 4.5 of the EP&A states that the Minister of Planning and Public Spaces is the consent authority for SSD.</p> <p>Under State Significant Development Declaration Order 2025, dated 8 January 2025, the Minister for Planning and Public Spaces declared that the subject proposal (EOI application 229492) and site as State significant development for the purposes of mixed-use development comprising commercial premises and residential accommodation with provision for affordable housing at 105 Forest Rd and 1A Hill Street, Hurstville.</p>
Consent Authority	Minister for Planning as per section 4.5 of the EP&A Act, 1979.

5.1.2. Permissibility

Confirmation of the permissibility of the proposed development is outlined in **Table 18**.

Table 18. Permissibility

Matter	Consideration
Land use(s)	Shop top housing
Land use zone(s)	The site is zoned MU1. The proposed development is defined as 'shop top housing' under the GRLEP 2021 and is permissible with consent.
Permissibility	The proposed use within the MU1 Mixed Use zone is permitted with consent.

5.1.3. Other Approvals

The other approvals required to carry out the project are outlined in **Table 19** below.

Table 19. Other Approvals

Matter	Consideration																
<p>Consistent approvals S4.42</p>	<table border="1"> <thead> <tr> <th data-bbox="496 409 1249 454">Act</th> <th data-bbox="1249 409 1489 454">Applies (Y/N)</th> </tr> </thead> <tbody> <tr> <td data-bbox="496 454 1249 510"><i>Fisheries Management Act 1994 (s144)</i></td> <td data-bbox="1249 454 1489 510">N</td> </tr> <tr> <td data-bbox="496 510 1249 566"><i>Coal Mine Subsidence Compensation Act 2017 (s22)</i></td> <td data-bbox="1249 510 1489 566">N</td> </tr> <tr> <td data-bbox="496 566 1249 622"><i>Mining Act 1992 (s380A)</i></td> <td data-bbox="1249 566 1489 622">N</td> </tr> <tr> <td data-bbox="496 622 1249 678"><i>Petroleum (Onshore) Act 1991</i></td> <td data-bbox="1249 622 1489 678">N</td> </tr> <tr> <td data-bbox="496 678 1249 734"><i>Protection of the Environment Operations Act 1997 (s43)</i></td> <td data-bbox="1249 678 1489 734">N</td> </tr> <tr> <td data-bbox="496 734 1249 790"><i>Roads Act 1993 (s138)</i></td> <td data-bbox="1249 734 1489 790">Y</td> </tr> <tr> <td data-bbox="496 790 1249 846"><i>Pipelines Act 1967</i></td> <td data-bbox="1249 790 1489 846">N</td> </tr> </tbody> </table> <p>Roads Act 1993 applies for erecting a structure or carrying out work in, on or over a public road. The proposal has been referred to Georges River Council and Transport for NSW (TfNSW) for comments.</p>	Act	Applies (Y/N)	<i>Fisheries Management Act 1994 (s144)</i>	N	<i>Coal Mine Subsidence Compensation Act 2017 (s22)</i>	N	<i>Mining Act 1992 (s380A)</i>	N	<i>Petroleum (Onshore) Act 1991</i>	N	<i>Protection of the Environment Operations Act 1997 (s43)</i>	N	<i>Roads Act 1993 (s138)</i>	Y	<i>Pipelines Act 1967</i>	N
Act	Applies (Y/N)																
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<i>Protection of the Environment Operations Act 1997 (s43)</i>	N																
<i>Roads Act 1993 (s138)</i>	Y																
<i>Pipelines Act 1967</i>	N																
<p>EPBC Act</p>	<p>The EPBC Act protects, manages nationally and internationally important flora, fauna, ecological communities, and heritage places. Bilateral Agreement 18 allows for the streamlining of environmental assessments and approvals between the Australian Government and states and territories, ensuring both levels of government work together to protect Australia’s unique environment while reducing duplication in the approval process.</p> <p>The BDAR Waiver has been granted for approval, confirming that the proposed development is not likely to significantly impact any EPBC Act listed threatened species or communities, or any Matters of National Environmental Significance. Therefore, it will not need a referral under the EPBC Act.</p>																
<p>Other Approvals</p>	<p>Integrated development is not applicable to State significant development (s4.46 of EP&A Act, 1979).</p>																
<p>Approvals that do not apply</p>	<p><i>Fisheries Management Act 1994 – permit under s201, s205, s219</i></p> <p><i>Heritage Act 1977 – approval under part 4 or excavation permit under s139</i></p> <p><i>National Parks and Wildlife Act 1974 – s90</i></p> <p><i>Rural Fires Act 1997 – a Bush Fire Safety Authority under s100B</i></p>																

5.2. Pre-Conditions to Granting Consent

Table 20 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 20. Pre-Conditions

EPI	Pre-Condition	Response, or Section in EIS
<p><i>Biodiversity Conservation Act 2016</i></p>	<p>Pursuant to Section 7.9 of this instrument, SSDAs must be accompanied by a Biodiversity Development Application Assessment Report (BDAR) unless the Planning Agency Head, and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values. This determination is referred to as a BDAR Waiver.</p>	<p>The site is located in an urban area. Previous development application 12/DA-132 approved site clearing and demolition. The site is currently cleared and vacant with no vegetation.</p> <p>A BDAR Waiver was issued on 17/09/2025 and attached as Appendix B.</p>
<p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></p>	<p>Division 15, Clause 2.98 of the Transport and Infrastructure SEPP requires consideration of development adjacent to rail corridors.</p> <p>Division 15 Clause 2.100 and Division 17 Clause 2.120 of the SEPP in relation to impact of rail noise and road noise or vibration on non-rail and non-road development, have been considered.</p> <p>Division 17, Clause 2.122 of the Transport and Infrastructure SEPP requires the consent authority to provide Transport for NSW (TfNSW) with written notice of the development application for ‘traffic generating development’ within the meaning of the SEPP, as set out in Schedule 3 of the SEPP.</p>	<p>The site is located at least 29m away from the railway to the south of the site and is considered to be a reasonable distance away from the rail corridor and effect on rail safety is not likely to occur. The proposal has been referred to Transport for NSW (TfNSW) on 17th of September 2025 for comments.</p> <p>An Acoustic Report prepared by Hardwood Acoustics and attached in Appendix AA states the internal noise level requirements will be met based on recommendations of the report.</p> <p>The proposed residential accommodation of 187 dwellings is located with frontage to local roads and therefore is not considered to be traffic-generating development.</p> <p>Nonetheless, as noted above, the proposal has been referred to TfNSW for feedback. It is also noted that the public authority will refer the proposal to TfNSW for comments.</p> <p>In addition to the above, the development has been assessed by Genesis Traffic in the Traffic</p>

		<p>Impact Assessment which provides the conclusion that there will be no adverse impacts to the existing road network operation, and no infrastructure upgrades are required.</p> <p>Refer to Section 7.1.4 of this EIS and Appendix Q.</p>
<p><i>State Environmental Planning Policy (Resilience and Hazards) 2021</i></p>	<p>Chapter 4, Clause 7 of the Resilience and Hazards SEPP requires that a consent authority is not to consent to the carrying out of development unless it is satisfied that the land is suitable, or can be made suitable, for its intended use.</p>	<p>Excavation works have already been approved under previous DA No. 2012/DA-0132 which also included a basement level.</p> <p>A site investigation was carried out and the site was determined to be free of contaminants with the soil classified as 'Virgin Excavated Natural Material'. Refer to Appendix R for the Soil Classification report.</p> <p>The investigations confirm that the site is suitable for the proposed development.</p>
<p><i>State Environmental Planning Policy (Housing) 2021</i></p>	<p>Chapter 4, Clause 147 applies to the development which requires consideration of the design principles set out in Schedule 9 and the Apartment Design Guide.</p>	<p>Please refer to the Design Verification Statement (Appendix G) and ADG Assessment (Appendix H).</p>
<p><i>State Environmental Planning Policy (Sustainable Buildings) 2022</i></p>	<p>Chapter 2, applies to the site and requires consideration of energy, water use, and thermal performance.</p>	<p>Please refer to the BASIX Certificate attached in Appendix J.</p>
<p><i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></p>	<p>Chapter 2, Clause 2.6(1) states that a person must not clear vegetation in a non-rural area of the State to Part 2.3 applies without the authority conferred by a permit granted by the Council.</p> <p>Chapter 6, applies to the site which is located in the Georges River Catchment.</p>	<p>The subject proposal does not involve the removal of any trees. The site is currently vacant and therefore a permit is not required.</p> <p>The proposed shop top housing development is located within the Georges River Catchment and therefore Chapter 6 of the SEPP applies. Please refer to Appendix D for a detailed response to this Chapter.</p>

5.3. Mandatory Considerations

Table 21. Mandatory considerations

Statutory Reference	Summary of Mandatory Consideration	Response, or Section in EIS
Mandatory Consideration under EP&A Act		
Section 1.3	<p>Objects of the Act:</p> <p><i>(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,</i></p> <p><i>(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</i></p> <p><i>(c) to promote the orderly and economic use and development of land,</i></p> <p><i>(d) to promote the delivery and maintenance of affordable housing,</i></p> <p><i>(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,</i></p> <p><i>(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</i></p> <p><i>(g) to promote good design and amenity of the built environment,</i></p> <p><i>(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</i></p> <p><i>(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,</i></p> <p><i>(j) to provide increased opportunity for community participation in environmental planning and assessment.</i></p>	<p>The proposal is consistent with the objects of the EP&A Act for the following reasons:</p> <ul style="list-style-type: none"> • It will deliver 187 residential apartments (including 19 affordable units) which will make a notable contribution to the housing needs of Hurstville and the Greater Sydney area. • It will allow for significant construction employment opportunities and longer-term operational employment opportunities that contribute to the local economy. • It has been designed in accordance with ESD principles, design principles and ADG. • Community consultation was undertaken, including letter drop and on-site meetings with interested stakeholders.
Section 4.15(1)(a)(i) – Relevant environmental planning instrument	<p>All relevant EPIs will be addressed in the EIS, these include:</p> <ul style="list-style-type: none"> • State Environmental Planning Policy (Housing) 2021 • State Environmental Planning Policy (Transport and Infrastructure) 2021 • State Environmental Planning Policy (Biodiversity and Conservation) 2021 • State Environmental Planning Policy (Sustainable Building) 2022 	Refer to Statutory Compliance Table provided in Appendix D.

	<ul style="list-style-type: none"> State Environmental Planning Policy (Resilience and Hazards) 2021 Georges River Local Environmental Plan 2021 (GRLEP 2021) 	
Section 4.15(1)(a)(ii) – Relevant draft environmental planning instrument	None relevant to the proposed development.	N/A
Section 4.15(1)(a)(iii) – Relevant development control plan	DCPs are not applicable to SSDA. Nevertheless, an assessment against the standard controls have been carried out.	The relevant Georges River DCP controls are considered in the compliance table at Appendix D .
Section 4.15(1)(a)(iiia) – Any planning agreement or draft planning agreement	N/A	N/A
Section 4.15(1)(a)(iv) – Regulations	The provisions of the Regulations.	Standard regulations will be complied with and addressed prior to the issue of the Construction Certificate.
Section 4.15(b) – Likely impacts of the development	The likely impacts of the development including environmental impacts on both the natural and built environments and the social and economic impacts of the locality.	Section 8.5 of this EIS.
Section 4.15(c) – Site suitability	The suitability of the site for the development.	Section 8.7 of this EIS.
Section 4.15(d) – Submissions	Any submissions made in accordance with this Act or the Regulation.	This is a matter for the consent authority.
Section 4.15(e) – Public Interest	The public interest.	The public interest is addressed in Section 8.8 of this EIS.
Section 4.24 (EP&A Act)	Any existing concept plan consent that relates to the site.	N/A
Mandatory Consideration under other Legislation		
Environment Protection and Biodiversity Conservation Act 1999	The <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) is federal legislation which provides a legal framework to protect and manage nationally important flora and fauna, ecological communities and heritage places defined as 'matters of national environmental significance' (MNES).	The site is currently vacant land with no significant flora or fauna on the site. The BDAR Waiver Request has assessed the relevant provisions of the EPBC Act and is available in Appendix

		C. The BDAR Waiver is available in Appendix B .
Biodiversity Conservation Act 2016 – Section 7.14	The <i>Biodiversity Conservation Act 2016</i> (BC Act) identifies and protects threatened species, populations and ecological communities that are under threat of extinction in NSW. Impacts to threatened species and endangered ecological communities listed under the BC Act are required to be assessed in accordance with Section 7.3 of the BC Act. In accordance with the requirements of s7.9 of the BC Act, a biodiversity assessment is not required due to the site’s limited areas and lack of flora or fauna.	The BDAR Waiver Request has assessed the relevant provisions of the BC Act and is available as Appendix C . The BDAR Waiver is available in Appendix B .
Georges River Development Control Plan 2021	Clause 2.10(1) of the Planning Systems SEPP provides that the provisions of Development Control Plans do not apply to SSD. As such, there is no requirement for assessment of the project against the GRDCP 2021. Nonetheless, the project has considered the provisions of the GRDCP 2021.	Not relevant, however DCP assessment is provided in Appendix D .
Mandatory Consideration under EP&A Act		
Georges River Local Infrastructure Contributions Plan 2021	Georges River Local Infrastructure Contributions Plan 2021 applies to the subject site and provides rates in relation to Section 7.11 contributions levy to be paid to Council.	The Georges River Local Infrastructure Contributions Plan 2021 applies to the subject site. A Section 7.11 contributions levy will be paid to Council accordingly.

