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1 CRESCENT STREET, HOLROYD (PP_2019_CUMB_002_0)

BRIEFING PAPER TO DPIE/PANEL, 6 AUGUST 2021

1. OVERVIEW

The purpose of this briefing paper is to provide an overview on the current status of the above Planning Proposal for 1 Crescent Street, Holroyd.

This paper highlights the key issues raised in the Interim Response to Submissions (RtS), particularly a response to traffic matters following extensive consultation with TfNSW.

Tiberius (Holroyd) Pty Ltd (the proponent) is seeking feedback and direction from the DPIE and the Sydney Central City Planning Panel on a number of matters including the revised concept, allowing finalisation of the RtS.

This briefing note is also supported and accompanied by:

- Urban Design Report (including revised concept and options analysis), prepared by Architectus **(Attachment 1)**
- Active Transport Report, prepared by Urbis **(Attachment 2)**
- Economic justification statement, prepared by Urbis with supporting peer review **(Attachment 3)**
- Correspondence from TfNSW relating to the additional land reservation sought on the subject site **(Attachment 4)**

1.1. BACKGROUND

Over the past 8+ months, the proponent, has been in discussions with TfNSW and Department of Planning (DPIE) seeking to resolve traffic matters relevant to the Planning Proposal of 1 Crescent Street, Holroyd, noting that road infrastructure capacity is a key determinant of development density on the land.

At a meeting with DPIE on 2nd August 2021, TfNSW advised that an agreed position had been reached on the traffic implications with an agreed (reduced) amount of retail/commercial yield that can be supported on site.

This allows for the PP to be assessed by DPIE and eventual Panel determination (estimated for September 2021). Written advice from TfNSW confirming this position is imminent.

The revised concept for the site comprises:

- **Retail: 2,500sqm** including a 1,500sqm neighbourhood supermarket
- **Commercial: 5,000sqm** of commercial uses
- **A maximum of 1,255 residential apartments** (consistent with the Gateway decision)

Subject to the provision of formal advice from TfNSW, our understanding of the stipulations around TfNSW's support is on the basis that:

- Retail and commercial floor space be reduced (as evident and to the amount in the attached Architectus scheme).
- Reduction in the trip rates for the development through travel demand management measures including consideration for maximum car parking rates to be applied.
- Consideration of a monetary contribution to the State for a pedestrian bridge over Woodville Road, to the south-east of the site or upgrades to other pedestrian and cycle links.

1.2. KEY DESIGN CHANGES

Subsequently, the key design changes that have occurred, responsive to the traffic matters, are:

- Achieving an acceptable solution with TfNSW in terms of traffic capacity on both the State and Local road networks, **essentially facilitated by reducing retail/commercial GFA and associated traffic generation** within the Planning Proposal.
- **Response to the proposed land acquisition** (issued by TfNSW in June 2020) requiring some re-planning of the site given the reduced footprint, which fundamentally impacts the residential GFA planning.

  The area subject to the declared reservation is approx 2,710sqm (or 7% of the site). The TfNSW Notice confirmed intent for no loss of FSR due to the road reservation and to remain under Tiberius ownership (until otherwise acquired). **(See Attachment 4).**

The following sections detail the built form response and revised concept, economic impact of the reduced retail, justification for the quantity and type of retail and retention employment generation and active transport.

2. BUILT FORM RESPONSE

2.1. DRIVERS OF AMENDED BUILT FORM

The built form response addresses:

- The reduced podium area arising from the reduction in GFA for the retail and commercial components of the project (as required by TfNSW).
- The reduced land area of the site arising from the land reservation from TfNSW. The reserved land is proposed to be used a landscape buffer until resumed in 15+ years.

The Architectus urban design report outlines the revised concept in detail, however the key design changes and built form responses are summarised below.

Key Move 1 – Reduced Retail/Commercial Podium

The amended design represents a re-arrangement of ground floor land uses resulting in a smaller supermarket box, retail fronting open space, a 'defensive design' to the street edge to Woodville Road and the future land acquisition.

Key Move 2 – Response to TfNSW Land Reservation

A westward movement away from Woodville Road and reduced building footprint, while retaining existing level of open space as per exhibited concept scheme.

Retain and re-distribute the exhibited residential GFA in two options:

- **Option 1** – minor increase in building heights across some towers as per concept scheme shown in design package. The maximum building height remains the same as exhibited.
- **Option 2** – essentially retain existing heights but introduce lower rise wings along Woodville Road and the southernmost building as shown in design package. No change to maximum heights

Our preferred design approach is Option 1 as it maintains a more open ground plane and there is not heightened sensitivity in terms of precise building heights (ie. shadowing, visual impacts etc).

2.2. REVISED PODIUM DESIGN AND PEDESTRIAN CONNECTIVITY

The amended design represents a re-arrangement of ground floor land uses resulting in a smaller supermarket box, retail fronting open space, a 'defensive design' to the street edge to Woodville Road and the future land acquisition.

Figure 1 – Revised Planning of Ground Plane

- The arrangement of the land uses recognise that the activation of the development is:
  - via retail uses on the western frontage towards the open space
  - via a commercial lobby on the southern frontage near the corner of Crescent Street.
  - via a well-lit and accessible through site link, including access to supermarket

- The provision of a through site link at ground level has been denoted in the concept scheme feeding from the publicly accessible open space to the corner of the site on Woodville Road. The positioning is responsive to submissions and the subsequent active transport report that demonstrates that this is a potential key, likely desire line for pedestrians leading to the northeast and Harris Park Station. It was demonstrated in the Active Transport report (attached) that the site is within a walkable catchment to Harris Park train station (750m). The provision of the link will enhance the previous design and further improve the site's connectivity.
- The proposed through-site link will publicly accessible. Further work is required during the design stage on the exact management arrangements and location however the proponent is committed to such pedestrian connection.
- The ground floor design indicatively denotes an area for end of trip facilities/bike parking in the northeast corner which is suitably located to the nearby bike pathways that are proposed to be upgraded as per the active transport report.

2.3. INTERFACE TO FUTURE ROAD ACQUISITION

The future road design to support the land reservation is not confirmed, however based on draft plans provided by TfNSW, we have overlaid this in respect to the draft Concept Plan.

Figure 2 - Proposed TfNSW acquisition overlay

What is evident is:

- A 21m setback is provided initially, prior to the long term TfNSW acquisition.
- A 15m setback is proposed to be provided in the long term to the pedestrian/cycle path (see Figure below)
- At each stage, the Woodville Road setback is intended to be landscaped and provides an appropriate setback and visual amenity.

2.4. RESPONSIVE TO BUILT FORM COMMENTS IN THE CUMBERLAND AND PARRAMATTA COUNCIL SUBMISSIONS

The amended design has been done so in a way that is sympathetic to surrounding development and is able to respond to the comments raised by Cumberland and Parramatta Council, whilst also ensuing it is able to achieve its overall objective – a genuine mixed-use development that offers multiple community offerings on a vacant industrial lot.

The following concerns around built form and design considerations as raised by both Council's have now been addressed:

Table 1 Response to Council Built Form Issues

Comment	Response
Cumberland Council	
Street wall heights	A street wall height of 8 storeys has been applied across the site. This height is considered typical of a number of developments in Sydney, including Green Square. Street wall height should be assessed against the scale of the development it fronts. With the proposal there is approximately 130m of open space between the north facing apartments and the Western Motorway. The proposed wall height not only activates the site but allows for passive surveillance. Refer to page 24 of **Attachment 1** for examples and further justification of the proposed street wall height.
Building setbacks	Council has noted inconsistency with the prevailing planning controls regarding setbacks. It is to be noted a site specific DCP is proposed that is consistent with the preferred masterplan to ensure these principles are carried through a development application. Additionally, the proposed building separation is consistent with the Apartment Design Guide accompanying SEPP 65 and with good urban design practice. Towers in particular provide significantly increased visual privacy from the ADG standards and almost all apartments face out rather than towards each other. Refer to page 20 of **Attachment 1** for further justification in relation to the setbacks and interfaces with Crescent Street and Woodville Road.

Access to Holroyd Sportsground	The proposal has been designed to enhance connectivity in the local community. It is proposed that there will be two new bridged connections across A'Beckett's Creek to the Holroyd Sportsground. Refer to page 21 of **Attachment 1** which includes a ground floor plan indicating the proposed bridged links.
Adjoining industrial interface	The proposed building setback is consistent with the Apartment Design Guidelines accompanying SEPP 65. All apartments facing the Crescent Street industrial interface has a significant setback of 30m, providing increased visual privacy form the ADG standards (18m minimum to 8 storeys), and the majority of apartments face out, rather than adjacent buildings. Refer to page 20 of **Attachment 1** for additional information.
Parramatta Council	
Internal and external connectivity	Council have suggested the application appears to be a gated community, however the proposed short street blocks of under 60m in both directions creates internal permeability, with generous setbacks further providing internal connections. Externally, the proposal has put forward two new bridged connections to the adjacent sportsgrounds, as well as internal connectivity through the proposed commercial arcade at the sites north-eats providing connectivity to Woodville Road and on to Harris Park Station. Refer to page 21 of **Attachment 1** for additional information.
Street Address	The design of street frontages will not be set until a DA stage however the blocks provide ample opportunity for good 'front doors' to all dwellings. Additional information on building frontages to Woodville Road and Crescent street are provided on page 21 of **Attachment 1**.
Varying building heights	Whilst the building heights do vary slightly, this is not uncommon in large mixed-use developments. The image on Page 24 of **Attachment 1** highlights a range of building heights surrounding community open space in the Green Square Town Centre this is common in developments of this nature. Similarly, the building heights proposed are consistent with a number of surrounding developments, with a proposed 100m development in Parramatta's north, an 82m development east in Granville, and 105m southwest of the development in Merrylands. Page 23 of **Attachment 1** provides context to these neighbouring developments and provides further justification.
Building Typology	The buildings present a podium and tower typology, consistent with that of the in the Apartment Design Guide accompanying SEPP 65 which is a widely accepted urban design typology for buildings at this density. Distinctions between towers and podium can be helpful in some

	circumstances or bringing a tower directly to ground (as is done here in some locations) can help with accentuating the height of the tower. Page 24 of **Attachment 1** provides examples of this and the success of similar mixed-use developments such as Green Square.

2.5. COMPLIANCE OF SEPP 65/ADG FOR NEW 5 AND 6 STOREY WINGS

Architectus has prepared a study of ADG performance in relation to Option 2 focussing on the proposed two additional wings. This analysis indicates that key performance measures such as building separation and solar access can be addressed if this is deemed as the preferred option.

This is further detailed in **Attachment 1.**

Figure 3 – Proposed Additional Wings under Built Form Option 2

3. ACTIVE TRANSPORT & ACCESSIBILITY

An Active Transport Assessment has been undertaken to support the Planning Proposal and is provided as **Attachment 2**. The active transport report was commissioned following review of the submissions.

The analysis contained in this report includes findings from the following assessments:

- The TfNSW's Integrated Public Transport Service Planning Guidelines;
- Route analysis to public transport stops/stations;
- 30-minute city analysis to major destinations such as shopping, work, education and recreation;
- Assessment of cycling propensity factors; and
- Priority active transport improvements that would enhance the infrastructure provision to key destinations.

The report shows that the site complies with relevant guidelines, is well served by active transport infrastructure and could further benefit from a suite of priority infrastructure improvements to solidify the strong active transport offering to the site. The report highlights that the average walking trip to public transport in Cumberland/Parramatta LGAs is 1.6km. The site is located 350m from an existing bus stop and 750m from Harris Park Station.

The preferred station route was identified as being Harris Park Station, which is located within a walkable catchment.

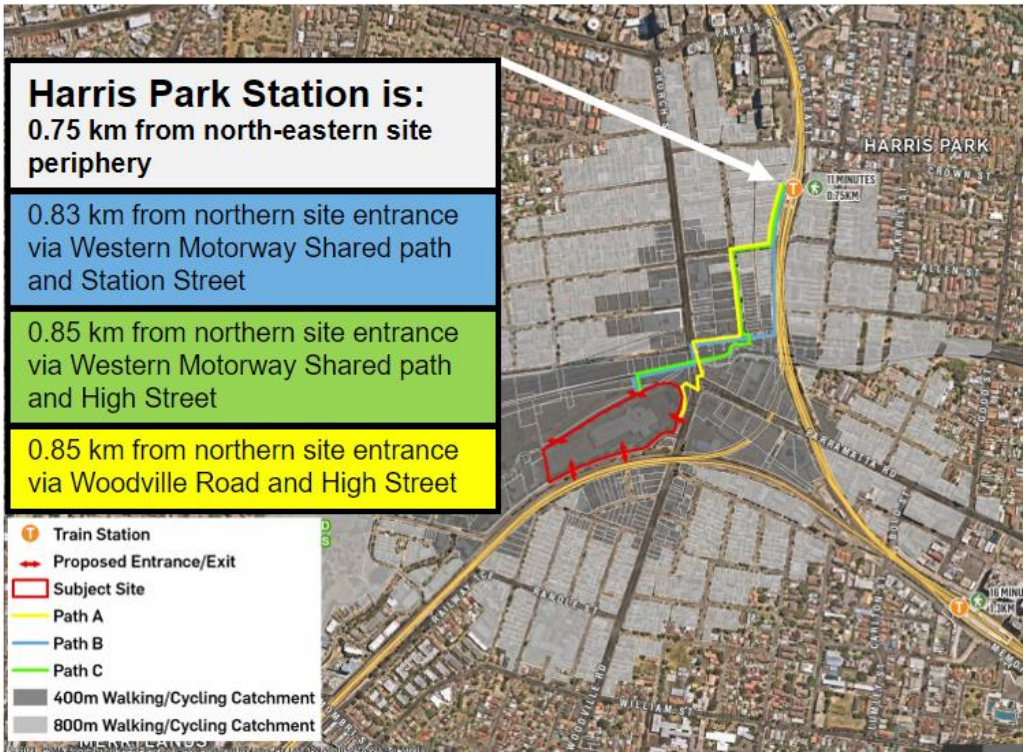

Figure 4 – Walking Catchment (source: Urbis Active Transport Assessment)

4. ECONOMIC ANALYSIS

4.1. IMPLICATIONS OF REVISED RETAIL OFFER

Further retail analysis has been provided in respect to the reduced retail offer. This has been prepared by Urbis and supported by a peer review by Gap Maps. Key findings are:

- Under the reduced retail proposal, the on-site residents would still use the smaller supermarket frequently given the very high level of convenience which it would offer them.
- Residents in the other parts of the trade area would be less likely to use the retail facilities under the smaller scheme and more likely to use alternative (larger) supermarket offers such as those in Granville (north and south), Parramatta and Merrylands.
- Therefore, a greater proportion of visitation to the retail offer at the site would be generated by the onsite residents - in the order of 40% - 45% as compared with 30% under the exhibited scheme.