6. Community Engagement

Engagement has been conducted in accordance with Undertaking Engagement Guidelines for State Significant Projects, as outlined by the Department of Planning and Environment (DPE). These guidelines stipulate that engagement should be meaningful, tailored to stakeholder needs, and support a fair and transparent assessment process.

An Engagement Outcomes Report has been prepared by Principle Planning + Urban Design and provided in **Appendix K** which summarises the following:

- the Secretary’s Environmental Assessment Requirements (SEARs) pertaining to stakeholder and community consultation;
- the relevant stakeholders who have been consulted;
- the consultation of feedback received, and issues raised, by specific stakeholders, and
- how feedback has been considered in the development of the State Significant Development (SSD) application.

6.1. Stakeholders

Engagement activities were undertaken with the following stakeholders:

- | | |
|--|--|
| <ul style="list-style-type: none"> - The surrounding community including residents - Hurstville Police Station - Georges River Council - Hurstville Adventist School - Sydney Technical High School | <ul style="list-style-type: none"> - Hurstville Public School - Little Winners Hurstville - Little Sprouts Early Education Hurstville Park Road - St George’s Hurstville Nepali Church - St George’s Hurstville Anglican Church |
|--|--|

6.2. Approach to Engagement

As the project meets the threshold for State Significant Development (SSD), community and stakeholder engagement must respond to the NSW Government *Undertaking Engagement Guidelines for State Significant Projects* (October 2022).

To facilitate effective engagement, proponents will be expected to:

- *provide clear and concise information about the project and its impacts*
- *implement activities that encourage and facilitate participation*
- *report back on what was heard, what has or hasn’t changed, and why.*

Proponents should tailor their engagement activities, so information is appropriate in content and context for the audience. Engagement also needs to be proportionate to the scale, likely impacts, and likely level of community interest in the project.

Extract – Undertaking Engagement Guidelines for State Significant Projects (October 2022)

The Guidelines require the proponent to:




- **Plan early** – identity stakeholders and consider appropriate and effective engagement activities
- **Engage as early as possible** – to identify, avoid or manage issues without significant cost or delay
- **Ensure engagement is effective** – provide the information and opportunities that allow stakeholders to engage in a meaningful way
- Ensure engagement is **proportionate** to the scale and impact of the project
- **Be innovative** – use innovative means to enable participation from a broad spectrum of the community
- **Be open and transparent** about what can be influenced

Consultation has been developed to achieve the above guidelines and provide the community and stakeholders with the opportunity to provide feedback.

6.3. Engagement Activities

A range of community engagement tools were required and have been utilised as outlined in **Table 22** below:

Table 22. Engagement methods

Tool/Technique	Description
<p>Letterbox Drop to neighbouring premises</p> 	<p>A project notice containing key information and an invitation to contact the report author for further details was distributed to approximately 220 households located near the site that will be potentially affected by the proposal (e.g. through increased local traffic). The notice included contact details of where to seek further information.</p> <p>Those notified were requested to contact the report author within 21 days for additional information or to provide comments. A map illustrating the extent of the consultation area is included in the Community Engagement Outcomes Report provided in Appendix K.</p>
<p>Letters/emails to Schools and Government Bodies</p> 	<p>Letters and emails were sent to a range of schools, childcare centres, churches and government departments, including:</p> <ul style="list-style-type: none"> - Georges River Council - Hurstville Police Station - Hurstville Adventist School - Sydney Technical High School - Hurstville Public School - Little Winners Hurstville - Little Sprouts Early Education Hurstville Park Road - St George’s Hurstville Nepali Church - St George’s Hurstville Anglican Church
<p>On-site Community Consultation</p> 	<p>Following the letterbox drop and emails issued to all residents and relevant stakeholders, a community consultation was held on-site on 8 August 2025, from 4pm to 5pm. All relevant stakeholders were encouraged to attend the community consultation session on-site and provide feedback or raise questions.</p> <p>Details of the outcomes from the community consultation will be provided in Section 6.4 of this EIS.</p>

6.4. Outcomes of Engagement

6.4.1. Community Views

A community consultation was held on-site on 8 August 2025, from 4.00pm to 5.00pm.

No residents attended the on-site community consultation.

6.4.2. Summary of Key Issues

Letters and emails were sent to a range of schools and government departments, including:

- Georges River Council
- Hurstville Police Station
- Hurstville Adventist School
- Sydney Technical High School
- Hurstville Public School

No comments were received from statutory bodies or community groups notified of the proposal.

6.5. Ongoing Engagement

No participants attended the on-site community consultant, nor any feedback was received from statutory bodies post notification of the development. It is assumed that the stakeholders have no feedback in regard to the proposed development. To ensure ongoing engagement, the contact details of the project team have been made available to the community and relevant stakeholders via letter and email.

7. Assessment & Mitigation of Impacts

In accordance with the *State Significant Development Guidelines – Preparing an Environmental Report*, this section:

- Considers the SEARs;
- Provides a detailed summary of the results of the assessment of the potential impacts of the project;
- Summarises the key findings of the detailed technical studies in the appendices;
- Gives detailed reasons to justify any predicted exceedances of relevant standards or performance measures; and
- Identifies mitigation measures, where required.

Detailed tables have been provided within the appendices as outlined in **Table 23**. This information includes a reference to where these matters have been addressed in the EIS.

Table 23. Key Appendices

Key Appendix	Reference
SEARs Compliance Table	Appendix A
Statutory Compliance Table	Appendix D

The assessment of impact has been differentiated in two categories, including:

Detailed Assessment –

This assessment relates to the key issues of the proposed development and provides a robust statement of environmental impacts associated with the proposal and the relevant technical studies.

Standard Assessment –

This assessment relates to matters that present minor or nil impact and are generally consistent with the relevant standard and controls that apply to the particular subject.

The detailed assessment has been undertaken below in **Section 7.1**. Those matters set out in the SEARs that require a detailed impact assessment comprise:

1. Built Form and Urban Design
2. Environmental Amenity
3. Visual Impact
4. Traffic, Transport and Accessibility

The standard assessment has been undertaken in **Section 7.2**. Those matters set out in the SEARs that require a standard impact assessment comprise:

- | | |
|---|----------------------------------|
| 1. Design Quality | 9. Waste Management |
| 2. Noise and Vibration | 10. Social Impact |
| 3. Water Management | 11. Flood Risk |
| 4. Ground and Groundwater Conditions | 12. Bush Fire Risk |
| 5. Contamination and Remediation | 13. Aboriginal Cultural Heritage |
| 6. Trees and Landscaping | 14. Public Space |
| 7. Ecologically Sustainable Development | 15. Hazards and Risks |
| 8. Biodiversity | 16. Heritage |

7.1. Detailed Impact Assessment

This section of the report provides a detailed assessment of the key issues which could have a significant impact on the site and locality. It provides a comprehensive assessment of the relevant issues, and the mitigation measures required to avoid, mitigate and/or offset the impacts of the project.

7.1.1. Built Form & Urban Design

This section outlines the details of the Architectural Plans (**Appendix Z**) and the Design Report (**Appendix F**) prepared by DWA.

Site and Context Analysis

The site is located within a well-established area of Hurstville and is approximately 600m walking distance from Hurstville Westfield Shopping Centre. The site is surrounded local infrastructures such as Hurstville Public School, Kempt Field, Hurstville and Allawah train station. In essence, it is positioned in an accessible area that is close to employment, educational and recreational opportunities. The site is also located within the MU1 Mixed Use zoning; therefore, the emergence of various multi-dwellings and mixed-use developments are visible within the area.

An Architectural Design Report prepared by DWA is provided in **Appendix F**. The report includes the design concepts and reasoning behind the proposed development.

Building, Siting and Massing

The built-form and siting of the proposed shop top housing have been designed to maximise space to enable a centralised communal courtyard for recreational use of the occupants. It is also built such that the buildings follow the natural shape of the site which maximises natural ventilation and solar access with primary living areas being located to the outer portion of the building.

The proposed development has considered the site context in relation to the siting of the building and its relationship with neighbouring properties. The architectural plans prepared by DWA in **Appendix Z** includes several streetscape views as well as street elevations in order to make comparisons with the mass of the proposed development and its surrounding developments in the vicinity. The street elevation shown in **Figure 29** and the streetscape view shown in **Figure 30** illustrates the residential flat buildings immediately to the east of the subject site as well as commercial/retail shops along the opposite side of Forest Road. The street elevation shown in **Figure 31** and the streetscape view shown in **Figure 32** illustrates the adjacent shop top housing at 103 Forest Road and 107-109 Forest Road.

The proposed massing is considered appropriate to achieve maximum feasibility of the site and its surroundings whilst maintaining consistency with the MU1 Mixed Use zoning. The proposed development is in the form of shop-top housing which responds to emerging developments in the area as well as the current housing demands in NSW.

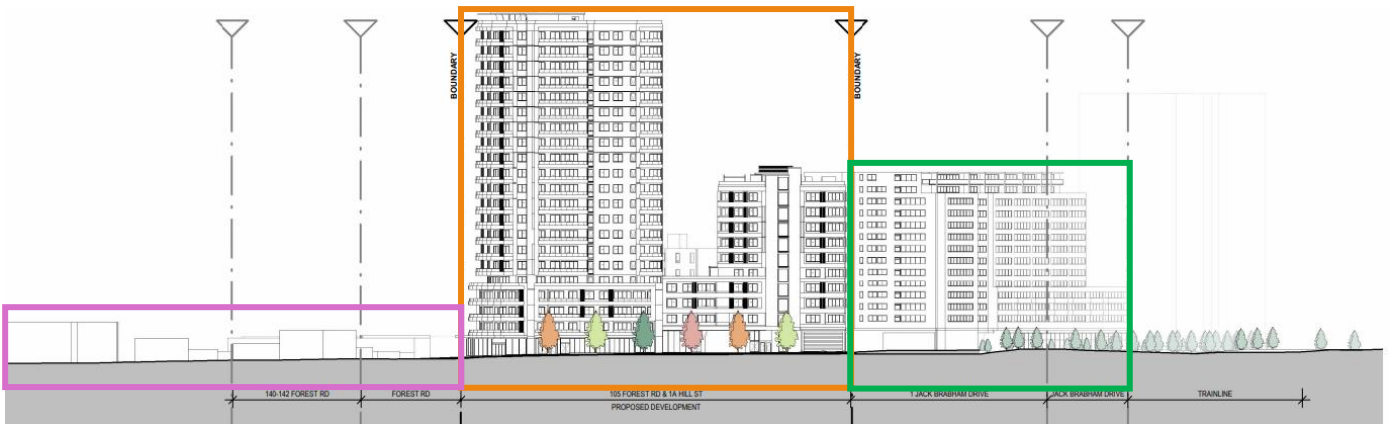


Figure 29. Street elevation along Hill Street – Proposed development (highlighted orange) with the adjacent residential flat building (highlighted green) immediately east of site and the retail/commercial developments on the opposite side of Forest Road (highlighted purple) (Source: DWA, 2025)



Figure 30. [Left] Streetscape view along Forest Road – Proposed development (highlighted orange) with the adjacent residential flat building (highlighted green) immediately east of site and the retail/commercial developments on the opposite side of Forest Road (highlighted purple) (Source: DWA, 2025)

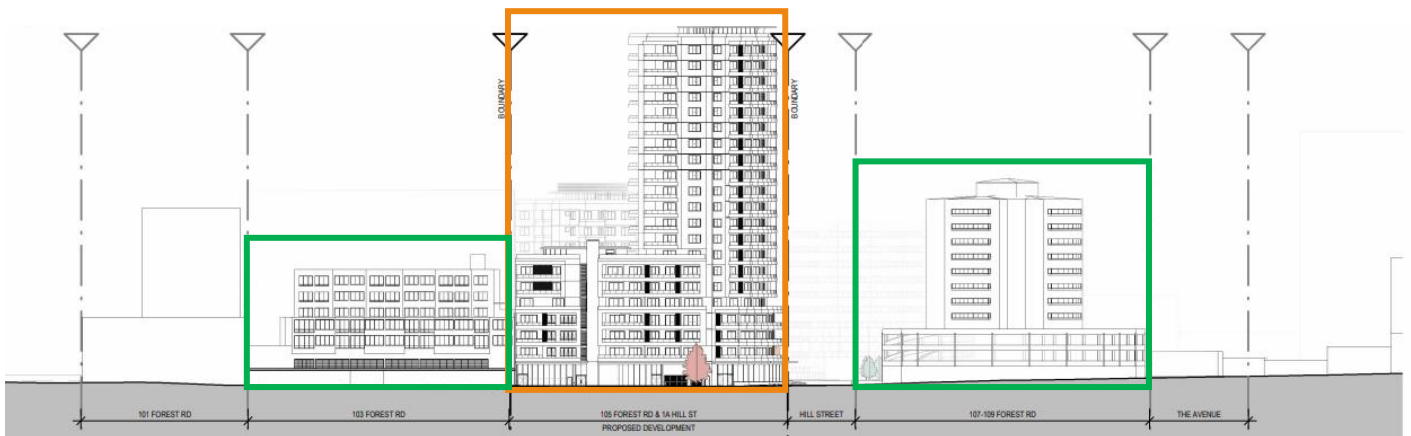


Figure 31. Street elevation along Forest Road – Proposed development (highlighted orange) with the adjacent shop top housing at 103 Forest Road and 107-109 Forest Road (highlighted green) (Source: DWA, 2025)



Figure 32. [Left] Streetscape view from Hill Street – Proposed development (highlighted orange) with the adjacent shop top housing at 107-109 Forest Road (highlighted green) (Source: DWA, 2025)

Design Principles for Residential Apartment Development

The Design Verification Statement prepared by DWA in **Appendix G**, outlines the proposal's consistency with the design principles of apartment development as set out in Schedule 9 of the Housing SEPP. For a full assessment of the development against the Apartment Design Guidelines (ADG), please refer to **Appendix H**. The proposal complies with all of the key design criteria as stipulated by the ADG.

The 9 design principles have been addressed and summarised below:

Principle 1 – Context

The design verification statement states that the proposal is consistent with this principle mainly due to the land use zoning of MU1 Mixed Use. The site is mainly surrounded by mixed-use developments and shop top housing; thus, the proposed development is anticipated within the locality. Furthermore, the nearby developments along Forest Road are mainly mixed-use and shop top housing. This acts as a precedent for the proposed development.

Principle 2 – Built Form and Scale

The design verification statement states that the proposal satisfies this principle mainly because it complies with the ADG's recommendation for separation. The proposal adopts appropriate articulation throughout the street frontage to create a sense of scale. It utilises landscaping to soften the bulk and scale of the building envelope. Furthermore, the site is located within the MU1 Mixed Use zone, where mixed-sed and shop top housing developments are anticipated.

Principle 3 – Density

The proposal complies with the floor space ratio nominated within the HDA EOI for the site and continues to comply with the ADG's separation recommendations. The design verification statement proves that this principle is satisfied on this basis.

Principle 4 – Sustainability

The design verification statement states that this principle is satisfied by the proposal mainly due to the compliance of BASIX. It satisfies the ADG's recommendations for solar access and natural ventilation by utilising recessed balconies in most instances. The proposal also encourages the use of active transport given its abundant supply of onsite bicycle parking provisions.

Principle 5 – Landscape

The proposed landscape plans in **Appendix L** illustrates that this principle is satisfied by the proposal mainly due to the abundance of landscaped areas. The proposed landscaping works on Levels 1, 4, 7, 10 and rooftop terrace shows the extensive range and quantity of greenery throughout the entire development. This includes the integration of hardscape and softscape along with a variety of different plant species and communal entertainment facilities. The proposed street trees along the public domain of Forest Road and Hill Street also provides large canopies of native and exotic greenery for both pedestrians and residents.

Principle 6 – Amenity

The architects DWA have proven that this principle is satisfied mainly because the proposal satisfies ADG's recommendations for solar access and natural ventilation. Each unit contains its own private open space in the form of a balcony or terrace. Furthermore, the proposed development includes a dog park and gym on Level 1 which provides an adequate number of communal amenities. The principle is satisfied given an extensive range and quantity of communal recreational facilities and private open space proposed within the development.

Principle 7 – Safety

Extensive technical and physical security measures are included in the proposal, such as surveillance camera, fob access to main entrances and security roller door to basement entry. Furthermore, the adjoining public domain as well as the communal areas benefit from maximum passive surveillance. The design verification statement provides that this principle is satisfied for these reasons. In addition, the Crime Prevention Report in **Appendix CC** analyses the likelihood of crime occurring within the proposed site and potential measurements to mitigate this. Through this analysis, lighting, surveillance cameras and landscaping will be maximised in order to provide a safe and secure environment for residents.

Principle 8 – Housing Diversity and Social Interaction

This principle is satisfied given the proposal includes 1, 2 and 3-bedroom dwellings. Furthermore, the proposal includes affordable housing and adaptable units. An extensive range and quantity of communal recreational facilities are proposed within the development which caters for a variety of demographics and living needs. Thus, Principle 8 is satisfied on this basis.

Principle 9 – Aesthetics

The architectural design produced by DWA proves that this principle is satisfied mainly because the proposed development consists of a clean and balanced design. The proposal includes a combination of materials and finishes which provides a suitable and balanced composition. The variety of colours and textures provides a balanced visual appearance which responds to the streetscape and local context.

7.1.2. Environmental Amenity

Detailed analysis has been undertaken by DWA and other technical consultants to demonstrate that the proposed development, including affordable housing apartments and communal areas, will achieve a high degree of amenity without creating adverse amenity impacts to surrounding development and public open spaces.

Solar Access/ Overshadowing

Solar access and overshadowing analysis have been undertaken for both the proposed development and adjoining properties. The proposed development layout responds to the streetscape and site while optimising solar access within the development. **Figure 34** below demonstrates a typical residential level gaining solar access with orange arrows. This is compliant with the ADG requirements for solar access between 9am and 3pm during the winter solstice which is the 21st of June. The development will result in 76% of apartments receiving a minimum of 2 hours of sunlight between 9am to 3pm during the winter solstice.



Figure 34. Level 1 residential layout illustrating solar access with orange arrows (Source: DWA, 2025)

Shadow diagrams prepared by DWA in **Figure 35** demonstrates the shadows casted by the proposed development throughout every hour between 9am to 3pm during the winter solstice. The western and eastern adjoining properties will receive 3 hours of unimpeded solar access between 9am to 3pm on the 21st of June. It is worthwhile to note that the overshadowing assessment undertaken on the 21st of June represents the worst-case scenario. The units will receive greater solar access throughout all the other days of the year.

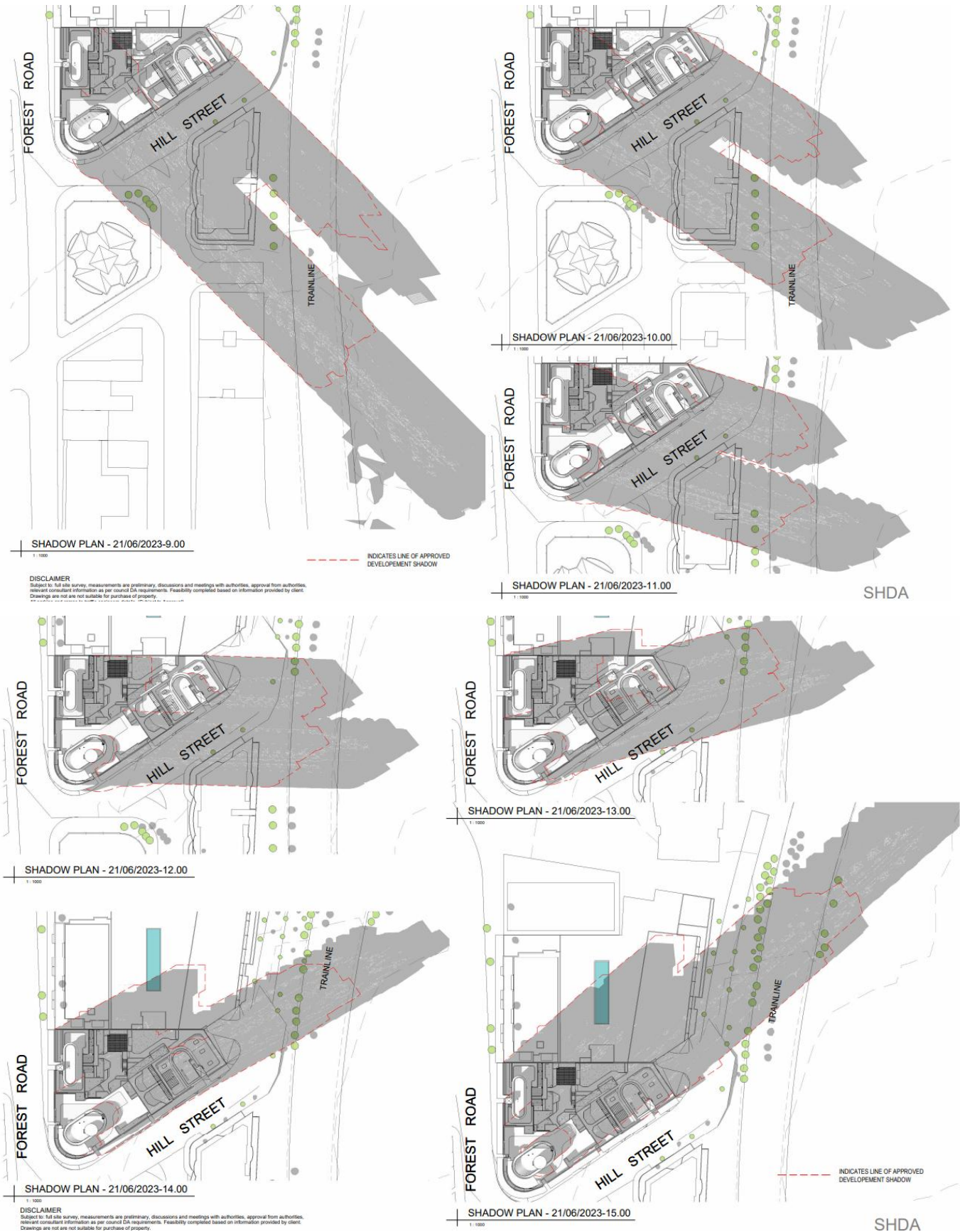


Figure 35. Shadow Analysis of the living areas in the proposed development (Source: DWA, 2025)

Visual Privacy

The proposed development has included design and siting elements to mitigate privacy impacts for adjacent properties. A combination of architectural and landscape elements ensures that views are carefully managed while maintaining natural light and openness for residents.

The proposal complies with separation distances as prescribed by the ADG and therefore achieves reasonable levels of external and internal visual privacy. Please refer to the ADG Compliance Table in **Appendix H**.

The landscape design by Conzept Landscape Architects illustrates that visual privacy will be provided through mass planting in raised planters around the perimeter of the communal open spaces as illustrated in **Figure 36**. The landscape around the perimeter will provide boundary screening and privacy to new residents and adjoining neighbours. As illustrated within the Landscape Plan in **Appendix L**, a mix of native and exotic species are selected for screen planting at varying heights to achieve suitable screening heights.

Landscaping provided within the central communal open space will also provide screening and privacy for the residents of the apartments.



Figure 36. Raised planters and nominated plant species (Source: Conzept Landscape Architects, 2025)

View Impacts

The proposed development will cause minimal impact upon views of the adjoining properties due east and west. Please refer to **Section 7.1.3** of this report below for a detailed assessment on view impacts.