4.2. EMPLOYMENT GENERATION

Notwithstanding the reduction of retail/commercial GFA from that exhibited, the proposal will still generate significant employment and at a greater level than originally proposed when the Gateway determination was issued (ie. 300+ jobs). This is summarised in the following tables.

Employment Generation Assessment from Existing Controls

Scenario	Employment/jobs
Current site (pre Westrac exit)	125 workers (or 76sqm/worker)
Employment outcome under current planning controls	169-258 jobs (but not supported by market demand)
MacroPlan EIA (dated June 2015) - previous scheme	200-277 jobs
Gateway Determination + Panel Briefing report 2019	Expectation of **300+ jobs**

Table 1 – Construction Period Employment

	Direct Effect	Indirect Effect	Total
Output	$533 million		$533 million
Jobs	1,014 job years	1,534 job years	2,548 job years

Source: Urbis

Table 2 – Employment Generation Estimates 2021 – based on Revised Concept Scheme

Use	Employment density (sq.m per job)	GFA	Direct Jobs
Supermarket	30	1,500	50
Specialty	25	1,000	40
Office	15	5,000	333
Total GFA & Jobs		**7,500**	**423**

Source: Urbis

Additional supporting information is provided by Urbis Economics in **Attachment 3.**

5. NEXT STEPS

The proponent seeks direction from the DPIE and Panel on the revised concept and project directions.

5.1. NEED FOR RE-EXHIBITION

It is our submission that the key moves proposed are directly attributable to matters raised during the public exhibition process and more directly via the requirements of TfNSW. Given the limited site sensitivity, we submit that re-exhibition is not required to enable the DPIE and Panel to further progress this Planning Proposal. The amended proposal does not create any additional adverse impacts or result in any transformational change.

To assist DPIE and the Panel we have extracted a series of principles (from case law) which clarify the extent of change able to be made to a planning proposal following its public exhibition and without a further period of public exhibition being required:

- the power to amend an EPI cannot be exercised so as to achieve a difference 'of such significance that the plan made by the Minister could not be said to be an outcome of the [statutory] process'. In this regard, the planning authority's power to amend an EPI is limited to the extent that the resulting EPI 'remains part of the legislative process prescribed for its making';
- the amended plan must not be so different from the publicly exhibited draft that 'in some important respect it could be said to be a quite different plan'.
- it is not the purpose of the legislation 'to require re-exhibition…following each and every alteration made to a draft plan' in response to public submissions. In this regard, the fact that alterations are made as a consequence of submissions does not bear significantly upon the determination – it is the significance of the alteration that is relevant.
- the cumulative impact of the alterations must be considered, not just the impact of individual changes. The extent and nature of the alterations will inform the determination as to whether the instrument is the outcome of the statutory process.
- there is 'no bright line' that determines the point beyond which the process of alteration will require re-exhibition. The determination is made by considering the extent of difference 'in important respects' between the version that underwent public exhibition, and the subsequently amended version.

- re-exhibition will be required if the totality of changes results in an EPI that bears little or no resemblance to the plan that was exhibited. An amendment to an EPI that has 'its genesis in the exhibited draft plan but has been transformed into a different plan' is not properly a result of the statutory process.

5.2. COMMITMENT TO PUBLIC BENEFIT OFFER

The proponent continues to offer the following potential public benefits as part of the Planning Proposal:

- **Over 40% of the site to be publicly accessible open space, including children's playground** with links to Holroyd Sportsground
- **7% affordable housing units** in perpetuity
- A **State VPA** with contributions to be directed as advised by DPIE (which could be a range of opportunities including wider pedestrian/cycling improvements as advised.
- A **local VPA** has been offered **or otherwise local contributions made through Section 7.11** contributions (amounting to $15,134/dwelling or potentially $18.9M over time payable at the relevant DA stage).

We further seek feedback from DPIE on the proposed state contributions that may be enacted through a state VPA.

Urbis

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ATTACHMENT 1 – DESIGN REPORT

Prepared for: Tiberius (Holroyd) Pty Ltd
Date: August 6, 2021

Master Plan updates- 3/08/2021

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Report contact	Oscar Stanish Associate, Urban Design and Planning	
This report is considered a draft unless signed by a Director or Principal	Approved by:	

Contents

1 Introduction

1.1 Introduction

Purpose of this report

Architectus has been engaged by Tiberius (Holroyd) Pty Ltd to provide urban design services for the proposed rezoning and future redevelopment of the site at 1 Crescent St Holroyd.

This report provides an interim update to the master plan to respond to recent discussions including feedback from Tansport for NSW (TfNSW) towards further briefing of the Sydney Central Planning Panel

Site location

The site is centrally located to the Merrylands, Granville and Parramatta City Centres. It is close to transport, jobs, retail and open space. It is within 17 minutes walk to the nearest train stations and within 400m of 3 bus stops with services to Parramatta.

The site is on the edge of the Greater Sydney to the Olympic Park Peninsula (GPOP) area, which is planned for significant growth and change.

The site lies within an area which has been a commercial corridor, however much of this corridor has either been transitioned to allow residential use (e.g. the Holroyd Gardens development in Holroyd) or is being currently considered to allow residential or mixed use (e.g. Auto Alley within Parramatta and the Parramatta Road corridor around Granville).

The site is the gateway to the Cumberland Local Government Area, located adjacent to key rail and road links to Holroyd from central Sydney.

The site

The site is approximately 37,904 square metres (approximately 3.8 hectares) in area. It is currently vacant and was formerly occupied by WesTrac as their Sydney branch. Adjacent to the site is:

- Crescent Street and the raised railway to the south;
- The key frontage of the Parramatta Road / Church Street intersection to the northeast, and Woodville Road to the east.
- Holroyd Sports ground to the north across the channelised A'Beckett's Creek; and
- Adjoining commercial properties to the west along the northern edge of Crescent St.

Concept view - new open space (Arcadia)

Overview of Proposal

Key public benefits of the proposal:

- Provision of a major new publicly accessible park that is 7,714sqm of dedicated space, connected to the existing Holroyd Sports Ground to offer a combined total of almost 6 hectares of public open space.
- Increased pedestrian and cycle accessibility, including provision of new links, connections and improvements of others.
- New shops and community facilities providing for local community demand. Public open space including children's playground.
- Visual improvement to prominent site at the Gateway to Holroyd.
- Consistent with local and state planning strategies of metropolitan Sydney.
- A commitment to design excellence.
- Retention of on-site employment through commercial/retail uses while also providing new housing supply.
- Master plan designed to minimise impacts to neighbours.
- New dedicated bus or slip lane along Crescent Street.

Concept view - new open space
Note: 2020 design shown

1.2 Overview of Master Plan Amendments

Two options for the masterplan have been developed. Changes to the 2020 masterplan are summarised opposite.

All changes have been driven by comments from TfNSW including:

- A new setback on Woodville Road driven by potential future land acquisition by TfNSW
- A negotiated outcome of reduction in retail, which has removed ground floor retail and commercial uses previously through the western portion of the site.

Option 1 responds to these changes through:

- Removal of ground floor retail uses through the western part of the site
- A redesign of the eastern edge of the site near Woodville Road, reducing 4 towers to 3.
- A general redistribution of height to retain the same overall residential floorspace as considered appropriate through previous stages of the masterplanning process.

Option 2 is similar to Option 1 however retains heights closer to the 2020 Masterplan through the addition of a 5-storey wing to the west of the site and a 6-storey wing to the east (note: this has been designed to be narrow so apartments can face away from Woodville Rd).

Both options provide:

- Provides approximately 7,300sqm (GFA) of non-residential uses (a mix of retail and commercial uses)
- Provides approximately 98,000sqm (GFA) of residential uses, - approximately 1,115 to 1,255 apartments
- Maximum 28 storey residential tower at the eastern corner of the site.
- Setbacks to Woodville Road based on TfNSW requirements

Overview of Master Plan Amendments

Master Plan 2020 (MP2020)