7.1.3. Visual Impact

A Visual Impact Assessment (VIA) prepared by AE Design is attached to **Appendix U** along with the view photomontages showing the wireframe of the existing and proposed developments. The VIA provides photomontages or perspectives showing the proposed and likely future development in comparison to the existing context. A total of four views were considered in the VIA which concluded that the view impact is moderate. The following reasons were provided:

- The existing site and context are deficient of large trees. Therefore, the proposed envelope will not be obscured by existing trees.
- The land is zoned MU1 Mixed Use in which shop top buildings are permissible according to the Georges River Local Environmental Plan (GRLEP) 2021.
- Developments of up to 40m in height are emerging in the area, particularly within the Forest Road street frontages.

7.1.4. Traffic, Transport and Parking

A Transport Impact Assessment (TIA) has been prepared by Genesis Traffic for the proposal and is provided in **Appendix Q**. The TIA sets out an assessment of the anticipated transport implications of the proposed development in accordance with the methodology detailed in the 'Guide to Transport Impact Assessment' (GTIA) published by Transport for New South Wales (TfNSW) in 2024.

Existing Conditions

The site has direct access to Forest Road and Hill Street which are considered as local roads according to the NSW Road Network Classifications website. The site is also approximately 50m to the north of Railway Parade and 320m to the southwest of Lily Street which are considered as regional roads. The NSW Guidelines to Walking & Cycling 2004, nominates a comfortable walking distance as being between 400m-800m. The available public transport services within the 400m catchment are shown in the local public transport catchment map in **Figure 37** below. Based on a desktop study, the site is located at a walking distance of 750m from Hurstville station and 650m walking distance to Allawah station. The nearest bus stop is located immediately north of the site on Forest Road. In summary, the site is situated amid well-established footpaths, local roads and in between Hurstville and Allawah train stations.

Existing Public Transport Infrastructure

Train services

The site is located in proximity to both Hurstville and Allawah train stations. Hurstville station is approximately 750m walking distance due west of site while Allawah station is approximately 650m walking station due southeast of site. Residents of the proposed development will benefit from the proximity of both Hurstville and Allawah train stations within walkable distances. The available train services include the T4 waterfall or Cronulla to Bondi Junction Line and the South Coast Line from Bomaderry to Port Kembla to Central and Bondi Junction. The T4 Line covers 34 stops notably major stations such as Bondi Junction, Central, Redfern, Sydenham and Cronulla. The South Coast Line covers 45 stops notably major stations such as Bondi Junction, Central, Redfern,

Wollongong and Kiama. The T4 Line and South Coast Line both provides residents ease of access to the Sydney CBD within approximately 20 minutes by train. Furthermore, the train lines also provide residents choice of travel to southern suburbs of NSW.

Bus Services

The subject site is situated within walkable distance to high frequency bus services that are within the 400m-800m catchment from the subject site. Majority of the bus stops are situated on Forest Road, Ormonde Parade, Railway Parade and Lily Street. There are 13 bus routes serving to and from the subject site notably to destinations such as Macquarie Park, Strathfield, Rockdale, Burwood, Bankstown and Kogarah.

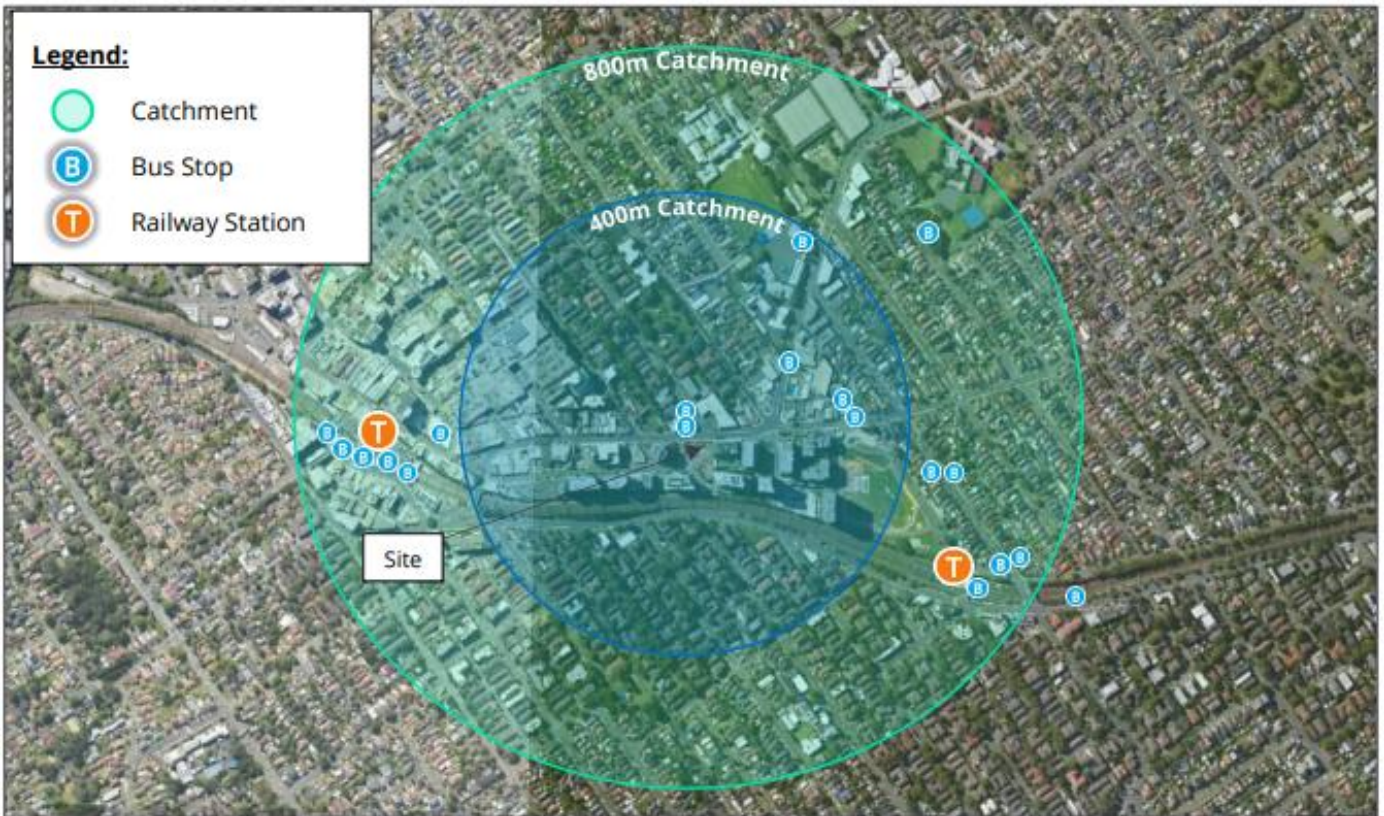


Figure 37. Local Public Transport Catchment Map of 400m-800m (Source: Genesis Traffic, 2025)

Car Share

It is worth noting that there are alternative modes of travel available in the form of car share, which is a car ownership club where members can join by paying an annual fee to cover fuel, insurance, maintenance and cleaning. Each vehicle has a home location, commonly being referred to as a 'pod'.

GoGet, an Australian car share company, has located 9 sharing pods within the 800m walking distance catchment from the subject site illustrated in **Figure 38**. Car sharing enables an alternative mode of transport for residents who prefers to minimise the need for personal car usage.

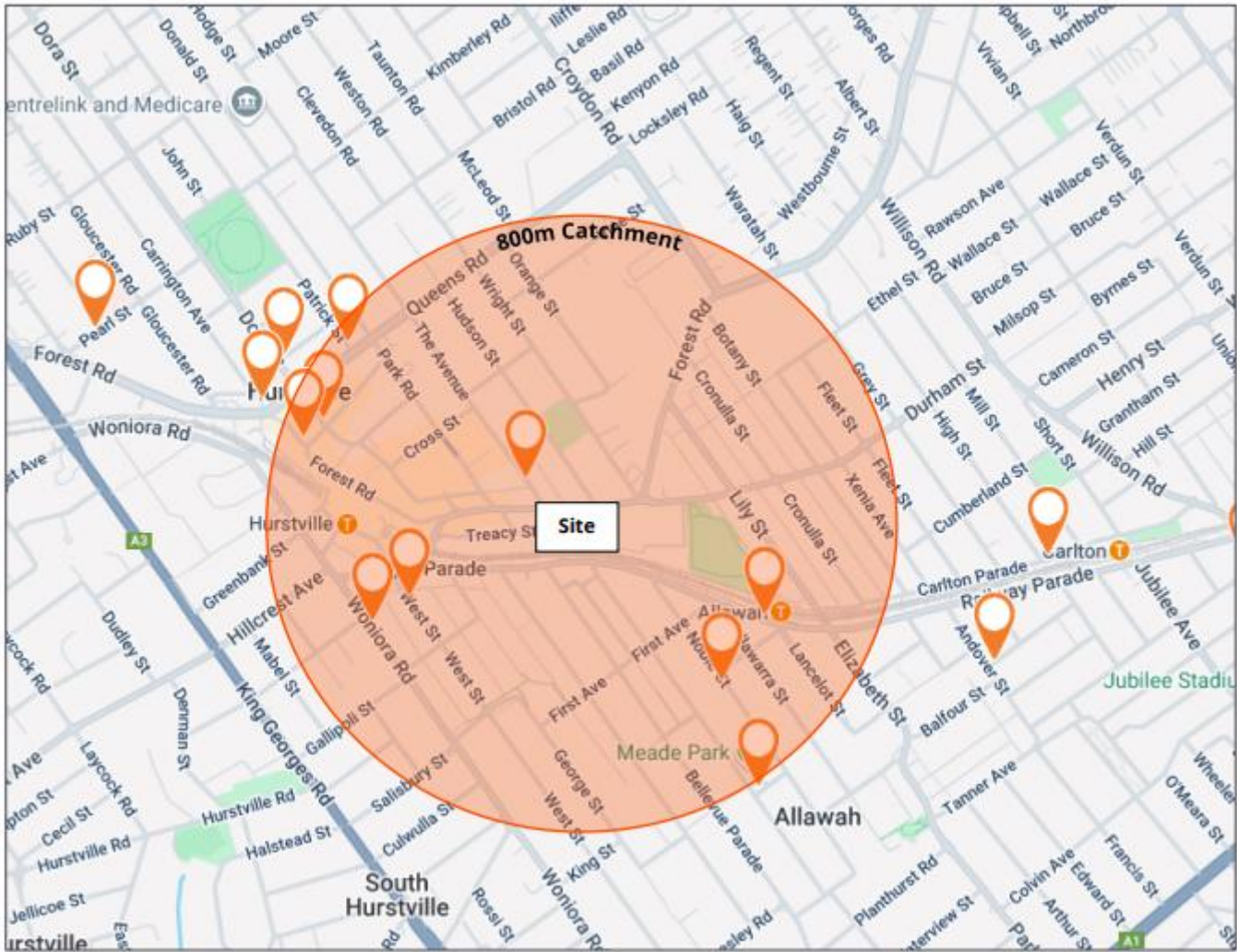


Figure 38. GoGet pod locations within the 800m catchment of the subject site (Source: Genesis Traffic, 2025)

Existing Traffic Conditions

Traffic Assessment

The traffic assessment provided in the TIA uses SIDRA which is a traffic analysis and modelling software, to assess the existing and post-development state in terms of traffic generation impact on the road network.

The assessment has found that the existing road network will continue to operate within capacity and the existing level of service will be maintained following the addition of the subject development. The TIA concludes that the development would not adversely impact upon the existing road network operation and that infrastructure upgrades are not required.

Existing Active Transport Infrastructure

Bicycle Routes

The nearest cycling infrastructure is mainly located in Kempt Field which is 450m due east of the subject site as shown in **Figure 39**. There are limited cycling infrastructure surrounding the subject site; thus, cycling is not typically recommended as a suitable alternative mode of transport for residents.



Figure 39. Existing bicycle paths in Kempt Field due east of the subject site (Source: Genesis Traffic, 2025)

Parking Assessment

Access and parking

Vehicular access to the site is proposed via a single driveway on Hill Street. A total of 272 car parking spaces (including 39 accessible parking spaces), 3 loading bays, 1 car wash bay and 88 bicycle parking spaces have been provided across five basement levels. A breakdown of the allocation of car and bicycle parking is as follows:

- 272 car parking spaces:
 - 219 residential car parking spaces (including 37 accessible parking spaces)
 - 38 visitor car parking spaces (including 1 accessible parking space)
 - 15 commercial/retail car parking spaces (including 1 accessible parking space)
- 3 loading bays
- 1 car wash bay
- 88 bicycle parking spaces:
 - 63 residential bicycle parking spaces
 - 20 visitor bicycle parking spaces
 - 5 commercial/retail bicycle parking spaces

The TIA parking assessment has been undertaken primarily under the guide of the *Housing SEPP 2021* and *GRDCP 2021*. According to the *Housing SEPP 2021*, the minimum residential parking requirement is 160 and according to the *GRDCP 2021*, the minimum residential parking requirement is 219. The proposal provides a total of 219 residential car parking spaces which complies with both statutory requirements. According to the *GRDCP 2021*, the minimum required residential bicycle parking is at a rate of 1 space per 3 dwellings. Applying this rate prescribed by the *GRDCP 2021* will result in a minimum requirement of 63 residential bicycle parking. The

proposal provides a total of 63 residential bicycle parking which satisfies the minimum requirement. The *Housing SEPP 2021* does not specify any visitor parking rates; however, the *GRDCP 2021* specifies that a visitor parking rate of 1 space per 5 units is required as a minimum. Applying this rate prescribed by the *GRDCP 2021* will generate a requirement of 38 car spaces. The proposal provides a total of 38 car spaces which satisfies the minimum requirement.

In relation to waste collection activities, the development waste will be collected on-street along the Hill Street frontage by Georges River Council's waste collection personnel. Other infrequent loading and servicing needs will be satisfied by the ample on-street parking that is considered to be acceptable by the TIA.

The car parking layout and swept path analysis diagrams provided by Genesis Traffic demonstrates compliance with Australian Standards.

Mitigation Measures

Construction

A Preliminary Construction Traffic Management Plan (CTMP) has been provided within the TIA which presents an initial plan to manage traffic during construction activities. A detailed CTMP can be produced at a later stage with the involvement of a builder and consideration of final design selections.

The preliminary CTMP includes the following:

- Overview of construction works
- Construction hours
- Construction vehicle route
- Emergency vehicle access
- Materials handling
- Traffic guidance scheme
- Construction worker parking
- Site induction

7.2. Standard Assessment

7.2.1. Design Quality

The site is not located within the '*Design Excellence Precinct*' of the Georges River Local Environmental Plan 2021 and therefore *Clause 6.10* of the *GRLEP 2021* in relation to design excellence does not apply.

The NSW integrated design policy, *Better Placed*, creates a clear approach to ensure good designs that drives the architecture, public spaces and environments. The policy seeks to enhance design quality of our built environment, raising expectations and standards to create a better environment we inhabit in. It aims to promote objectives in planning, design and construction of buildings, spaces, landscapes and neighbourhoods. In short, it is about utilising good design to make better places.

The *Better Placed* policy establishes seven key objectives as guidelines to what is expected to achieve good design. The project is consistent with the seven key objectives as follows:

- **Better Fit:**

The proposed development is fitting in its context. The site is in proximity to public transport, main roads, Hurstville Westfield Shopping Centre and the Hurstville local town centre which makes it an ideal location. The surrounding area has been evolving, with emerging mixed-use and shop top housing developments, particularly along Forest Road and Treacy Street. The site and surroundings are also zoned MU1 Mixed Use.

- **Better Performance:**

The proposed development has a NatHERS rating of 8.2 stars in Thermal Performance Star Rating which means the proposed development is comfortable and high performing. This stems from an environmentally sustainable design and construction. The proposal will also comply with BASIX requirements to ensure water, energy and thermal comfort sustainability performance targets are met.

- **Better for Community:**

The proposal incorporates diverse housing types including affordable housing that will contribute to the Sydney's housing demands.

- **Better for People:**

The proposed development largely complies with the Housing SEPP and ADG requirements for shop top housing which ensures that the design of apartments is safe, comfortable and liveable. This includes design requirements pertaining to apartment size, building depth, building separation, solar access, natural ventilation and private and communal open space.

- **Better Working:**

This objective seeks to ensure that a building or place is functional, efficient and fit for purpose. The proposed apartments include adaptable units to allow these units to adapt to change and be modified to suit the needs of the occupants.

- **Better Value:**

The proposed apartments have been designed to meet statutory requirements and to provide value for the people and communities it serves. The finishes and materials selected for the development are high quality and low maintenance, providing durability whilst minimising long term costs.

- **Better Look and Feel:**

The proposed development is welcoming, aesthetically pleasing and encourages communities to use and enjoy local places. Particularly, the abundance communal open spaces and landscaping which will remain inviting and attractive for the public and residents. The development will contribute to creating a more active and aesthetic street frontage.

The proposed design complies with statutory policies and regulations. It is considered to be acceptable from a design quality perspective. Thus, the project was not required to be reviewed by the State Design Review Panel (SDRP) as a requirement from the SEARs.

7.2.2. Noise and Vibration

An Acoustic Assessment (**Appendix AA**) has been prepared by Harwood Acoustics to assess the potential noise and vibration impacts of the construction and operation of the proposed development. The acoustic assessment has been undertaken using information from noise sensitive receivers in the vicinity of the site as per **Figure 40** below.

Existing Environment

The site is surrounded by multi-storey mixed-use residential buildings and commercial premises. Six main receptors have been identified around the site, 103 Forest Road (Receiver R1), 97 Jack Brabam Drive (Receiver R2), 1 to 5 Treacy Street (Receiver R3), 107 Forest Road (Receiver R4), St Georges Hurstville Anglican Church (Receiver R5) and the commercial premises at 132 to 138 Forest Road (Receiver R6). A survey of ambient noise and vibration has been undertaken to characterise the existing environment. Noise emission criteria for the operation of the development have been derived using the NSW Environmental Protection Authority Noise Policy for Industry 2017 and the project SEARs.



Figure 40. Location Plan of subject site and the nearest sensitive receivers (Source: Harwood Acoustics, 2025)

Potential Impacts

Acoustical Criteria and Noise Design Goals

In order to establish the noise goals, it is necessary to determine the background noise levels in the vicinity of all potentially affected residential receptors. The background noise level is defined by the *Environmental Planning and Assessment Act* as ‘the underlying level of noise present in ambient noise when all unusual extraneous noise is removed’ and is considered to be represented by the $L_{A90, 15 \text{ minute}}$ descriptor. This is a statistical measure of the sound pressure level that is exceeded for 90% of the time. **Figure 41** below illustrates the noise design goals for all receptors.

Noise Design Goals for All Receptors

Noise Source / Receptor / Description	Assessment Criteria dBA		
	Leq, 15 minute		
	Day Time (7 am to 6 pm)	Evening Time (6.30 to 7 am)	Night Time (6.30 to 7 am)
Mechanical Plant Noise			
All residential receptors	56 ¹	48 ²	43 ³
Non residential receptors	When in Use		
Anglican Church	50 ⁴		
Commercial Premises	63 ⁵		
Noise Intrusion Into Future Apartments⁷	Day Time (7 am to 10 pm)	Night Time (7 am to 10 pm)	
Bedrooms	40	35	
All other habitable rooms	40	40	

1. From measured day time Rating Background Level of 51 dBA + 5 dB,
2. From the Urban ,
3. From the recommended evening time noise amenity level for Urban amenity noise areas minus 5 dB to accommodate future noise sources, plus 3 dB for conversion to a 15 minute energy average sound pressure level (i.e. 50 - 5 + 3 = 48),
4. From the recommended night time noise amenity level for Urban amenity noise areas minus 5 dB to accommodate future noise sources, plus 3 dB for conversion to a 15 minute energy average sound pressure level (i.e. 45 - 5 + 3 = 43),
5. From the recommended internal noise level of 40 dBA + 10 dB to estimate an appropriate external noise level,
6. From the amenity noise level for commercial receptors of 65 dBA minus 5 dB to accommodate cumulative future noise sources plus 3 dB for conversion to a 15 minute energy average sound pressure level (i.e. 65 - 5 + 3 = 63),
7. From Clauses 2.100 & 2.120 of the *State Environmental Planning Policy (Transport & Infrastructure) 2021*.

Figure 41. Noise Design Goals for All Receptors (Source: Harwood Acoustics, 2025)

External Road and Rail Noise Levels

Due to the proposed development being adjacent to the railway corridor and Forest Road. An analysis of the external road and rail noise levels have been undertaken in the Acoustic Report. Noise levels have been recorded in **Figure 42** below for the façades of the proposed development that are closest to Forest Road and the railway corridor.

L_{eq} Traffic Noise Levels – Closest façade to Forest Road

Traffic Noise Levels	dBA	Sound Pressure Levels (dB) at Octave Band Centre Frequencies (Hz)							
		63	125	250	500	1k	2k	4k	8k
Daytime L _{eq} , 15 hr	69	51	53	58	65	67	52	59	54
Night-time L _{eq} , 9 hr	64	46	48	53	60	62	47	54	49

L_{eq} Rail Noise Levels – Closest façade to T4 & Illawarra Rail Corridor

Traffic Noise Levels	dBA	Sound Pressure Levels (dB) at Octave Band Centre Frequencies (Hz)							
		63	125	250	500	1k	2k	4k	8k
Daytime L _{eq} , 15 hr	65	69	66	65	60	59	59	53	47
Night-time L _{eq} , 9 hr	60	64	61	60	55	54	54	48	42

Figure 42. Traffic and rail noise levels for the closest facades to Forest Road and the Rail Corridor (Source: Harwood Acoustics, 2025)

Mitigation Measures

Building Construction Recommendations

The levels of traffic noise intrusion have been calculated based on reductions achieved after transmission through the roof, floor, walls, glazed doors and windows. The required internal noise levels set by George River Council can be met using specific construction methods and materials. It is recommended that internal wall linings may consist of a minimum 10mm plasterboard in thickness. Glasswool or polyester insulation will be 50mm minimum in thickness throughout the wall cavity. The roof is to be constructed out of concrete slab. Windows and glazed doors should be fitted with acoustic seals comprising of foam weather seals.

Initial Construction Recommendations

The proposed construction methods and materials are not finalised for this proposal at this stage. The following recommendations are provided for consideration by the architect, and a final design review will be undertaken prior to the issue of a Construction Certificate. Several recommendations have been suggested below:

- Floors - The floors separating the occupancy will be of a minimum 200 mm thick concrete slab
- Walls - Wall systems are designed to achieve R_w50 with discontinuous construction
- Services - Be constructed to achieve an R_w + C_{tr} 40 rating between the services

7.2.3. Water Management

A Stormwater Concept Plan (SCP) has been prepared for the proposal and attached in **Appendix P**. The SCP provides a scheme to manage stormwater on the site. The SCP undertakes an assessment of stormwater flows and discharge based on Council's method of calculation.

Stormwater works proposed in the SCP consist of:

- Spoon drains all around the perimeter of every basement level with a rainwater outlet located at every 10m intervals to ensure adequate collection points for surface rainwater.
- An adequate number of grated stormwater pits have been integrated in the basement to allow water entering the pipe system as well as capture any large debris that may block the underground pipes illustrated in **Figure 43**.
- Grated drain has been integrated into the basement 1 car park entrance ramp to avoid flooding in the basements below.
- An On-Site Detention (OSD) tank has been proposed suspended under ground floor in order to temporarily store stormwater runoff to reduce flooding risks.
- Stormwater drainage pipes have been proposed as a connection from vertical drops to rainwater outlets.