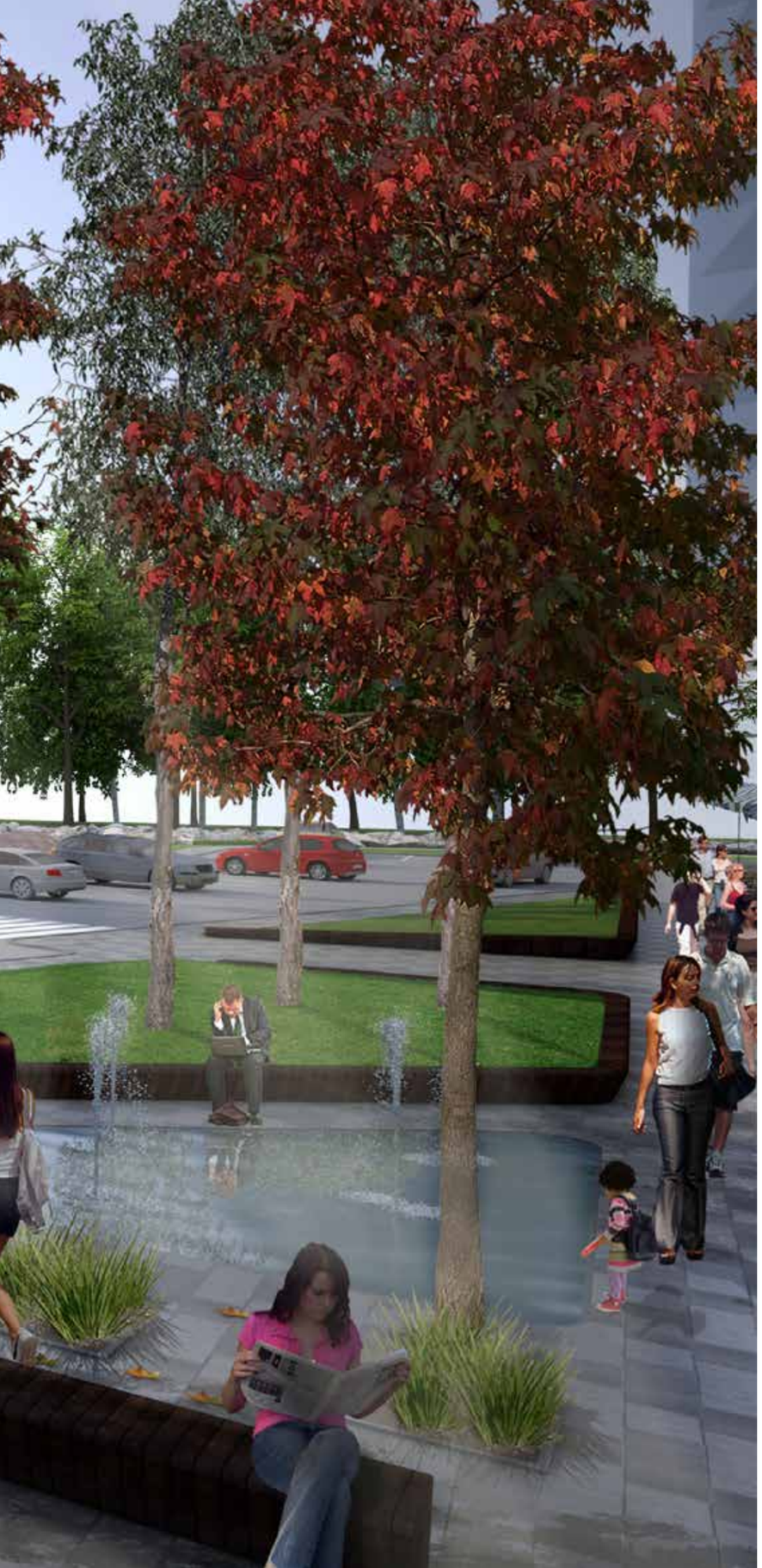
1:3,000 0 30 60 90 120 150M

Option One: Master Plan

Option Two: Master Plan

Legend

- Areas of design change from 2020
- Areas of height change from 2020
- Storeys

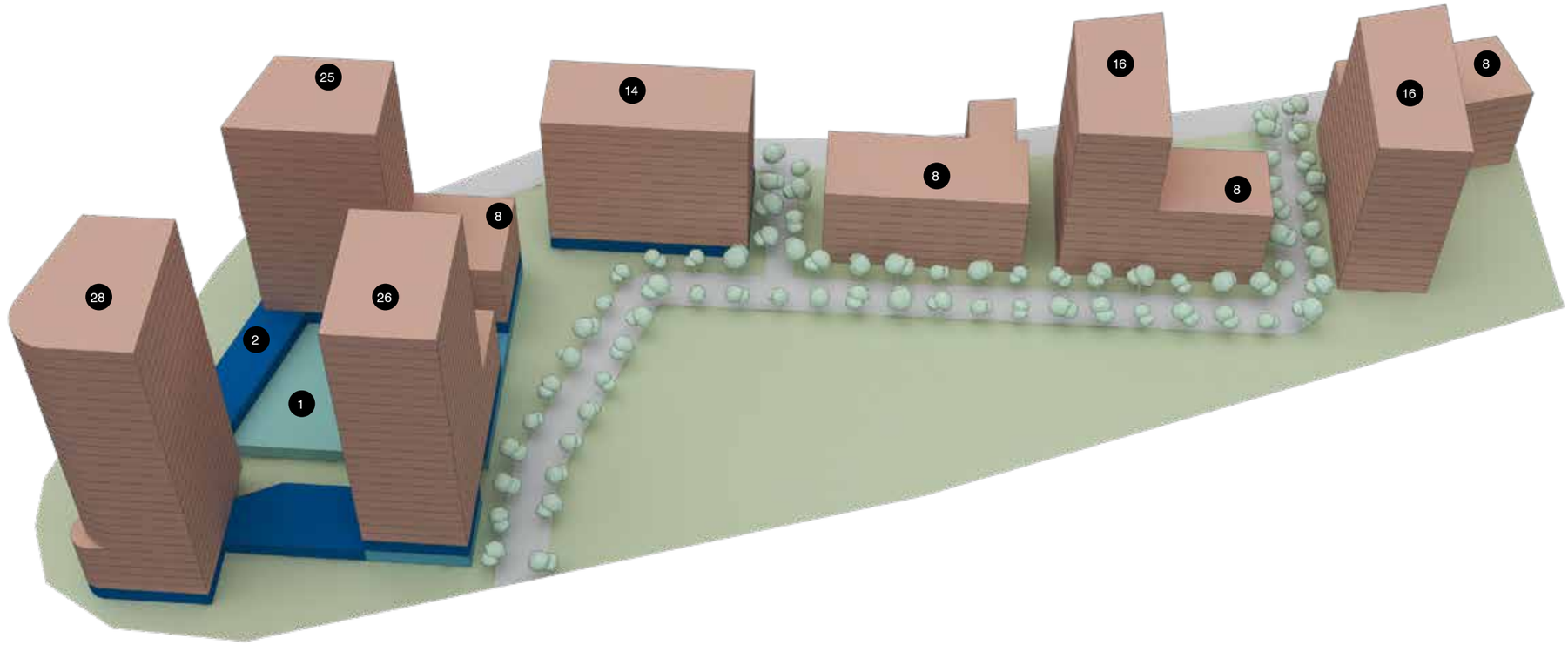


2 Master Plan options

2.1 Option One

Option One: Overview to changes
Option One retains the development yield of the previous option, with minor alternations to the built form and building heights

The master plan provides:
- Provides approximately 7,300sqm (GFA) of non-residential uses (a mix of retail and commercial uses)
- Provides approximately 98,000sqm (GFA) of residential uses.
- Between 1,115 to 1,255 residential uses
- Maximum 28 storey residential tower at the eastern corner of the site.
- Presents with a 2 storey street wall along Woodville Road, with towers marking the southern and northern corner
- Utilise the ground floor roof for communal open space.
- Provide setbacks to Woodville Road driven by future land acquisition by TfNSW



Perspective view

Legend
- Residential
- Commercial
- Retail
- Supermarket
- # Number of storeys

Option One

Master Plan

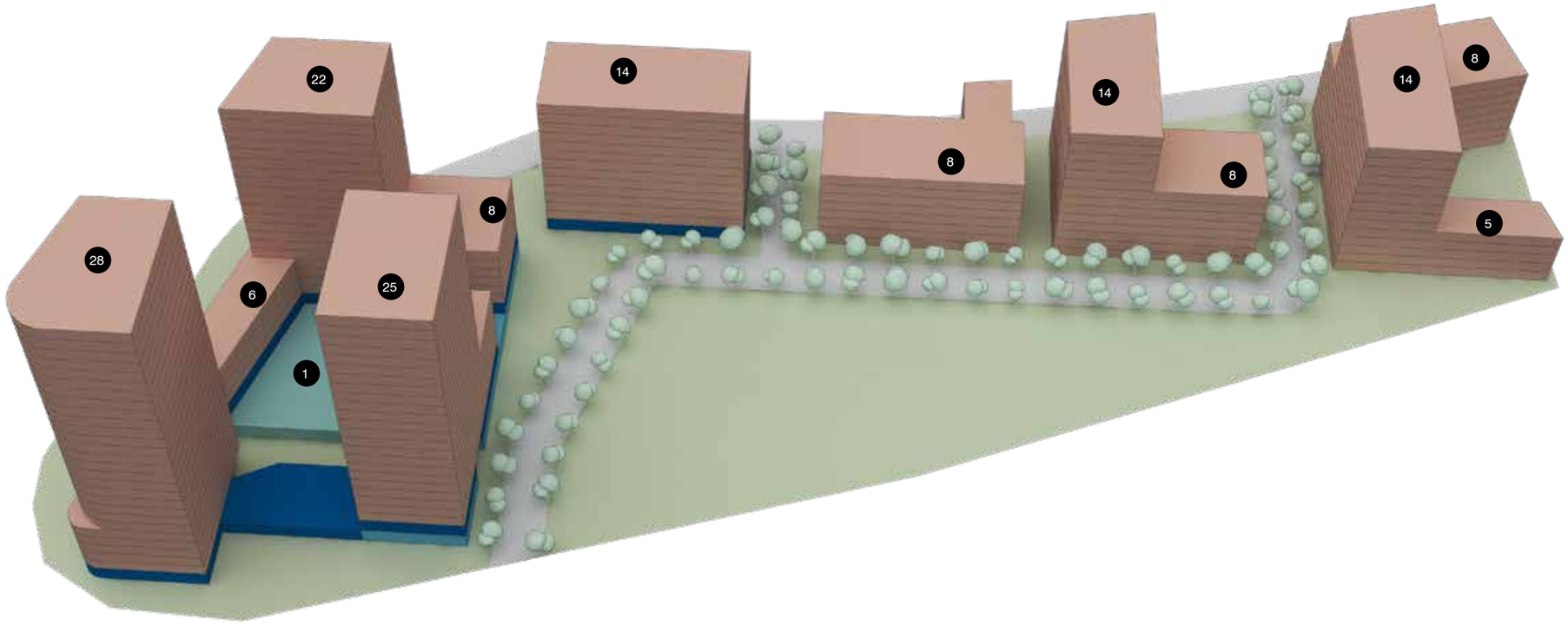
Option One: Master Plan

1:1,500 0 15 30 45 60 75M

2.2 Option Two

Option Two: Overview to changes
Option Two explores the opportunities of the MP 2020 development yield with increased building heights.

The master plan provides:
- Provides approximately 7,300sqm (GFA) of non-residential uses (a mix of retail and commercial uses)
- Provides approximately 98,000sqm (GFA) of residential uses.
- Between 1,115 to 1,255 residential uses
- Maximum 28 storey residential tower at the eastern corner of the site.
- Utilise the ground floor roof for communal open space.
- Provide setbacks to Woodville Road driven by future land acquisition by TfNSW



Perspective view

Legend
- Residential
- Commercial
- Retail
- Supermarket
- # Number of storeys

Option Two

Master Plan

Option Two: Master Plan

1:1,500 0 15 30 45 60 75M

3 Design considerations

3.1 Design considerations

Overview of changes in Option 2 including consideration of Apartment Design Guide outcomes

To minimise the changes in height when compared to the 2020 Masterplan, Option 2 adds two additional lower wings to the design shown in Option 1.
An overview of the amenity impacts and design considerations of these is described adajcent.

Option 2 additional wings

Western wing
The wing added to the west of the design is 12m in depth, single-aspect apartments facing north over the new open space and Holroyd Sportsground. It is 5 storeys in height. It is well separated from buildings to the south, being 29-35m distance where the ADG minimum requirement is 18m for the 5th storey and 12m below this.

The height has been kept to 5 storeys to ensure the communal open space at the centre of this block can retain 2-3 hours of solar access through the day to a large portion of the space, as described on the diagrams below. This outcome is beyond any strict requirement of the ADG which would also allow rooftop communal open space to provide any requirement of sun to communal open space should it not be provided at ground floor.

Option 2 additional western wing - plan

1:1,000 0 10 20 30 40 50M

Western wing - solar analysis 9am, 12pm, 3pm midwinter

The eastern wing
This wing is also 12m in depth, allowing for single-aspect apartments. 4 storeys of apartments are shown here in Option 2, over 2 storeys of commercial and retail use (shown in Option 1), for a total of 6 storeys.

Although currently set back considerably from Woodville Road, there is the possibility that future TfNSW acqusitions may bring these apartments close to the busy road. For this reason the depth of the block is kept to 12m to ensure primary living rooms and balconies of apartments can face towards the internal amenity of the podium rooftop open space; and to encourage other aspects of amenity including access to natural light and cross ventilation.

Option 2 additional eastern wing - plan

1:1.000 0 10 20 30 40 50M

Balconies and living rooms to face away from this frontage

Example from Apartment Design Guide showing how apartments can be arranged so that primary living areas and balconies face in a single direction. Note this shows a greater depth than the 12m shown above.

Use of single-aspect apartments is beyond the protection discussed in the document ‘Development Near Rail Corridors and Busy Roads - Interim Guideline’ (2008, Department of Planning).

Amenity and open space

Open space and communal open space

The design of the proposal focusses around maximising north-facing aspect across generous parklands. This includes open space on the site and the Holroyd Sportsground.

Communal open space is provided at ground where possible and otherwise on podium rooftops, which is consistent with the design guidance in the Apartment Design Guide. This is supplemented by the major public open space on site and Holroyd Sportsground nearby.

The quantum of open space available to residents will be well above most developments in Sydney and will be a key selling point for the scheme.

Amenity and building separation

Building separation internally complies with the Apartment Design Guide regarding visual privacy. Where buildings are close, apartments can be provided primary windows or balconies on other facades. Towers are separated well beyond the minimum guidance of the Apartment Design Guide to ensure high amenity outcomes (see diagram adjacent).

Legend

Walls to include only translucent, high or 'wing' windows only (not balconies or living rooms) to ensure sEPP65 / ADG compliance)

Separation and tower lengths - eastern portion of site

1:1,000 0 10 20 30 40 50M

Setbacks and interfaces

A site specific DCP is proposed that is consistent with the preferred masterplan to ensure these principles are carried through a development application.

Crescent St
The proposal is proposed as set back a minimum of 2m from proposed road widening along Crescent Street (which takes part of the site as an SP2 zone). Generally buildings are further set back and ground floor apartments do not need to face the street.

Woodville Road
The site is set back considerably from the Woodville Road interface due to a requirement from TfNSW. A generous 20m minimum setback is provided from the existing road reserve, which includes a footpath. Current preliminary plans for a flyover have been obtained which show this potentially reducing to a 15m setback (see diagram adjacent).

As there may be further changes here in the future the reference design has been cautious on this interface to encourage alternative pedestrian access and minimise the use of this frontage for apartment amenity. Where apartments do have a frontage to this setback they are generally provided an alternative as a place for primary windows and balconies and would only use this frontage non-habitable rooms.

This design approach is consistent with the draft 'development near rail corridors and busy roads' guideline. Air quality and noise assessments have been prepared and formed part of the original submission and demonstrated an appropriate development outcome, with recommendations to be incorporated at the detailed DA stage.

Interface with industrial development (20 Crescent Street)

Building separation proposed is consistent with the Apartment Design Guide accompanying SEPP 65 and with good urban design practice. Any apartment that faces this direction provides a significant setback (approximately 30m) that provide significantly increased visual privacy from the ADG standards (18m minimum up to 8 storeys) and almost all apartments face out rather than towards this boundary.

Proposed relationship to western boundary (Option 1)

Legend

- High level or translucent windows only - not used as primary aspect for apartment
- Primary aspect for apartments

Overlay with TfNSW Plans 2021
A 15m separation is provided from the footpath to the design in this scenario

20 Crescent Street (from Crescent St)

Panoramic photograph of existing western boundary of site (towards 20 Crescent St)

Address and access

Street block size and internal connectivity

Internally, the proposal provides short street blocks of typically under 60m in both directions, which is a fine grain grid for pedestrian permeability. Setbacks also provide for generous connections around the development.

External connections and access to sportsground
The proposal has been designed to enhance connectivity in the local community. It is proposed that there will be two new pedestrian bridged connections across A'Beckett's Creek to the Holroyd Sportsground.

Street address of buildings
The design of street frontages will not be set until a DA stage however the blocks provide ample opportunity for good 'front doors' to all dwellings.

As Woodville Road is a busy road, Buildings fronting this can be provided alternative entries towards other spaces (facing north/west and south) where setbacks from streets allow buffering from noise and amenity issues as residents use these entries.

Buildings in the western half of the site are intended to face primarily to the north across the park as the ability for cars to stop along Crescent Street is limited.

Ground floor plan indicating street block size and proposed bridged links to Holroyd Sports Ground

Potential for ground retail and commercial use

An indicative reference for Option 1 and 2 is shown adjacent. This includes:

- A new east-west public link through the podium with pedestrian connection to Woodville Road crossing.
- A new 1,500sqm (GFA) Supermarket located along the eastern boundary with frontage to Woodville Road
- Retail uses fronting the central open space with the opportunity to extend outdoor dining onto the plaza.
- Approximately 2,500sqm (GFA) of retail uses, including a 1,500sqm (GFA) supermarket.
- Approximately 2,400sqm (GFA) of commercial uses at ground level

Key to the design outcome is utilising a side of the largest use (supermarket) to provide some frontage and activation to the Woodville Road setback whilst not encouraging this as a primary street frontage for access.

Typical Ground Level Plan

Key Design Drivers

This chapter collates discussion on key design drivers developed throughout the project. It includes feedback in response to design comments provided by Cumberland Council (24 September 2020) and City of Parramatta Council (14 September 2020).

The key features of the masterplan are as follows:

- A major new publicly accessible open space for Holroyd, with the amount of open space on site significantly exceeding that of other developments within Sydney. This will be connected to and integrated with the existing Holroyd Sportsground.
- Excellent pedestrian and cycle connections.
- Maximum building frontage to open space areas.
- Well separated residential built form with proposed building heights from 8 to 28 storeys.
- Building forms enjoy northerly aspect with views across open space and the Holroyd Sportsground.
- Ground level and podium commercial and retail uses.
- Good vehicle access and circulation.
- On and off-site overshadowing impacts minimised through design.
- Appropriate interface with adjoining uses on the western boundary.

Note: As this type of development has not been anticipated under current controls, generally the proposal has set key responses on urban design best practice rather than describing compliance with existing controls of the Holroyd Development Control Plan 2013 (HDCP).

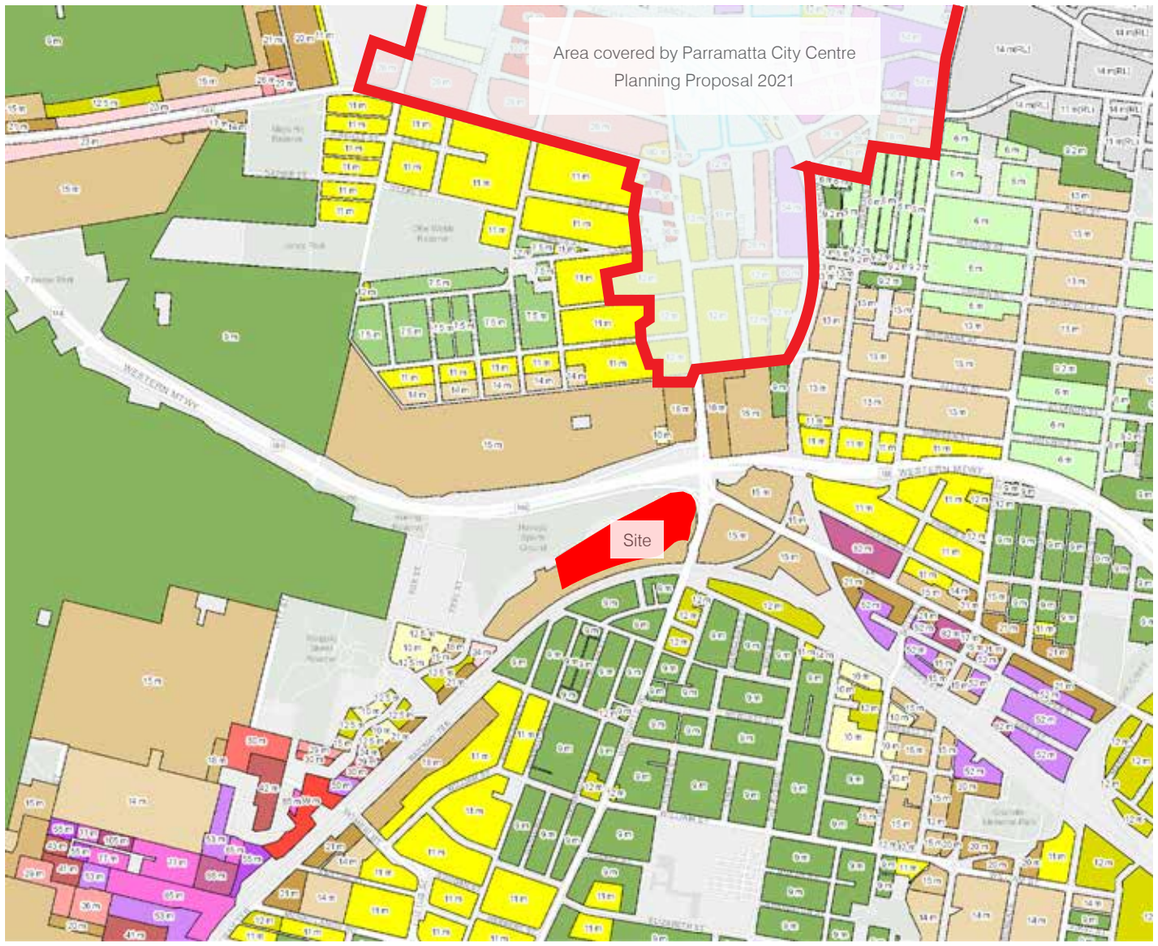
Height, density and alignment with the PRCUTS

Much work has been completed through the project prior to achieving gateway in discussing strategically appropriate density.

In summary, the proposal is a step change in density for its immediate neighbours however is strongly in keeping with a strategically accepted context of change across Parramatta, Granville and Merrylands. The maximum building heights proposed are similar to the edges of Parramatta CBD two blocks to the north (100m at this location under the Parramatta CBD Planning Proposal) as well as Granville two blocks to the east (up to 82m) and Merrylands to the southwest (up to 105m). This scale ensures an appropriate marker building on the key location at the meeting of Church Street, Parramatta Road and Woodville Road.

However the density of development is much lower than that proposed in any of those locations (10:1 proposed in Parramatta CBD two street blocks from the site, up to 6:1 in Granville and 8.5:1 in Merrylands), reflecting the focus on parkland amenity for the site.

In considering the application of guidance in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) it should be noted that this site-specific Planning Proposal was initiated prior to the adoption of the PRCUTS and has received an endorsement to proceed through the issuing of a Gateway Determination on its site-specific merits. The site was not included in the draft PRCUTS at this time.



Building heights map (NSW ePlanning Spatial viewer, with site and Parramatta City Centre LEP annotated

Podium/tower typology and street wall heights

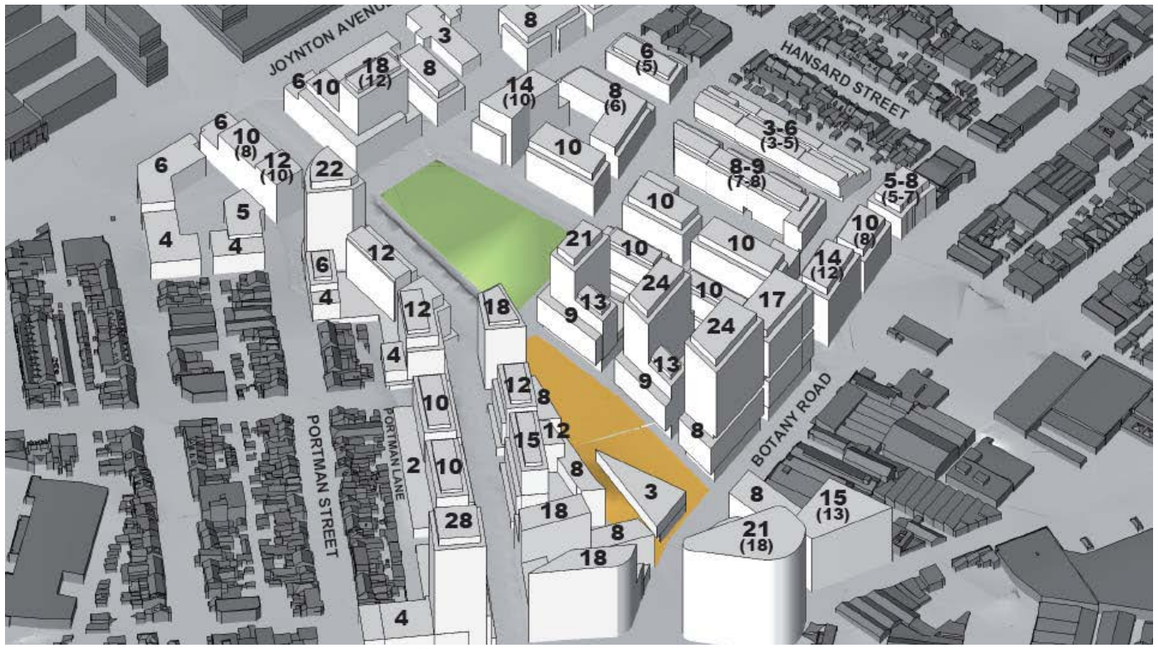
Podium-tower typology
The buildings have been designed in a podium and tower typology. This is a widely endorsed urban design typology for buildings at this scale which has been adopted at a wide range of locations including Green Square and Waterloo/Zetland (see images adjacent). The design is also consistent with how this typology is described in the Apartment Design Guide accompanying SEPP 65 (p170).

Street wall height
A street wall height of 8 storeys has been applied across the proposal. This scale is a similar to other leading developments in Sydney such as at Green Square (see images adjacent).

The height of street walls should relate to the scale of the space in front of them. The street walls in the proposal face out to large spaces - there is approximately 130m of open space between the north facing apartments and the Western Motorway. An eight storey street wall helps activate, overlook and provide passive surveillance across this sizable space. For this reason the street wall heights proposed are on the upper end of what Architectus would typically propose for new development (around 4-8 storeys).

The Holroyd Gardens development nearby which was approved by Council also includes street facing buildings of 6 storeys, which sets a local precedent.

Slender towers
Architectus has undertaken significant work on tower slenderness for visual impact and amenity purposes. The taller towers shown in the reference design are a maximum of 35m in length which will be a leading outcome in Sydney. They are also well separated from neighbours.



Approved heights in storeys, Green Square Town Centre


881-891 South Dowling Street, Waterloo


Victoria Square North - an example of a marker tower in a similar location

URBIS

ATTACHMENT 2 – ACTIVE TRANSPORT ASSESSMENT

URBIS

ACTIVE TRANSPORT ASSESSMENT

1 Crescent Street, Holroyd

Prepared for Tiberius (Holroyd) Pty Ltd
April 2021

This report is dated April 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Tiberius (Holroyd) Pty Ltd (Instructing Party) for the purpose of an Active Transport Assessment of 1 Crescent Street, Holroyd (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events including wars, civil unrest, economic disruption, financial market disruption, business cycles, industrial disputes, labour difficulties, political action and changes of government or law, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.

Urbis staff responsible for this report were:

Director	Graham McCabe
Associate Director	Alison Lee
Consultant	Lucas Biurra-Hoy

Project code	P0021657
Report number	Final (V0.2)

CONTENTS

EXECUTIVE SUMMARY

This report has been prepared by Urbis to assess the active transport credentials of the site at 1 Crescent Street, Holroyd. The site has previously been deemed by TfNSW to likely result in a car-oriented development for those living and visiting. Specifically, TfNSW has commented that:

- The public transport assessment has not provided details on how to improve pedestrian connectivity … to encourage mode shift;
- The closest bus stop is 650 m from the development, a distance that will be a disincentive for bus use; and
- Pedestrian priority and amenity is poor surrounding the development, with most of the footpaths being narrow and directly next to high volume traffic, with no protection and lack of pedestrian priority at crossings.

The comments received from TfNSW warranted further analysis to be undertaken.

The analysis contained in this report includes findings from the following assessments:

- The TfNSW's Integrated Public Transport Service Planning Guidelines;
- Route analysis to public transport stops/stations;
- 30-minute city analysis to major destinations such as shopping, work, education and recreation;
- Assessment of cycling propensity factors; and
- Priority active transport improvements that would enhance the infrastructure provision to key destinations.

The report shows that the site complies with relevant guidelines, is well served by active transport infrastructure and could further benefit from a suite of priority infrastructure improvements to solidify the strong active transport offering to the site.

Key findings

1. Key Finding: **The site is accessible to bus stops and train stations in line with TfNSW's Integrated Public Transport Service Planning Guidelines.**
2. Key Finding: **The site is a 750 m walk/cycle to Harris Park Station.**
3. Key Finding: **A preferred route, from the site entrance to Harris Park Station is around a 750 m walk/cycle.**
4. Key Finding: **The site is close to a key north/south off-road cycling route and a key east/west off-road cycling route.**
5. Key Finding: **The development has many of the key indicators for high cycling propensity**
6. Key Finding: **Being located close to the M4, Western Motorway is not a precursor to low cycling propensity and the motorway has a parallel walking and cycling network to support active transport.**
7. Key Finding: **Some active transport infrastructure improvements could enhance the (already strong) connections to key destinations.**

17 MIN / 0.75 KM

Walk to the nearest train station

1.6 KM

The average walk to public transport in Cumberland/ Parramatta LGAs

3 BUS STOPS

Within 400 m walk that provide regular services to Parramatta

1.9 KM

The average distance of 'walk-only' trips (such as to work, shops) in Cumberland/ Parramatta LGAs

30-MIN CITY

The site is within 30 minutes walk of key destinations such as parks, recreation, libraries, education and jobs

~$1.1 M

Cost of priority improvements to walking and cycling network to be upgraded over time

01

ASSESSMENT OF WALKING/CYCLING ACCESS TO PUBLIC TRANSPORT

HOW HAS THIS PUBLIC TRANSPORT ACCESSIBILITY ASSESSMENT BEEN DONE?

The assessment of access to public transport from the site has involved three activities:

- An assessment of the site has been undertaken against TfNSW's Integrated Public Transport Service Planning Guidelines. These guidelines have been established to guide the development of public transport services to align with customer demands and ensure people can walk a reasonable distance to public transport services.
- In recognition of the different distances people actually walk to access public transport across different urban areas, analysis of Household Travel Survey data was undertaken to determine the actual average trip length of people living in Cumberland and Parramatta LGAs to get to public transport and other trips.
- Route planning was undertaken to show a preferred route to access Harris Park Station.

THE DEVELOPMENT COMPLIES WITH TFNSW PUBLIC TRANSPORT ACCESS GUIDELINES

TfNSW's Integrated Public Transport Service Planning Guidelines indicate that the development should be within 400 m (as the crow flies) from its nearest bus stop and 800 m (as the crow flies) from a train station (Figures 1.1 and 1.2).

The development location at 1 Crescent Street Holroyd complies with both these guidelines (Figures 1.3).

FIGURE 1.1: INTEGRATED PUBLIC TRANSPORT SERVICE PLANNING – SERVICE COVERAGE GUIDELINES

Integrated Public Transport Service Planning - Service Coverage Guidelines	
Weekday	90% of households to be within 400 metres (as the crow flies) of a bus stop, ferry wharf, light rail station or train station between the hours of 06:00 – 22:00.
Saturday	90% of households to be within 400 metres (as the crow flies) of a bus stop, ferry wharf, light rail station or train station between the hours of 09:00 – 18:00.
Sunday and Public Holiday	90% of households to be within 800 metres (as the crow flies) of a bus stop, ferry wharf, light rail station or train station between the hours of 09:00 – 18:00.