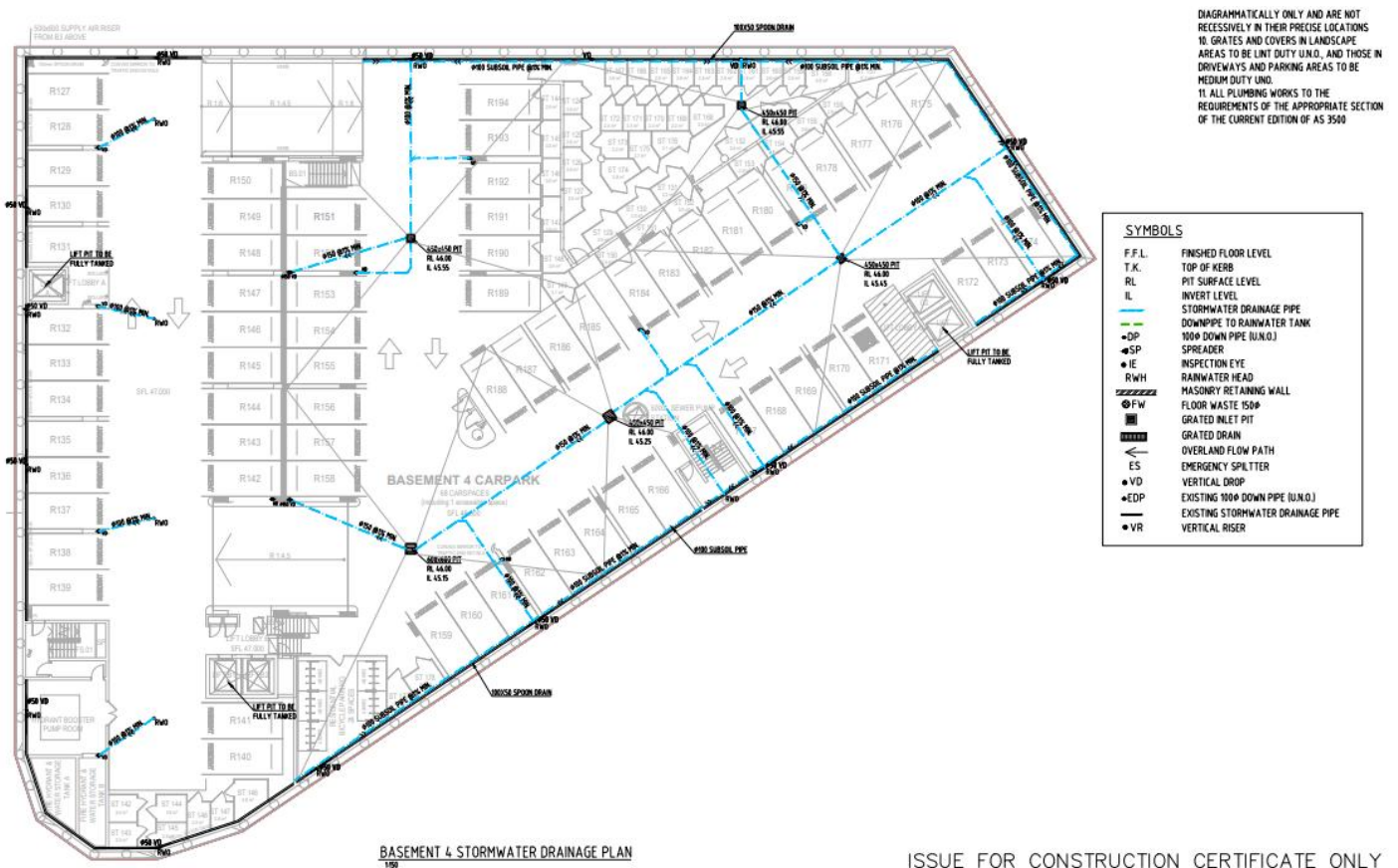


Figure 43. Basement 4 of the Stormwater Concept Plan showing spoon drain along the perimeter of the basement as well as grated stormwater pits (Source: TQM Consulting Engineers, 2025)

7.2.4. Ground and Groundwater Conditions

The previous Geotechnical Investigation (GI) (**Appendix O**), prepared by Jeffrey and Katauskas Pty Ltd dated 13 July 2007 has been confirmed through a Geotechnical Letter that the comments and recommendations remain valid and unchanged. Thus, the GI remains valid and will be used to accompany the subject proposal. The GI assesses the subsurface geological conditions at the site to confirm any potential impacts relating to excavations, shoring, foundations and other geotechnical issues.

Existing Environment

According to the borehole logs, the existing stratigraphy at the subject site can be summarised as comprising of residual soil (silty clay) to medium grained sand. Excavation for the proposal will result in maximum depth of 11m to 14m. This consists of removal in fill, silty clays and shale bedrock of extremely low to very low strength. Thus, excavation can be carried out by conventional earthmoving equipment.

Potential Impacts

Groundwater

Groundwater seepage was encountered in all boreholes at depths ranging from 1m to 8m. However, if the deep clay profile has been formed as a consequence of fault zone running through the site, preferential groundwater flow paths may have developed along the remnant joints of soil. During construction phase, groundwater control measures shall be required for both short and long term.

Retention

It is anticipated that excavation of the subject site will extend through clays and poor-quality shale. However, the limited amount of space does not allow for the formation of batters on site. As a result, full depth retention of the excavation will be required for both short and long term. In addition, an existing tavern is present along the southern site boundary.

Mitigation Measures

Retention

Temporary retention systems will need to be anchored and propped for the proposed depth of excavation. The GI recommends a contiguous pile wall where the tavern is present along the southern site boundary. The use of concrete soldier piles with reinforced shotcrete intermediate panels are recommended as they present the most economic and effective option for contiguous piling walls. The spacing of the piles should not exceed 1.8m; otherwise, construction difficulties will increase with the higher the spacing.

Footing Design

Various footing designs may be considered for the basements proposed. The most efficient footing option would be raft slab or bored piers where clays are exposed at the base during excavation. If a raft slab has been adopted, the GI recommends that the subgrade be proof rolled with 8 tonne smooth drum roller prior to its placement. It is worthwhile to note that difficulty in construction of raft slabs may be present if seepage is strong.

7.2.5. Contamination and Remediation

A Soil Classification Report has been prepared by Foundation Earth Sciences and attached in **Appendix R**. The Soil Classification Report assesses the extent of contamination and suitability of the site. The assessment relies on several site inspections collected at different test pit locations within the site. It's also important to note that an

existing activated consent for residential development applies to the site (consent 12/DA-132). As residential development was found to be suitable for the earlier activated consent, it will also be suitable for the proposal the subject of this EIS.

Existing Environment

In order to assess the nature and extent of contamination, two site inspections have been undertaken with samples taken from five pit locations during the initial inspection and seven samples taken during the second inspection. The investigation identified natural profiles only being silty clay with no asbestos-containing materials being observed. There was no evidence of uncontrolled fill material present at the site. The Soil Classification Report confirmed that the site would be suitable for the proposal.

Potential Impacts/ Mitigation Measures

Whilst contaminated material was not identified at the site, precautionary measures should nevertheless be adopted during the course of any construction. These include undertaking observations of soil or materials in general during excavation in order to identify any uncontrolled materials. Should any uncontrolled materials be identified, works should cease and a suitably qualified and experienced specialists should be engaged to identify the associated risks before proceeding.

7.2.6. Trees and Landscaping

An Arboriculture Impact Assessment is not required for the subject site as there are no existing trees in which the proposed development would cause an impact on.

7.2.7. Ecologically Sustainable Development

The proposal addresses the principles of Ecologically Sustainable Development (ESD) including the precautionary principle, intergenerational equity, conservation of biological and ecological integrity and improved valuation, pricing and incentive mechanisms in accordance with the requirements of Section 193 of the *Environmental Planning and Assessment Regulation 2021*.

An ESD Report (**Appendix M**) and BASIX Report (**Appendix J**) prepared by Green Perch discusses the sustainability principles incorporated into the design and operation of the proposed development. The BASIX Report also confirms the proposal’s compliance with the sustainability targets in relation to water consumption, energy efficiency and thermal comfort.

A NatHERS Certificate (**Appendix X**) (**Figure 44**) has also been prepared by Green Perch after assessing the proposed development and how well it can maintain a comfortable indoor temperature year-round, with minimal heating or cooling. The development received an 8.2-star rating which represents a high level of thermal efficiency.

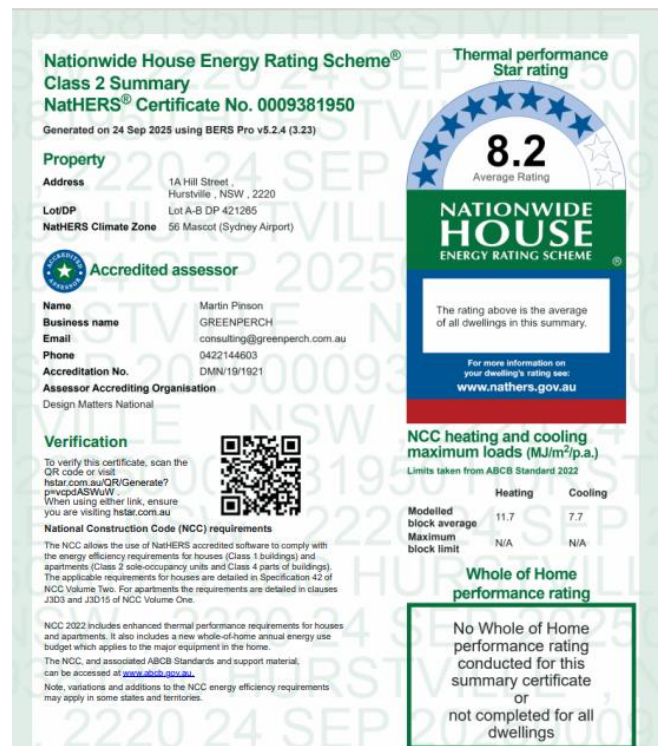


Figure 44. NatHERS Certificate (Source: Greenperch, 2025)

Potential Impacts

As assessment of the proposal against the ESD principles is provided below in **Table 24**.

Table 24. ESD Principles as per s193 EP&A Regulation

Principle	Project Response
The Precautionary Principle	The proposed development does not pose any serious threat to the environment, nor any irreversible damage to the environment. Construction of the project does not involve any land clearing, and the site does not contain old growth forest, prime agricultural land, wetlands, or aspects considered to be ‘Matters of National Environmental Significance’. Additionally, the proposed development will provide biodiversity enhancement through significant areas of landscaping containing a high proportion of indigenous plant species, improved nature connectivity and land restoration activities. Waterway pollution will be minimised through stormwater management techniques and 90% of construction and demolition waste will be diverted from landfill.
Inter-generational Equity	The proposed development will deliver on inter-generational equity by not consuming more resources than required to sufficiently operate the building. The project will be designed to achieve a 10% improvement on the National Construction Code 2020 energy efficiency requirements. Inter-generational equity will be pursued further through the achievement of climate resilience, operational resilience, healthy internal environment for occupants, indigenous design and inclusion, contribution to the surrounding urban context.
Conservation of Biological Diversity and Ecological Integrity	<p>The proposed development minimises the consumption of energy and water resources whilst reducing waste. The ESD principles incorporated into the proposed development facilitates the conservation of energy and water resources through energy and water efficiency measures.</p> <p>Energy consumption will be designed to achieve a minimum 10% improvement above National Construction Code requirements. The reduction in water use will be established through high WELS rated water fixtures and fittings, unless otherwise required for clinical purposes. Waste generated during the construction and operational phases will be diverted from landfill to be recycled. An Environmental Management System (EMS) will be established and adhered to throughout construction. Operational waste streams will be separated to maximise recycled waste. Reducing energy, water and waste ensures that the health, diversity and productivity of the environment is maintained for the benefit of future generations.</p>
Improved Valuation, Pricing, and Incentive Mechanisms	The proposed development is designed to minimise pollution and waste through responsible construction practices that divert construction and demolition waste from landfill, responsible management of operational waste and stormwater pollution and run-off is minimised. Major components of the project design have been driven by whole-of-life cycle cost decisions including structural design and building services design.

The ESD consultant and design team have worked closely together to ensure a high level of energy efficiency and environmental sustainability can be achieved in the proposed development. A strong emphasis has been placed on the passive efficiency of the building, including passive heating, cooling, natural lighting and natural ventilation.

Mitigation Measures

The BASIX Certificate will ensure that water efficiency, energy efficiency and thermal comfort are provided on the site. BASIX recommendations include the following:

- Energy-efficient whitegoods (high-rated dishwashers, etc).
- Fixture and appliances to meet the specified ratings.
- Recycling or reusing (closed loops) of water from fire pump testing.
- Reduced Operating Costs (water, gas, electricity) due to the good ESD, BASIX and NatHERS scores.
- Floors and walls of the development need to be constructed in accordance with specifications.
- Showerhead, toilet, or tap must meet the 3-star rating.
- Water-based and low-emission paints where possible, for internal 'low-sheen' areas.
- The use of re-usable formwork for internal floors and core walls on site.
- Paints and floor-coverings with low VOCs, wherever possible.
- Generous Bicycle Parking and proposed 'Travel Kits' to educate residents.