FIGURE 1.2 : INTEGRATED PUBLIC TRANSPORT SERVICE PLANNING – SERVICE COVERAGE GUIDELINES

Integrated Public Transport Service Planning - Service Catchment Areas		
Strategic Transit Network	**Service Type Attribute**	**Description**
Mass	Rapid, express and all-stop services. Focus on train services. Limited bus services on strategic corridors.	Walking catchment is generally within 800 metres (as the crow flies) of the station for train services. Access to the catchment widens with travel by public transport services or by car or bicycle.

FIGURE 1.3: AS THE CROW FLIES DISTANCE TO PUBLIC TRANSPORT

THE AVERAGE WALKING TRIP TO PUBLIC TRANSPORT IN CUMBERLAND/PARRAMATTA LGAS IS 1.6 KM

The average walk-only trip in the Cumberland and Parramatta LGAs is 1.9 km. Linked walking trips, which include trips where people are walking to a public transport node such as a train station or a bus stop and continuing to their destination by that other mode, have an average distance of 1.6 km.

FIGURE 1.4: AVERAGE DISTANCE BY OF WALKING TRIPS FOR RESIDENTS OF CUMBERLAND LGA AND PARAMATTA LGA

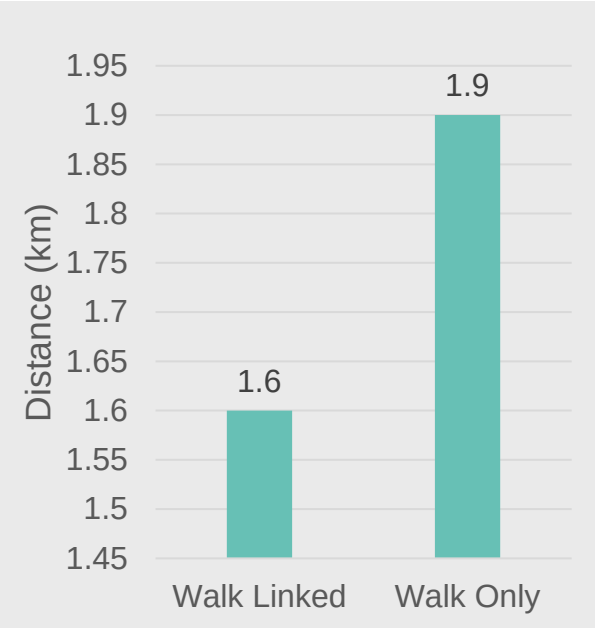
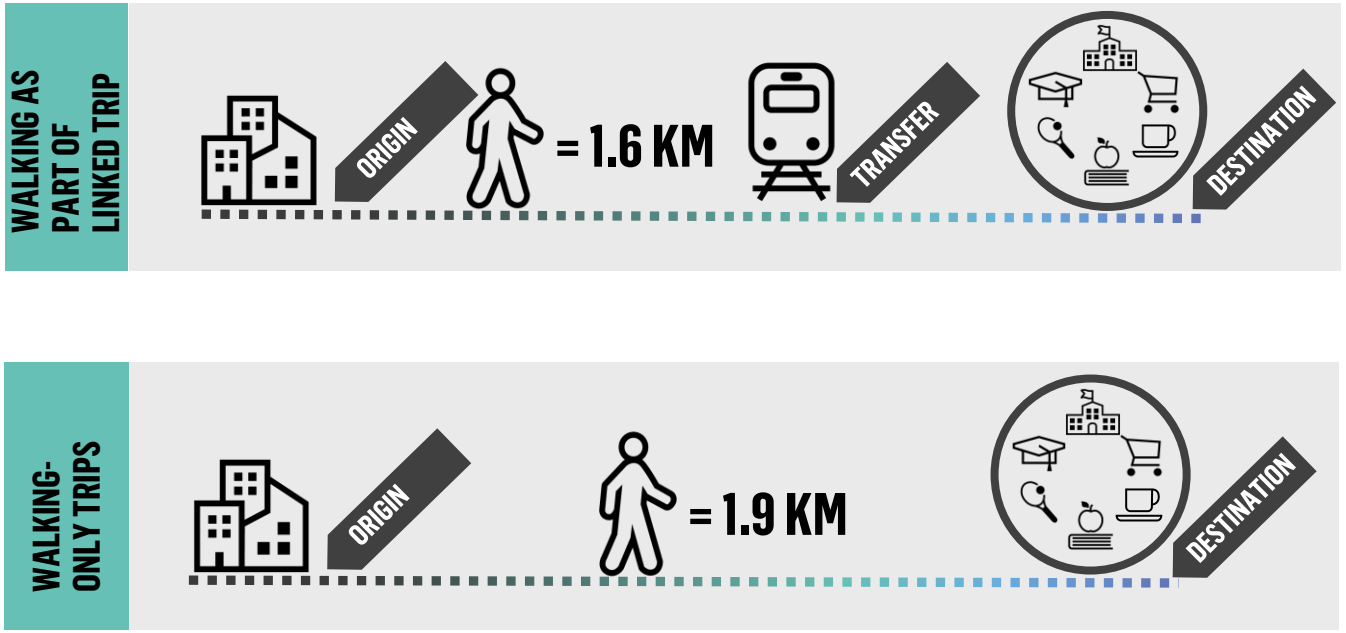


FIGURE 1.5: HOW FAR DO RESIDENTS WALK IN CUMBERLAND LGA AND PARAMATTA LGA?



Source: Urbis analysis of TfNSW, Household Travel Survey data 2016-2019, for Cumberland and Parramatta LGA

THE SITE IS A 750 M WALK OR RIDE TO THE TRAIN STATION

PEDSHED ANALYSIS – FROM SITE BOUNDARY USING PREFERRED ROUTES

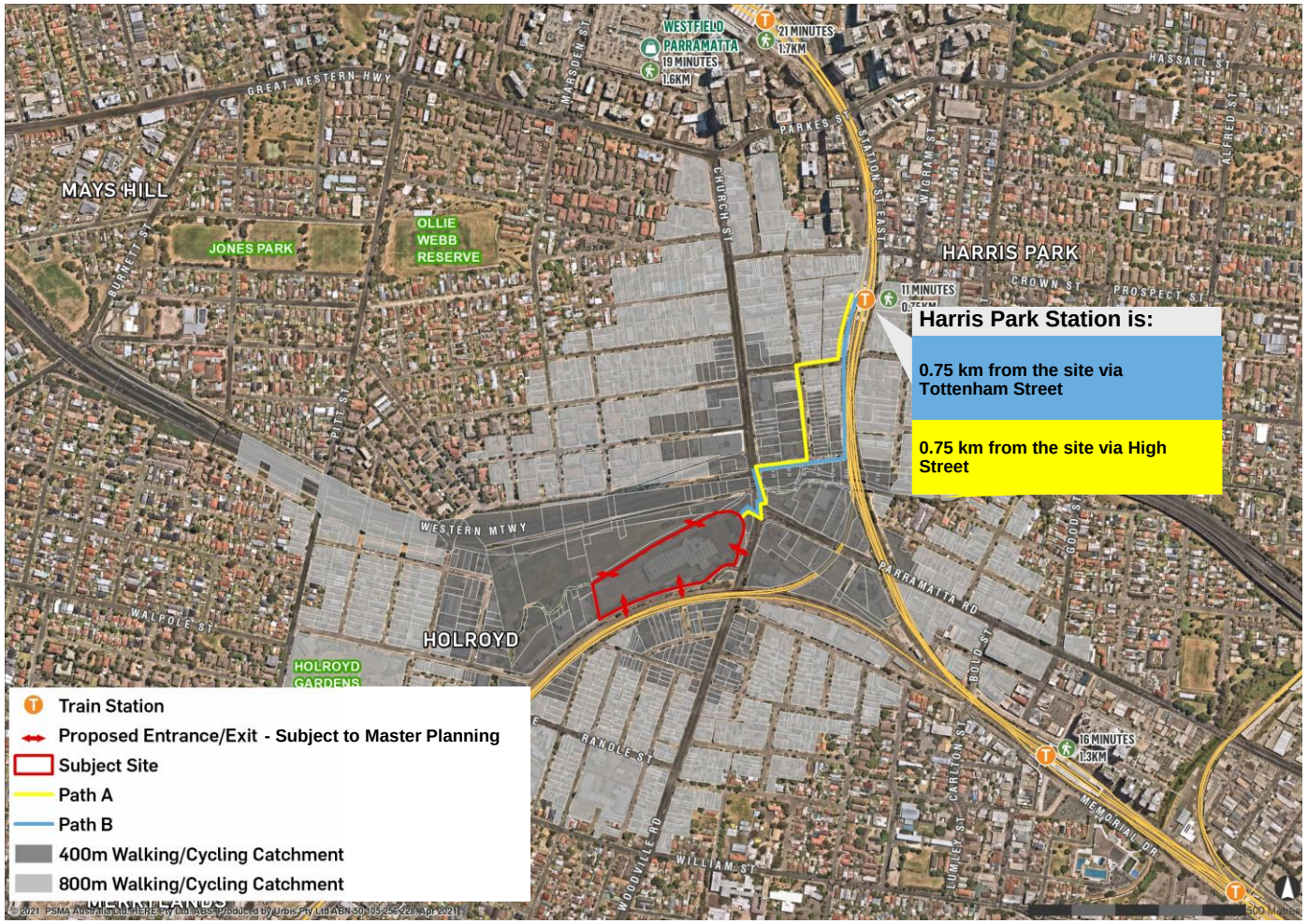
A series of likely walking/cycling routes to the train station have been developed from the North East corner of the site (Table 1.1). This analysis shows that the routes (Routes A and B) to the Harris Park Station are both 750 m in length. Both routes involve three sets of traffic lights in crossing Woodville Road/Church Street and Parramatta Road. These routes are a similar walking distance as Parramatta Station to the Parramatta River.

Route B is considered preferable due to High Street having a higher amenity to Tottenham Street (Route A).

TABLE 1.1: WALKING/CYCLING ROUTES, DISTANCE AND DURATION

	Route A	Route B
Distance	750 m	750 m
Traffic Lights	3	3
Travel Duration (Walk + Wait at Traffic Lights)	17 mins	17 mins

FIGURE 1.6: PEDSHED ANALYSIS OF ACCESS TO TRAIN STATION



Note: Presumes traffic lights cause a 30 second wait time and average walk speed of 5 km/h

THE DEVELOPMENT IS AROUND AN 850 M WALK OR RIDE TO THE TRAIN STATION

PEDSHED ANALYSIS – FROM ENTRANCE/EXIT AND USING PREFERRED ROUTES

Based on indicative site entrance/exit points of the masterplan concept, a series of likely walking/cycling routes to the train station have been developed. This also considers the time of day and amenity (Table 1.2).

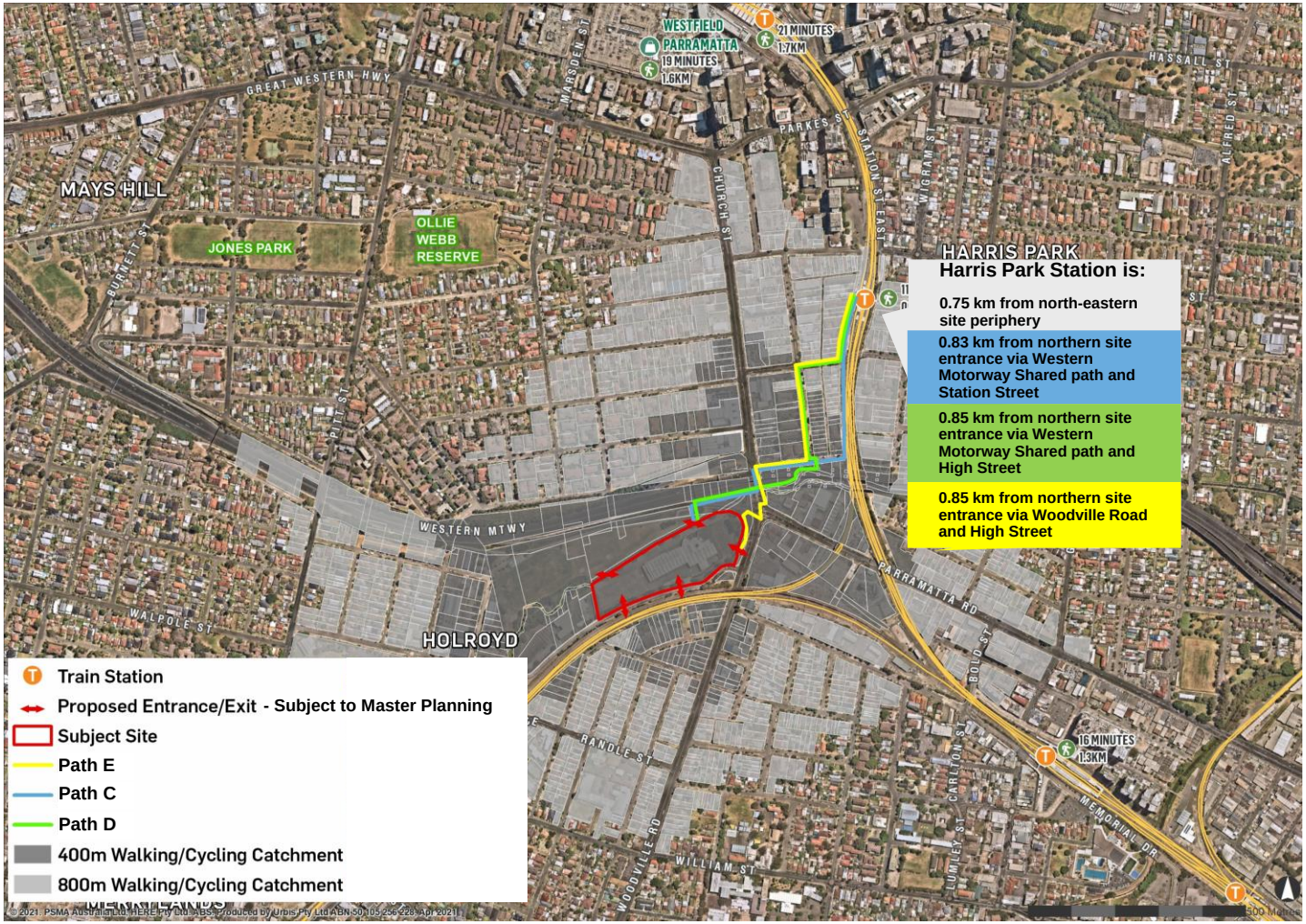
This analysis shows that the routes (Routes C, D and E) to the Harris Park Station are all around 850 m in length. Route E takes the longest time as there are three sets of traffic lights involved in crossing Woodville Road/Church Street and Parramatta Road.

Whilst Route C is the shortest distance and travel duration route D is considered preferable due to High Street being a higher amenity to Tottenham Street (Route C). Route E may be better from a CPTED perspective.

TABLE 1.2: WALKING/CYCLING ROUTES, DISTANCE AND DURATION

	Route C	Route D	Route E
Distance	830 m	850 m	850 m
Traffic Lights	0	0	3
Travel Duration (Walk + Wait at Traffic Lights)	19 mins	20 mins	21 mins
		PREFERRED	PREFERRED NIGHT

FIGURE 1.7: PEDSHED ANALYSIS OF ACCESS TO TRAIN STATION



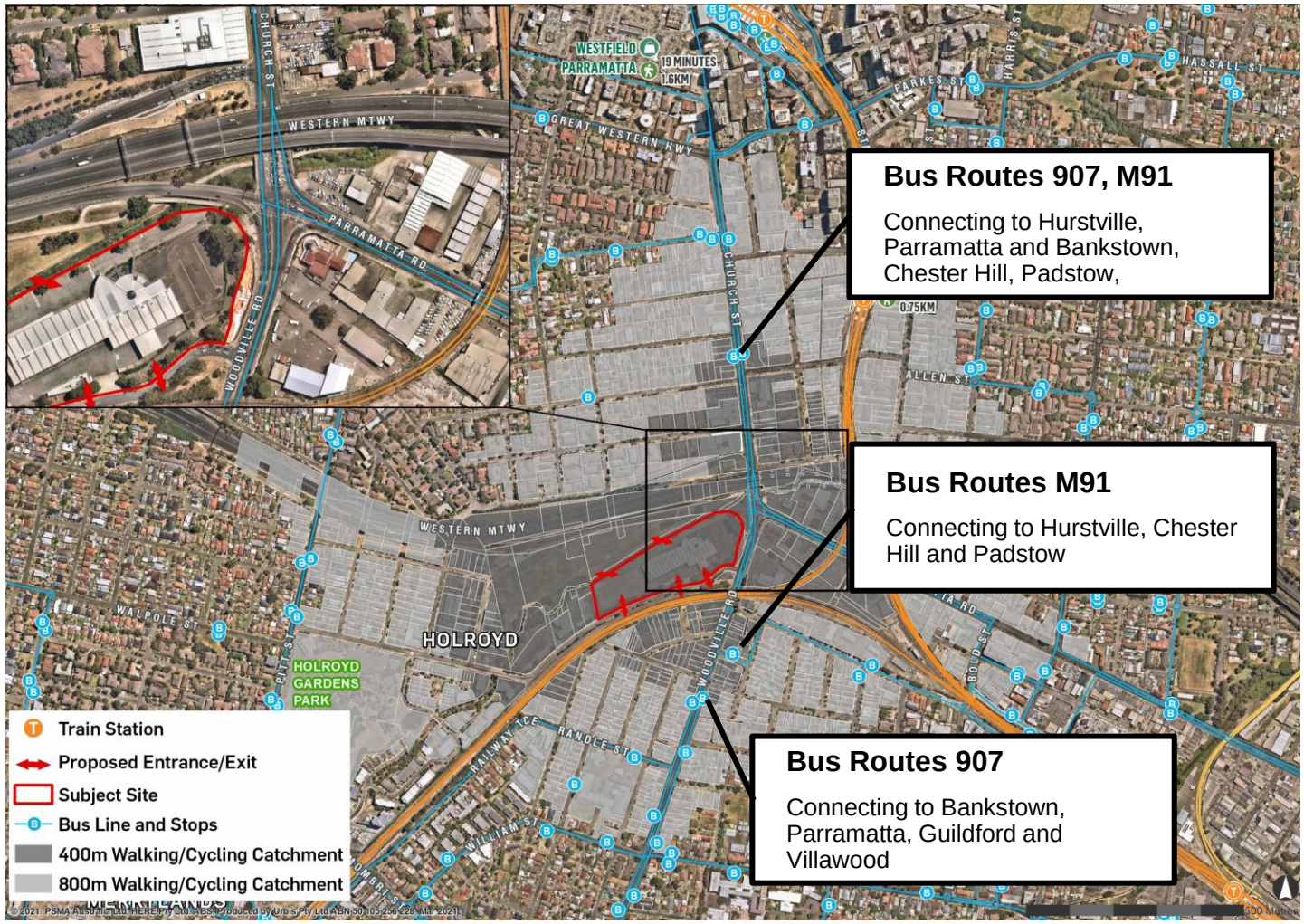
Note: Presumes traffic lights cause a 30 second wait time and average walk speed of 5 km/h

THE DEVELOPMENT HAS THREE BUS ROUTES WITHIN A 400 M WALK OR RIDE

The site is connected within 400 m to a number of bus routes on Woodville Road/Church Street and Halsall Street. These bus stops have buses connecting to:

- Hurstville
- Parramatta
- Bankstown
- Chester Hill
- Padstow
- Guildford
- Villawood

FIGURE 1.8: PEDSHED ANALYSIS OF ACCESS TO BUS STATION/STOP



02

30-MINUTE CITY ANALYSIS

WHAT IS THE 30 MINUTE CITY ANALYSIS?

The 30-minute city analysis is an indicator that has been established by the Greater Sydney Commission. Its purpose is to measure the 'proportion of residents able to reach their nearest metropolitan centre/cluster or strategic centre using public transport and/or walking within 30 minutes'.

The figure to the right shows that 67% of dwellings in the Western City District are within a 30- minute walk, cycle or public transport trip to a metropolitan centre or cluster. The site in question sits within the Western City District and Parramatta is its nearest Metropolitan Centre. The following pages show it is a highly accessible location within a 30-minute walk (as a child or adult), bike ride, e-bike ride or public transport journey not just to the nearest metropolitan city (Parramatta) but also to other key destinations.

The 30-minute city analysis undertaken for this project shows the preferred locations used by people in the surrounding area for the following trips purposes:

- Parks;
- Recreation Centres and Libraries;
- Shopping Centres;
- Education (Primary, Secondary, Tertiary)

The analysis has been undertaken using mobile phone data for residents in the area immediately surrounding the site as a proxy for likely trip patterns for future residents of 1 Crescent Street, Holroyd. The trips purposes have been mapped in relation to the catchment analysis using sustainable transport modes.

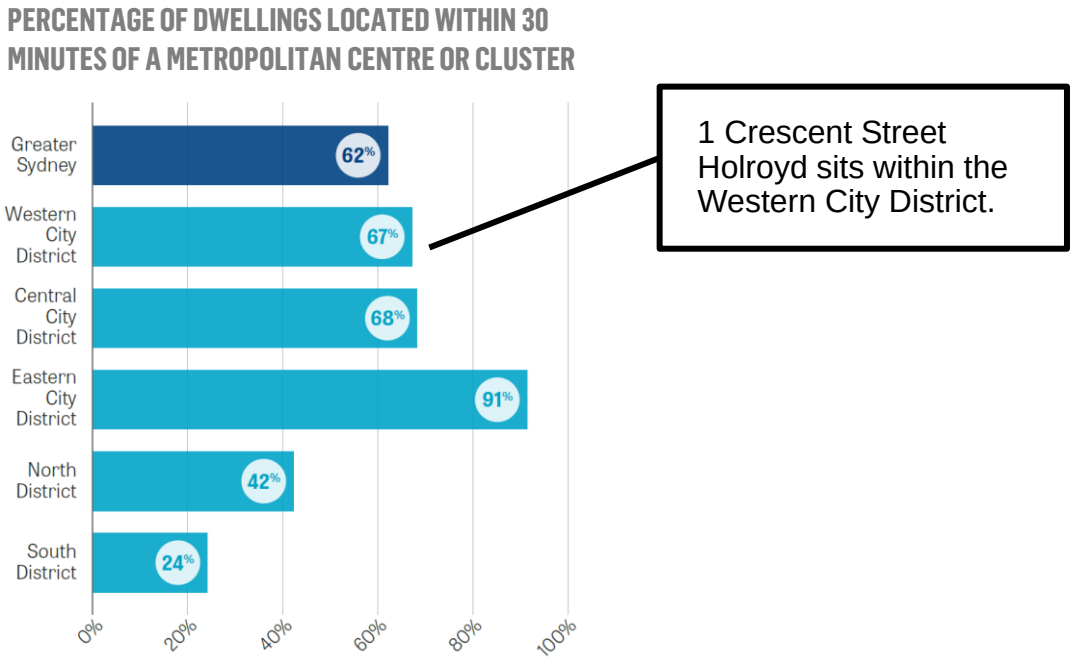


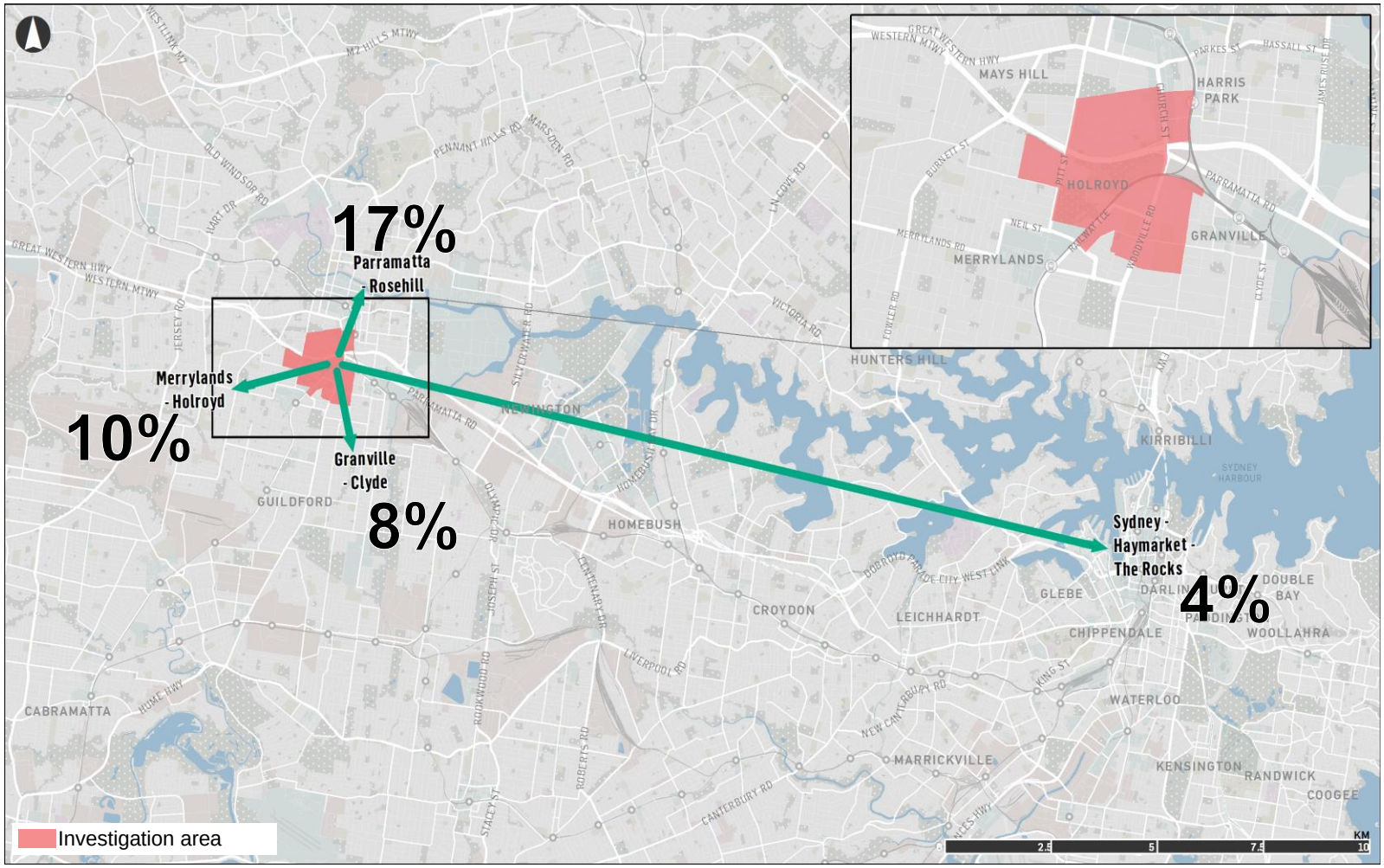
Image Source: Greater Sydney Commission

35% OF NEARBY RESIDENTS HAVE HIGHLY LOCALISED JOBS IN THE SUBURBS AROUND HOLROYD

The map on the right illustrates the top common daytime location of the catchment residents.

The map shows that there is a highly localised workforce (Parramatta/Rosehill, Merrylands/Holroyd and Granville/Clyde) comprising 35% of the workforce being within the suburbs immediately surrounding the site. This matters as it suggests that these are location which can be easily accessed using sustainable transport modes if the infrastructure and services support walking, cycling and public transport use.

COMMON DAYTIME LOCATION OF CATCHMENT RESIDENTS



PARKS

Parks

The map on the right illustrates parks within 5km radius of the subject site and the 30 minutes travel time catchments we have defined for the following:

- Children;
- Adults;
- Cycling;
- E-bike;
- Public Transit.