Other measures include:

- Achieving compliance with the ADG's recommendations for solar access and ventilation.
- Open plan living promoting ventilation paths within the residential tenancies.
- The use of insulation of the dwelling envelope in the walls, floors and ceilings to the outdoor environment/unconditioned spaces.
- The selection of thermally performing glazed systems in the dwelling envelope; in particular, to south-facing dwellings where the heat loss to the outdoor environment is greatest due to its inherent lack of direct sunlight.
- Rainwater Reuse – Rainwater collection and reuse systems. Reuse options include landscape irrigation and toilet flushing.
- Durable, non-corrosive and low-maintenance materials have been selected to minimise lifecycle environmental impacts, reduce waste, and lower long-term maintenance costs.
- Locally-sourced materials have been prioritised where possible to reduce transportation-related emissions and support the local economy.

7.2.8. Biodiversity

A Request for BDAR Waiver was prepared by BAM Ecology Pty Ltd (T/A Abel Ecology) and submitted to DPHI as part of the Request for SEARs. Pursuant to Section 7.9 of the BC Act, development applications are to be accompanied by a BDAR unless the Planning Agency Head, and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values. The Request for a BDAR Waiver (**Appendix C**) assessed the biodiversity impacts of the proposed development and found that the proposal is not likely to have any significant impacts on biodiversity values. The Request for a BDAR Waiver was assessed by the Specialist Planning Manager of the Department of Planning, Housing and Infrastructure and the BDAR Waiver (**Appendix B**) granted on 17 September 2025. As such, a BDAR is not required as part of this EIS.

7.2.9. Waste Management

A Construction Waste Management Plan for demolition and construction waste has been prepared by TQM Design & Construct in **Appendix V**. The Operational Waste Management Plan has been prepared by Elephants Foot Recycling Solutions in **Appendix N**. Both Plans will explain the construction and operational waste which will accompany this application.

Demolition and Construction Waste

At the time of writing this report, demolition of the existing structures on the site had already been completed under the previous DA consent (2012/DA-0132). Thus, the demolition waste management is not required. According to the Construction Management Plan, waste generation from construction activities shall be minimised on site where possible. Construction materials shall be reused or recycled wherever practical. In order to minimise litter during construction phase, solo bins will be provided around the site for general builders' rubbish. A 9m³ skip bin will be provided in the designated area on ground floor to collect all other non-recyclable rubbish and wastes. Generally, construction wastes should be handled according to the NSW EPA's 'Better practice' guide for resource recovery in residential developments' and in accordance with the waste requirements of the *GRDCP 2021*, and relevant waste management guidelines.

Operational Waste

A garbage chute has been incorporated into the design of all buildings. The chute system will be single chute for the reception of waste material only. As the building is separated into three cores there will be three separate garbage chutes as illustrated in **Figure 45**.

Elephants Foot Recycling Solutions estimates the volumes of general waste generated by the residents from each core. It is recommended that each core will consist of a 1 x 1000L service bin to collect the general waste which will be collected on a twice weekly basis. Recycling wastes will be collected through 5 x 240L bin from each core on a twice weekly basis.

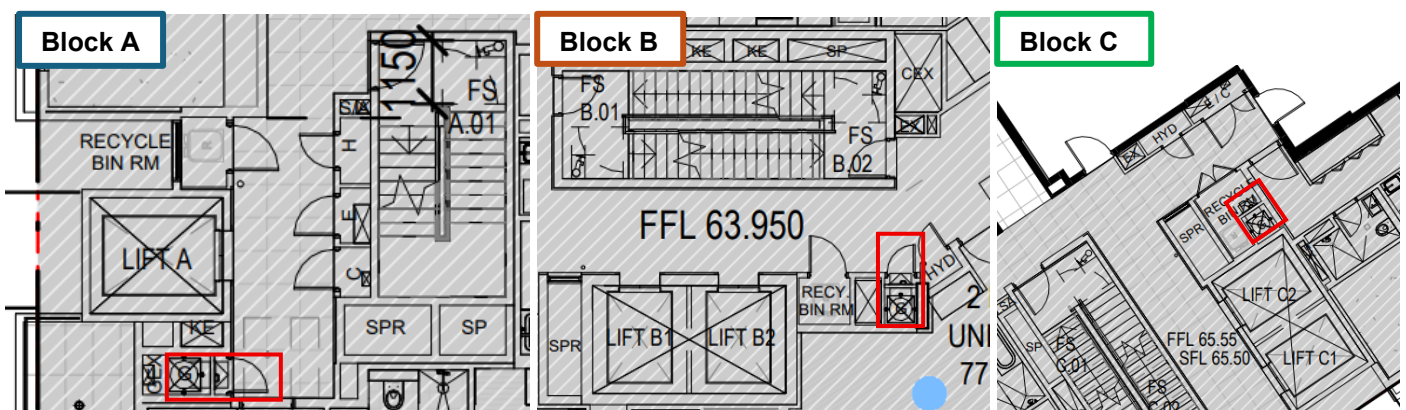


Figure 45. Level 1 plan showing the three cores at Block A, B and C with one garbage chute in each core outlined in red (Source: DWA, 2025)

Mitigation Measures

The Operational Waste Management Plan has recommended the following mitigation measures to be implemented to ensure waste is appropriately managed through the construction and operational phases of the development:

- All residential waste generated will be collected by Council's waste contractor, with both general waste and recycling being collected on a twice weekly basis.
- All waste generated by the retail/commercial tenancies will be collected by private contractor to an agreed schedule.
- Dedication and secure containers will be provided on site by an approved waste handling company for non-recyclable waste.
- Recyclable materials are to be specified wherever practical.

Further details about Operational Waste Management have been noted in **Section 4.4** of this report.

7.2.10. Social Impact

Overall, the proposal would not result in any unreasonable or significant adverse social impacts. This is mainly because the subject locality presents precedents of formally permitted developments of similar use. That is, the subject locality is zoned MU1 – Mixed Use according to the GRLEP 2021. Therefore, mixed-use and shop top housing developments are permitted and anticipated in the locality. The proposal does not include a new land use or a vastly different scale. Conversely, the proposal is comparable with development already anticipated in the locality according to the GRLEP 2021.

Consideration of Specific Social Impacts

Amenity related impacts

There is potential for social impacts arising from possible amenity impacts arising from the proposal. These may include, for example, overlooking into adjoining dwellings, traffic related impacts, over shadowing and the like. This EIS has demonstrated that the proposal complies or substantially complies with key design controls such as separation and solar access recommendations within the Apartment Design Guide, for example. Similarly, traffic impacts have been deemed as acceptable. On this basis, the proposal's likely amenity impacts are not substantial and are consistent with other developments permitted in the locality. Further, such impacts would not outweigh the benefits associated with the additional market and affordable housing this proposal would deliver.

Built form character impacts

The proposal is approximately one third taller than the existing developments currently permitted along Forest Road pursuant to the GRLEP 2021. This may be perceived as a significant built form change.

The visual impact assessment accompanying this EIS concludes that the proposal does not create unreasonable visual impacts. This is largely because the locality already permits similar land uses to that proposed in this EIS, and building heights in the immediate locality include 15m, 23m, 30m, as well as 40m according to the GRLEP 2021. Even greater heights may be achieved for certain locations should 'bonus' height and floor space ratio provisions in *Chapter 4 – Infill Housing of State Environmental Planning Policy (Housing) 2021* be adopted. On this basis, the proposal is compatible with the existing and anticipated built form character and does not result in any unreasonable built form impacts. Further, the proposal is suitably articulated which minimises bulk and scale even further. The proposal's built-form related impacts, although acceptable in and of themselves, would not outweigh the additional housing and affordable housing which the proposal will deliver.

Additional housing

The proposal will deliver 187 dwellings including 19 affordable dwellings. The increase in overall dwellings will result in positive social impacts in that the overall supply of dwellings increases, which should improve affordability. The delivery of affordable housing in a well-located location of Hurstville enables the needs of a wide

range of households on very low to moderate incomes. Thus, the 19 affordable dwellings within the proposal represent a direct and tangible positive social impact as it provides housing for marginalized sectors of the community.

Facilities and social infrastructure

Proposals which deliver higher residential density should ensure adequate communal and active infrastructure available for potential occupants. This particularly applies to the cases of high-rise developments which increases in density above that expected by a local environmental plan. Otherwise, there may be a tendency for higher anti-social behaviour or undesirable outcomes.

The proposal addresses these concerns adequately given it includes an extensive range of passive and active recreation and social interaction options. The proposal includes a gym, dog park, barbecue and picnic facilities, bicycle parking facilities, extensive landscaping, communal open space, outdoor seating and the like.

7.2.11. Flood Risk

The proposed development has not been identified as a flood prone site. Therefore, a Flood Risk Management Plan (FRMP) was not required. However, a study from the flooding controls map of the Georges River Council website shows that the subject site may be affected by the 1-in-100 chance of flooding.

Existing Environment

According to the Flooding Controls Map from the Georges River Council spatial maps, the northwest corner of the subject site contains an existing Sydney Water Main Pipe which connects the pipes running across Forest Road and Hill Street as highlighted in dark purple solid lines in **Figure 46**. The Flooding Controls Map also indicates that there are existing Sydney Water Sewer pipes running along Treacy Street and Hill Street as highlighted in magenta solid lines.

According to Georges River Council, there are three main types of flooding, overland flash flooding, mainstream flooding and coastal flooding. The subject site is not at risk of any main types of flooding; however, the Former Hurstville Flood Studies highlighted in blue hatching illustrates that Lot B of the subject site was an affected lot in the 1% Annual Exceedance Probability (AEP) flood event in 2023. Thus, Lot B may be prone to the risk of 1% Annual Exceedance Probability (AEP) flood event and the Probably Maximum Flood (PMF). This may mean that Lot B of the subject site may have a 1-in-100 chance of flooding.

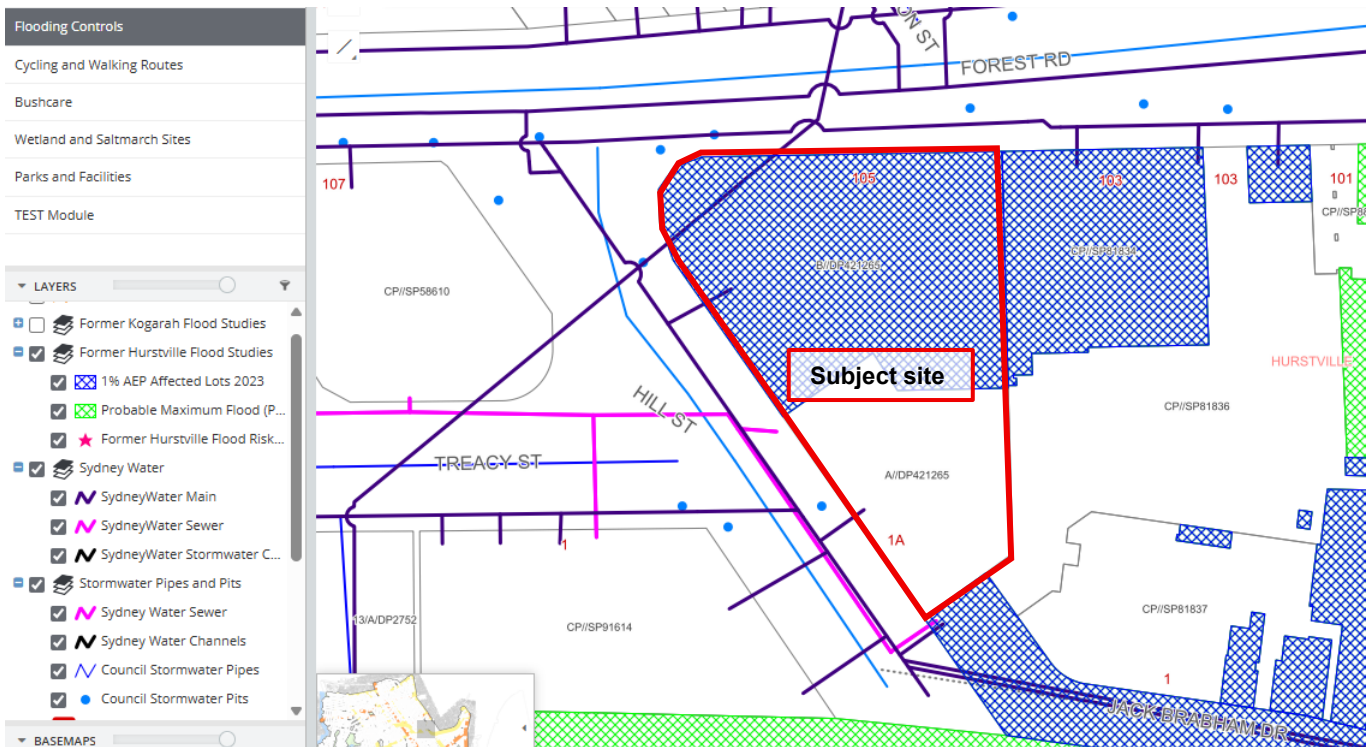


Figure 46. Flooding Controls Map of subject site (Source: Georges River Council, 2025)

Mitigation Measures

The findings provided above indicate that the proposed development is not affected by the three main types of flooding. Nevertheless, the measures listed below shall be adopted to minimise any flooding impacts to the proposed development and to ensure site safety. The consent authority may consider imposing conditions to ensure compliance.