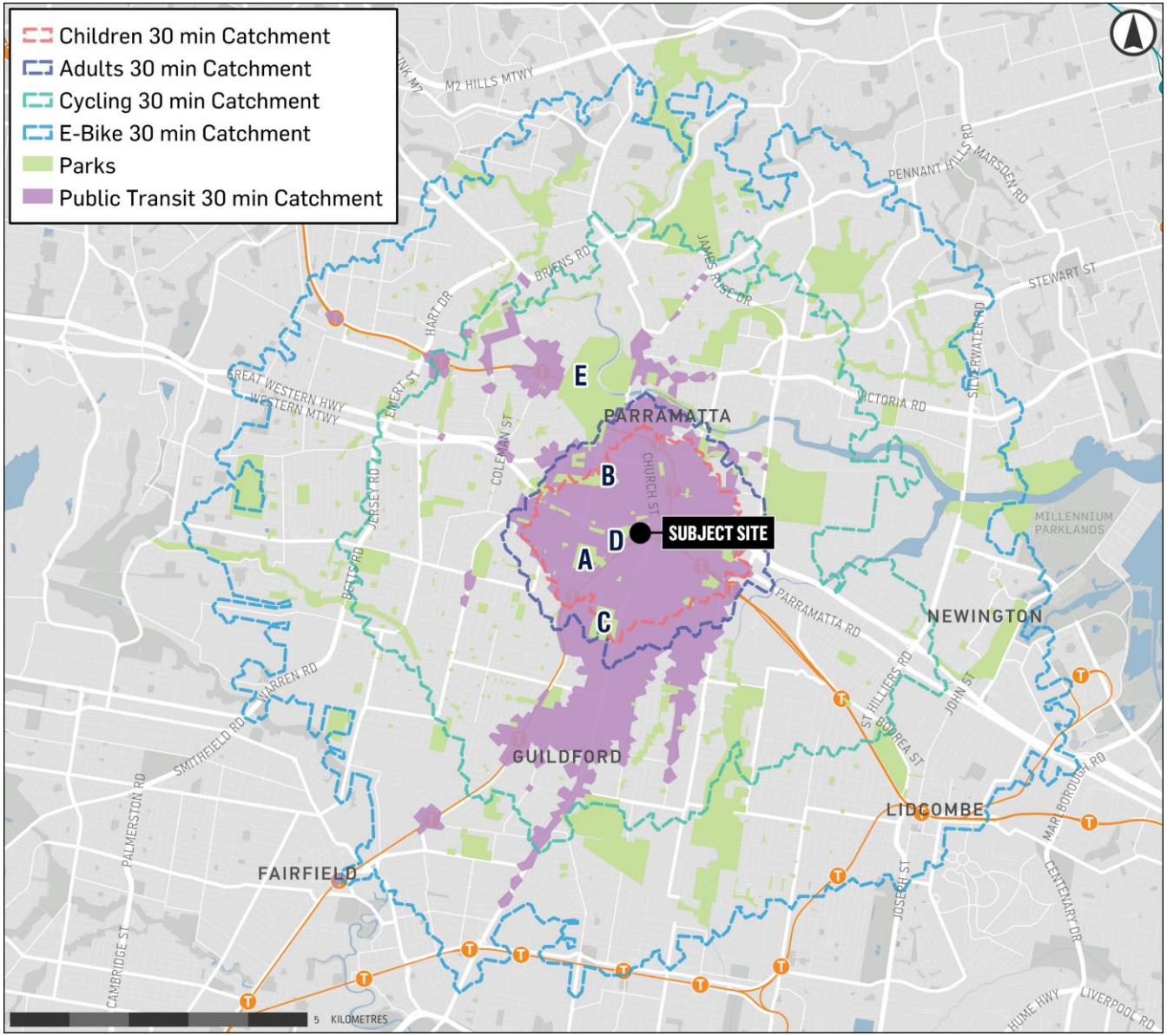
The top 4 visited parks are located within the 30 minutes children walking catchment. This indicates that residents are more likely to visit parks within a relatively short distance from their place of residence.

Parramatta Park, as a regional park, also indexes highly with catchment residents.

TOP 5 MOST FREQUENTED PARKS

ID	Name	Share that visited
A	Holroyd Gardens Park	20.7%
B	Ollie Webb Reserve	12.5%
C	Granville Park	11.5%
D	Holroyd Sportsground	10.6%
E	Parramatta Park	10.0%

TOP 5 MOST FREQUENTED PARKS AND CATCHMENT ANALYSIS



RECREATION & LIBRARY

Recreation and Library

The map on the right illustrates the defined recreation facilities and libraries within 5km radius of the subject site and the same 30 minutes travel time catchments.

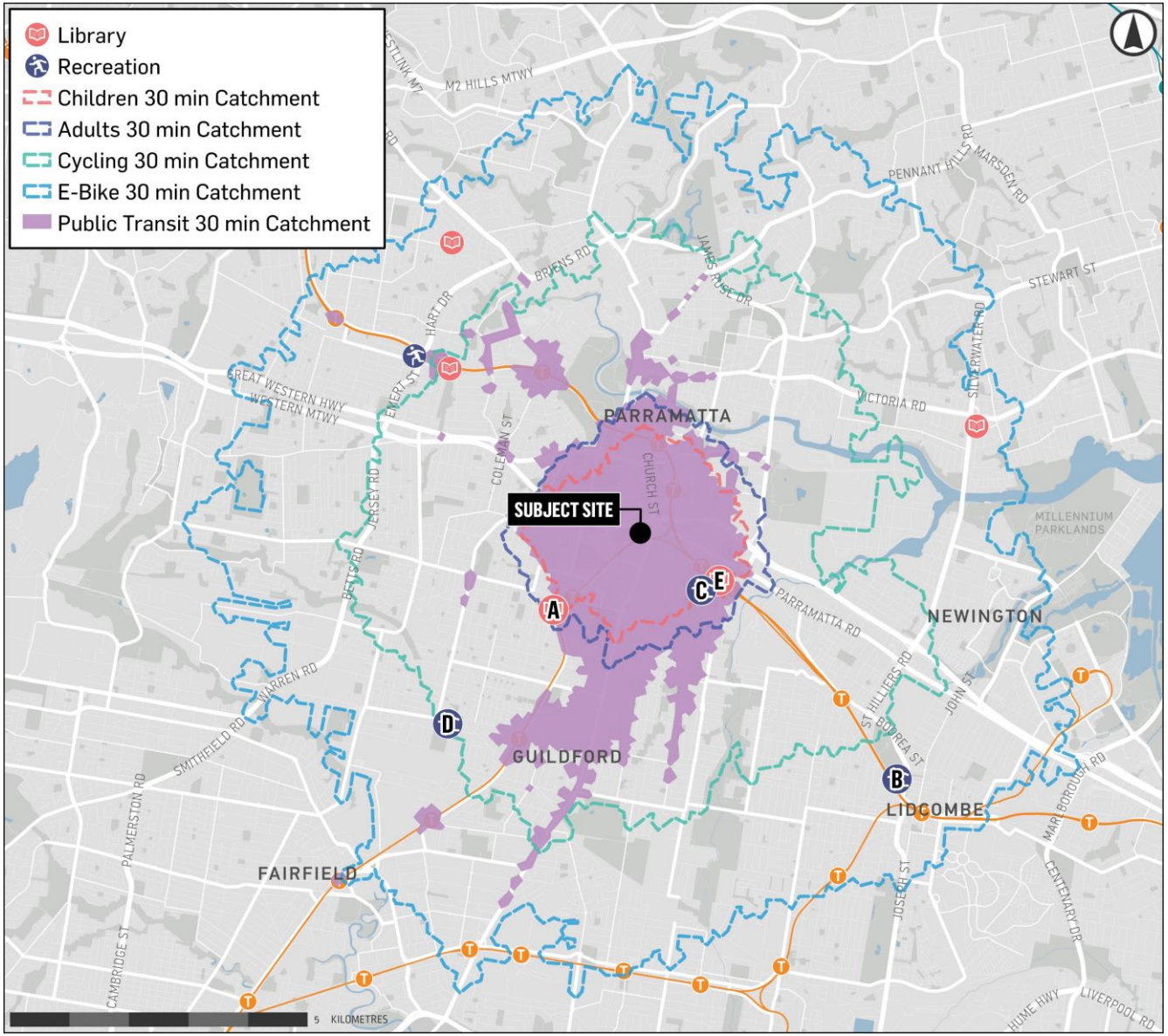
The top 5 recreation and library precincts are listed below and are located within the 30 minutes cycling catchment.

Merrylands Library is observed to capture the largest share of trade area residents, at 2.1%, with the remaining recreation and library precincts attracting less than 1%.

TOP 5 MOST RECREATION CENTRES AND LIBRARIES

	Share that visited
Merrylands Library	2.1%
Auburn Aquatic Centre	0.8%
Granville Swimming Centre	0.7%
Guilford Swimming Centre	0.4%
Granville Library	0.2%

TOP 5 MOST FREQUENTED RECREATION CENTRES AND LIBRARIES AND CATCHMENT ANALYSIS



SHOPPING CENTRES

Shopping Centres

The map on the right illustrates the shopping centres and retail precincts within 5km radius of the subject site and the same 30 minutes travel time catchments.

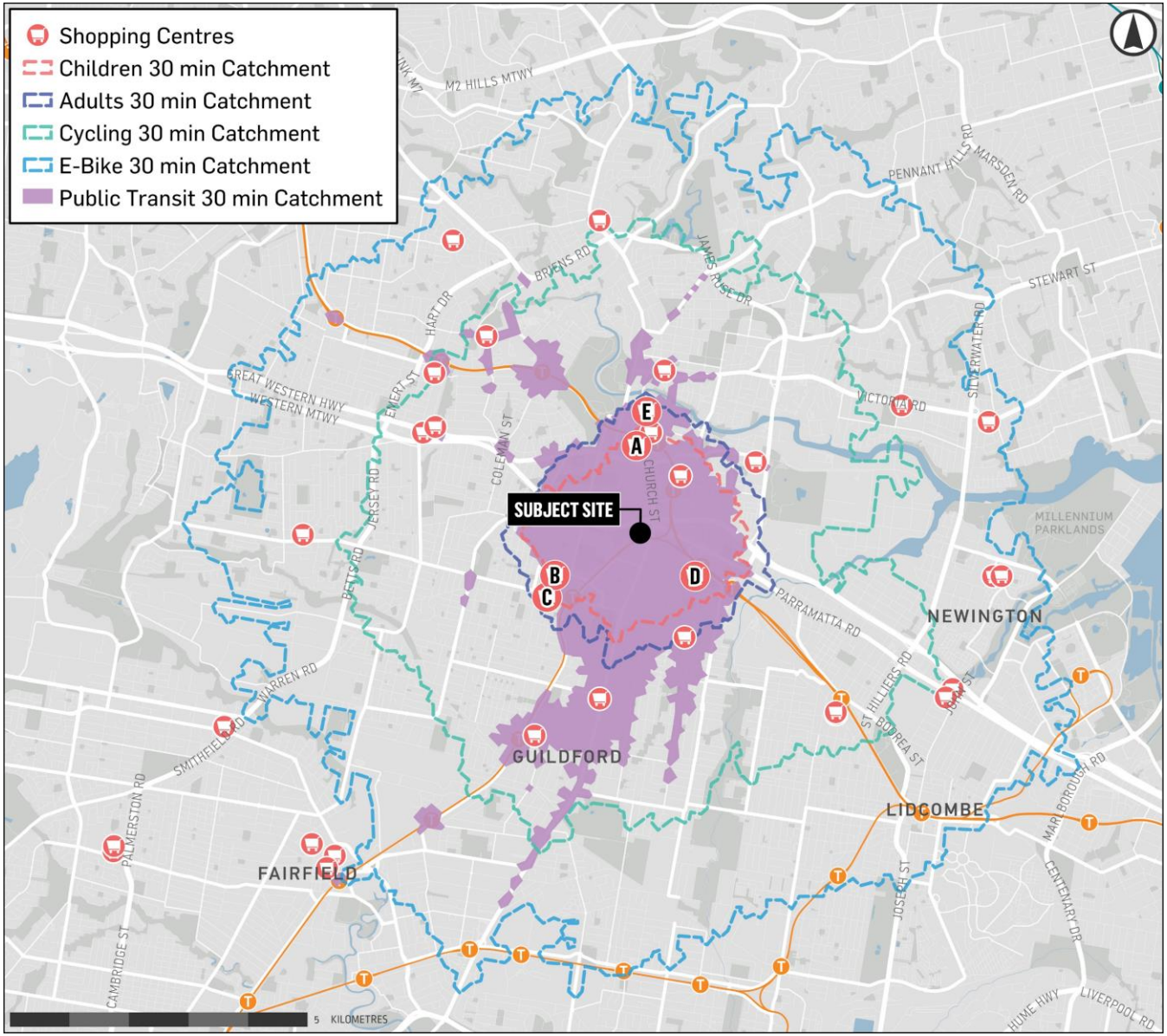
The top 5 shopping centres are located within the 30 minutes adult walking catchment, indicating people's likelihood to visit retail centres within walking distance.

Westfield Parramatta, a super-regional shopping centre, attracts the greatest share of residents at 29%, followed closely by Stockland Merrylands at 27% and the Merrylands retail strip at 25%.

TOP 5 MOST FREQUENTED SHOPPING CENTRES

ID	Name	Share that visited
A	Westfield Parramatta	29.4%
B	Stockland Merrylands	26.8%
C	Merrylands Retail Strip	24.5%
D	Granville Strip	15.9%
E	Parramatta CBD Strip	10.4%

TOP 5 MOST FREQUENTED SHOPPING CENTRES AND CATCHMENT ANALYSIS



PRIMARY EDUCATION

Key Findings

The map on the right illustrates the primary schools within 5km radius of the subject site and the same 30 minutes travel time catchments.