- The underground car park must have adequate warning signage and exits to alert occupants to evacuate to the ground floor or above in case of PMF flood.
- Flood management procedures should be adopted by building management to ensure appropriate actions are carried out before, during and after flood events.

7.2.12. Bush Fire Risk

The site has not been identified as having bush fire risk. Therefore, a Bush Fire Assessment is not required.

7.2.13. Aboriginal Cultural Heritage

The site does not include any Aboriginal Cultural Heritage. Therefore, an assessment of the impacts is not required.

7.2.14. Public Space

The site does not include any public spaces. Therefore, an assessment is not required.

7.2.15. Hazards and Risks

If any hazardous waste is identified during site preparation, excavation, or construction, it will be managed in accordance with relevant environmental legislation and guidelines, including the *Protection of the Environment Operations Act 1997*. All hazardous materials will be assessed by a qualified environmental consultant, safely contained, and transported by a licensed contractor to an appropriately licensed waste facility for treatment or disposal. Records of waste classification, transport, and disposal will be maintained to ensure compliance with regulatory requirements. Consent authority may impose conditions to ensure compliance.

7.2.16. Heritage

The subject site is not listed as an item of environmental heritage and is not within a heritage conservation area, neither are immediately adjoining properties. There is heritage items located diagonally opposite the site, on the opposing side of Forest Road. Given the substantial separation provided by the Forest Road road corridor, adverse impacts are nil. In fact, the proposal may be a beneficial impact in that its height may assist in ‘framing’ the area around the heritage items.

7.3. Cumulative Impact Assessment

The *Cumulative Impact Assessment Guidelines for State Significant Projects* (October 2022) (the Guidelines), specify the process and practices to be followed in preparing a Cumulative Impact Assessment. The key steps in the cumulative impact assessment (CIA) are shown in **Figure 47**.

7.3.1. Relevant future projects for CIA

The Guidelines identify that the purpose of focus of issue-specific CIA and combined CIA is to further build on these assessments by considering the cumulative impacts of the proposed project on key matters when other future proposed projects are included in the assessment.

To understand whether the proposal is likely to generate cumulative impacts with other developments, Principle Planning & Urban Design has undertaken a detailed review of nearby relevant proposals/approvals and included a summary in the table and figures in **Section 2.3.3** and **Section 3.6** of this EIS.

The majority of projects in the nearby area identified in the abovementioned sections have been substantially completed with a few speculative projects. Notwithstanding this, construction noise and traffic were identified as having the potential to cause cumulative impact as part the EIS.

The TIA (**Appendix Q**) has assessed the traffic impacts of the proposed development and considers them to be acceptable.

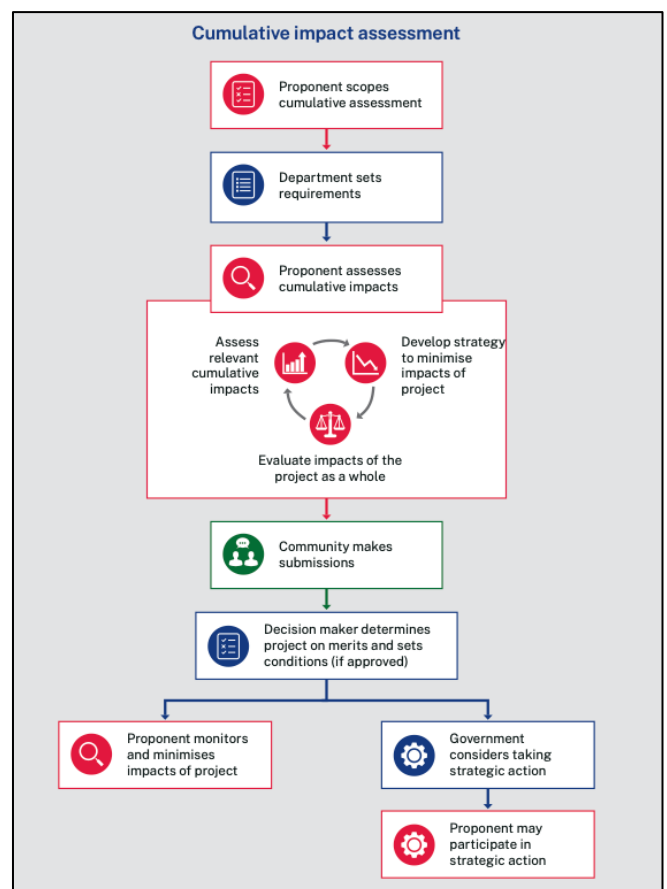


Figure 47. Cumulative Impact Assessment Process (Source: NSW Government, 2022)

The VIA (**Appendix U**) has assessed the cumulative visual impacts of the proposed development and considers them to be acceptable.

The main cumulative impacts that may arise from the proposed development, and others in the surrounding area primarily relate to construction works. The mitigation measures that have been recommended throughout **Section 7** of this EIS.

8. Justification of the Project

In accordance with EP&A Act and the NSW Guidance *State Significant Development Guidelines – Preparing an Environmental Impact Statement*, this EIS evaluates the project as a whole. This report showcases the economic, environmental and social impacts of the project and the principles of ecologically sustainable development as well as alignment with the EP&A Act and other statutory instruments applicable to the site. This is summarised further below.

8.1. Proposal Design

The Design Report (**Appendix F**) and Design Verification Statement (**Appendix G**) prepared by DWA demonstrates that the proposal has been designed to a high standard.

8.2. Consistency with Strategic Context

This EIS has demonstrated that the proposal is consistent with the strategic framework and has been considered against key Government and Council documents including the following:

- National Housing Accord
- Greater Sydney Region Plan – A Metropolis of Three Cities
- South District Plan
- NSW Better Placed
- Future Transport Strategy
- Georges River Local Strategic Planning Statement 2040
- Georges River Council - Local Housing Strategy 2020
- Georges River LGA housing targets set by DPHI

The proposal will deliver housing in a highly accessible site in proximity to public transport and major roads. This will contribute to achieving local housing targets and the NSW government priorities to deliver more housing as outlined in the objectives of the National Housing Accord. The proposal will also deliver a notable number of affordable housing dwellings, which directly addresses the NSW Government mandate to boost housing supply tackle housing affordability. Overall, the proposed development will support local, regional and national planning policy initiatives to fast track the construction of high-quality residential development, including affordable homes, on a well-located site.

8.3. Consistency with Statutory Context

The relevant State and local environmental planning instruments are listed in **Section 5** and assessed in **Appendix D**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed in **Appendix D**.

- This EIS has been prepared in accordance with the SEARs as required by sections 190-192 of the EP&A Regulations.
- This SSDA pathway has been undertaken in accordance with Part 4, Division 4.7, Section 4.36(3) of the EP&A Act, whereby the minister has declared the site and proposed development to be SSD.
- The proposal complies with the relevant provisions under the relevant SEPPs and GRLEP 2021, as well as the accompanying concurrent Planning Proposal request.

Overall, the proposal complies with the relevant state and local environmental planning instruments.

8.4. Community Views

The project team has carried out consultation and engagement in accordance with the SEARs. **Section 6.4.2** provides a summary of the key issues raised as part of the engagement and how the project responds to these views.

8.5. Likely Impacts of the Development

The EIS has demonstrated that the proposed development will have an overall positive environmental, social and economic impact.

- The scale and nature of the economic, social and environmental impacts of the development have been assessed, on balance, to be either negligible, minor, or manageable through mitigation measures.
- The proposal will result in positive economic impacts through the direct creation of new jobs during construction and operations. The works are also expected to create multiplier effects through the local economy, indirectly creating further jobs.
- The key social impacts of the proposal relate to the improved access and availability to additional and affordable housing. Additional social benefits are also delivered through the PA and the increase to Council's public open space offering.
- All impacts that would be discernible are able to be mitigated or managed to a level deemed to be acceptable from a technical environmental and social viewpoint.
- The natural environment will not be adversely impacted. The proposed development is located at a reasonable distance away from any noteworthy green open spaces nor waterbody. Stormwater will be well managed (stormwater runoff reduced and water quality improved), and new plants and landscaping works will substantially increase the ecological value of the site. Landscaping at the street interfaces will further enhance the design quality outcome of the development.
- The built environment will change because of the proposal. However, the change is considered to be acceptable, fitting within the MU1 mixed-use zone. Shop top housing developments of similar scale have been emerging in the area and locality.
- A high quality, well defined, built form will be established to a prominent site. A variety of materials, finishes and colours, combined with articulated facades, varied setbacks and building heights, result in an outcome that is suitable for the site and built-form as well as it's context and amenity of the streetscape.
- Given the transitioning nature of the surrounding locality, cumulative impacts are likely to occur, particularly by way of traffic, parking, noise and social impacts. All those impacts have been considered in

the project documentation and this EIS, and are deemed to be manageable and acceptable, again, subject to appropriate mitigations.

8.6. Mitigation Actions and Compliance

Mitigation measures have been included in **Section 7** of this Statement. These measures relate to common and known residual impacts that cannot be mitigated during design. They relate to matters such environmental management during construction, waste management, acoustics, reflectivity, crime prevention through design and detailed design.

8.7. Suitability of the Site

The site is considered highly suitable for the proposed development for the following reasons:

- The site is currently underutilised and is suitable for the scale of the proposed development and thereby has been declared SSD by the minister under Part 4, Division 4.7, Section 4.36(3) of the EP&A Act.
- The site is in proximity to Hurstville and Allawah train station, bus services and major roads as well as public schools and recreational facilities, making it an optimal location to deliver additional affordable housing.
- The BDAR assessment report confirms that there are no threatened species on the site and that impacts to any significant vegetation are considered not substantial and acceptable.
- The site is not affected by critical constraints, including contamination, noise and vibration, bushfire and flooding, which cannot be successfully abated through skilful design or the implementation of mitigation measures.
- The proposal is permissible on the subject site according to the GRLEP 2021, and satisfies the objectives of the MU1 zone.
- The proposal will not result in any unreasonable environmental impacts. Rather, the proposal will result in various positive social and economic impacts.
- The proposal will provide much needed affordable housing to the Georges River LGA that is within a highly accessible location.

8.8. Public Interest

The proposed development is considered in the public interest for the following reasons:

- The proposal delivers affordable housing in an accessible location, directly responding to the NSW Government's policy mandate to improve housing choice and affordability. The site's location allows easy access to employment and education offerings, public transport, open space, and social infrastructure.
- The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant planning controls.
- The development includes compliance with ADG design criteria, ensuring high standards of amenity for future occupants. The development will also deliver a significant level of high quality, communal open space.

- The assessment of the proposal has demonstrated that the development will not result in any unreasonable environmental impacts that cannot be appropriately mitigated or managed.
- The proposal will deliver jobs during the construction phase and ongoing jobs during the operational phase of the development. This will create short- and long-term benefits for the local economy.
- The development is permissible and consistent with the relevant planning controls for the site.
- The site will facilitate the orderly and economic use and development of the land.
- The site has been found to be suitable for the proposal.

Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

9. Conclusion

This EIS has been prepared to consider the environmental, social and economic impacts of the proposed shop top housing development at 105 Forest Road and 1A Hill Street, Hurstville. The EIS has addressed the issues outlined in the SEARs and has been prepared in accordance with the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement. Based on the detailed assessment undertaken in this EIS, it is concluded that the proposal is suitable for the site, is without any unreasonable environmental impacts, and is in the public interest. On this basis, development consent for the proposal is warranted, subject to the implementation of suitable conditions of consent and recommended mitigation measures in **Section 7** of this report.



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