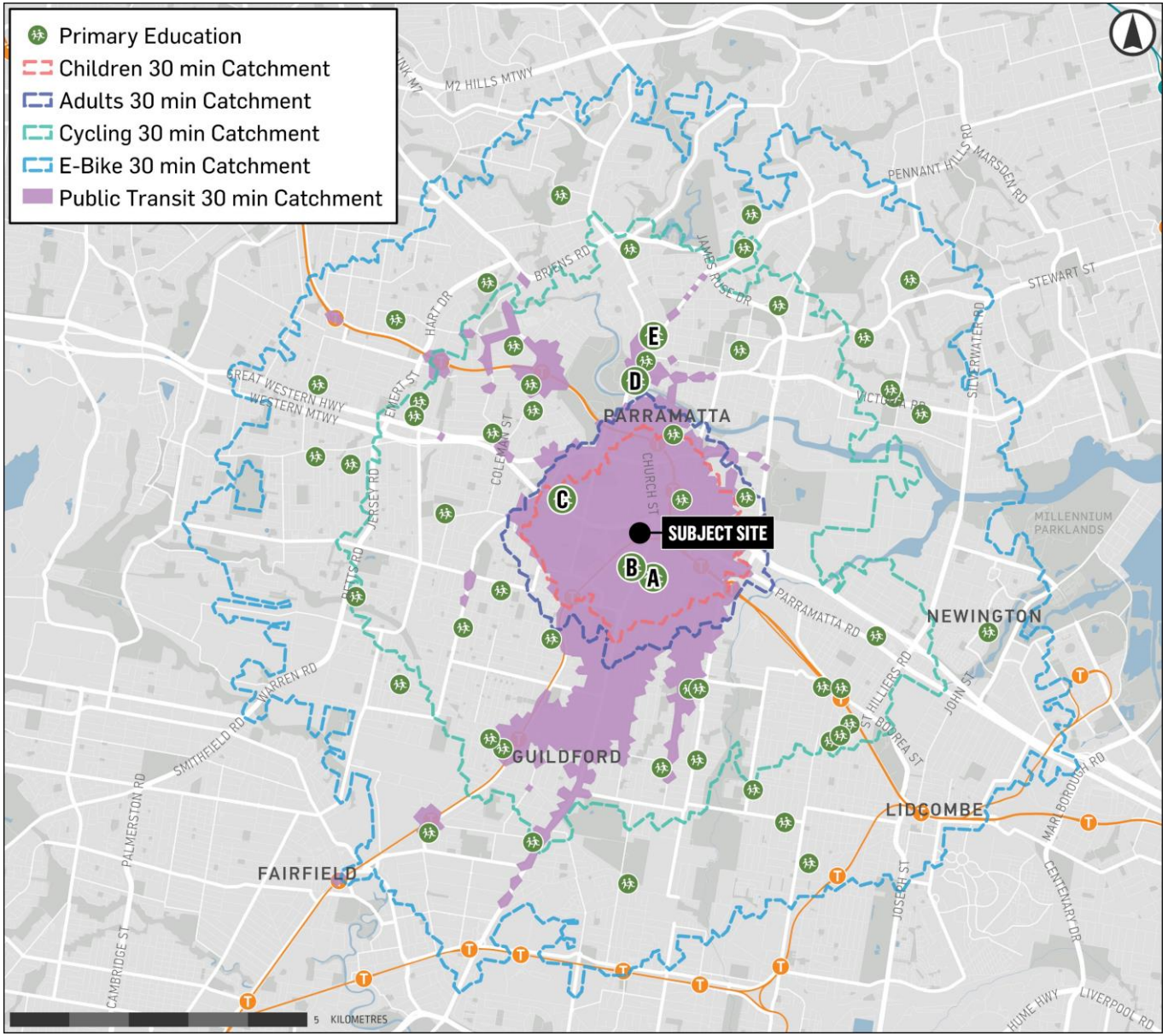
The top 5 primary schools are located within the 30 minutes of public transit travel time. The top 3 are located within children's walking catchment. The Parramatta West Public School is the public school that children residing at the site would be zoned to attend. It is within a 30 minute walking catchment for children.

Local primary schools achieve the highest share of visitation, though it is evident that some people are travelling beyond the immediate area to access particular primary schools.

TOP 5 MOST FREQUENTED PRIMARY SCHOOLS

ID	Name	Share that visited
A	Granville Public School	4.7%
B	Holy Trinity Primary School	3.0%
C	Parramatta West Primary School	2.7%
D	Bayanami Primary School	1.9%
E	Parramatta North Primary School	1.1%

TOP 5 MOST FREQUENTED PRIMARY SCHOOLS AND CATCHMENT ANALYSIS



SECONDARY EDUCATION

Secondary Education

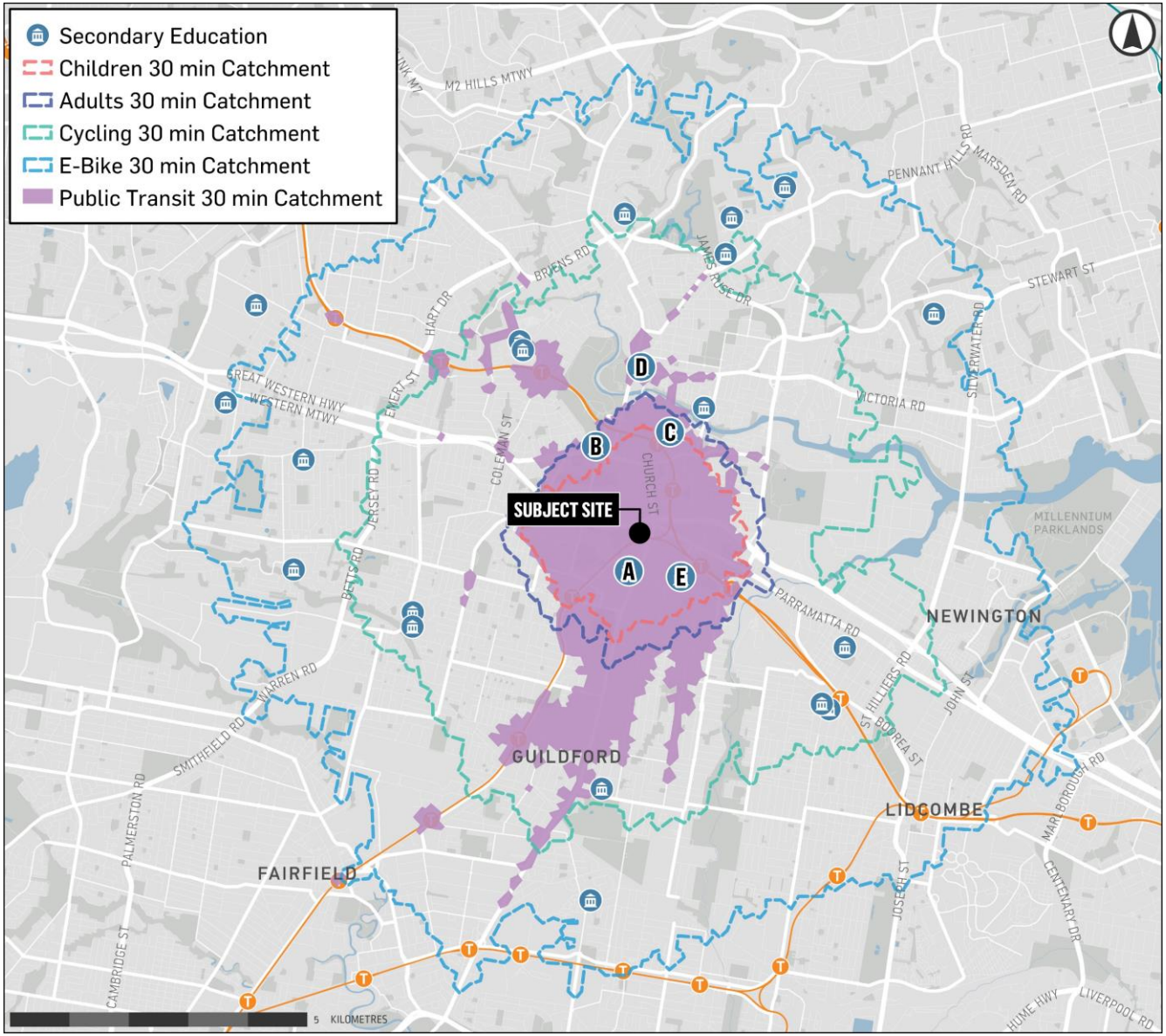
The map on the right illustrates the secondary schools within 5km radius of the subject site and the same 30 minutes travel time catchments.

Similar to primary education, the top visited secondary schools are also located within either walking distance or public transit routes. Arthur Phillip High School is the public school that children residing at the site would be zoned to attend. It is within a 30 minute walking catchment for children or public transport catchment.

TOP 5 MOST FREQUENTED SECONDARY SCHOOLS

ID	Name	Share that visited
A	Delany College	2.5%
B	Parramatta High School	2.0%
C	Arthur Phillip High School	1.9%
D	Our Lady Of Mercy College Parramatta	1.6%
E	Granville Boy High School	1.2%

TOP 5 MOST FREQUENTED SECONDARY SCHOOLS AND CATCHMENT ANALYSIS



TERTIARY EDUCATION

Tertiary Education

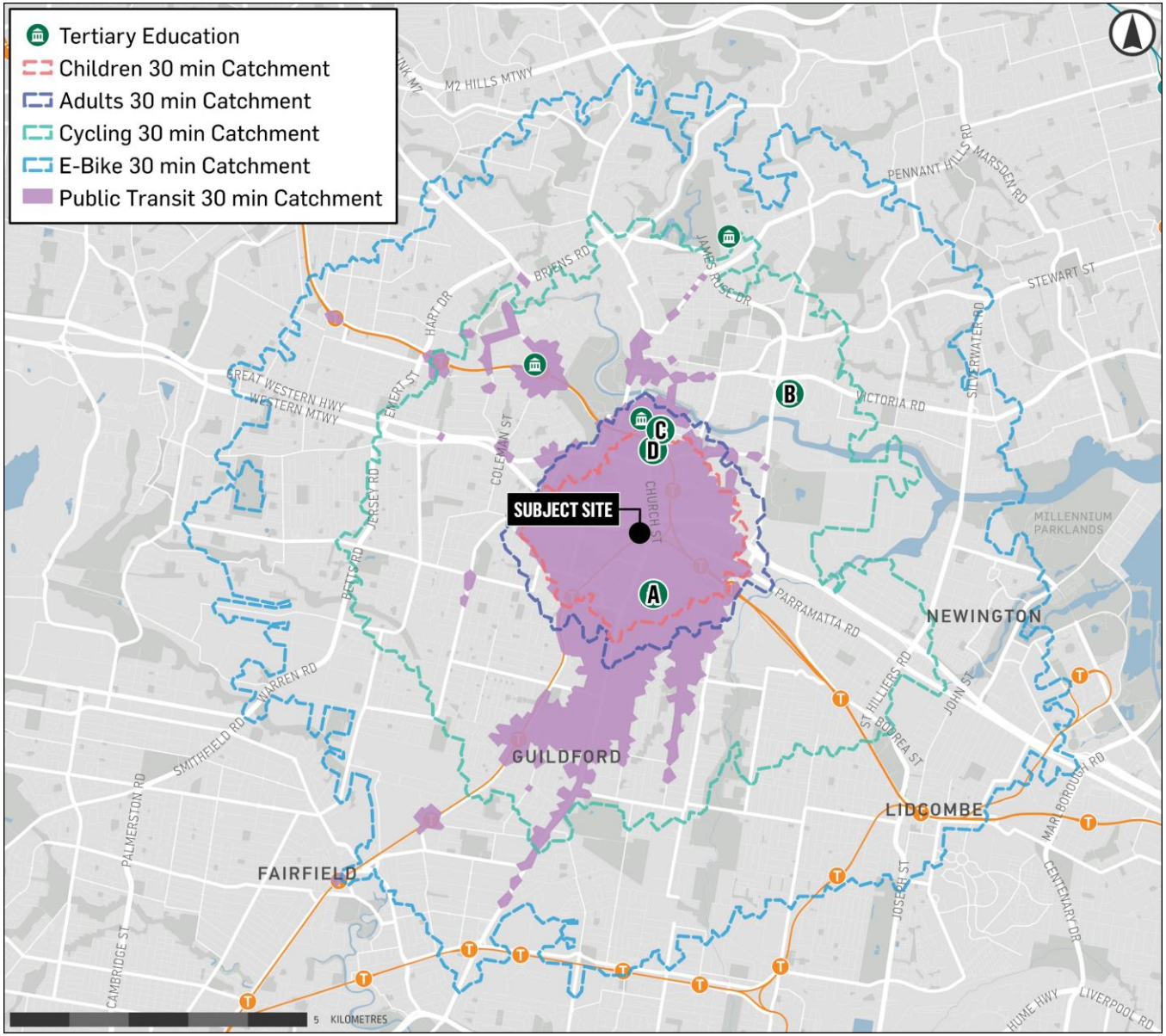
The map on the right illustrates the tertiary schools within 5km radius of the subject site and the same 30 minutes travel time catchments.

The top visited tertiary schools are located within the 30 minutes adult walking catchment with the exception of University of Western Sydney Parramatta Campus that attracts 4.1% of the trade area residents.

TOP 5 MOST FREQUENTED TERTIARY EDUCATION INSTITUTIONS

ID	Name	Share that visited
A	Granville TAFE College	4.8%
B	University Of Western Sydney Parramatta Campus	4.1%
C	Western Sydney University Parramatta Campus	3.1%
D	Swinburne University Of Technology Sydney	1.6%

TOP 5 MOST FREQUENTED TERTIARY EDUCATION INSTITUTIONS AND CATCHMENT ANALYSIS



03

DEMOGRAPHICS OF ACTIVE TRANSPORT USERS

CYCLING PROPENSITY IS A PRODUCT OF LAND USE, DEMOGRAPHICS AND INFRASTRUCTURE

LAND USE AND DEMOGRAPHICS PRECONDITIONS

TfNSW and the Institute for Sensible Transport have developed a bicycle use propensity index. This index determines which areas within NSW have the greatest propensity for the uptake of bike use. Using eight Census variables, the Index offers insights into how latent demand for cycling varies spatially across Sydney. The eight variables are:

1. Residential population density, measured as people per hectare
2. Employment density, measured as number of people working per hectare.
3. Density of young adults, measured as number of people aged 18 - 34 per hectare.
4. Low motor vehicle ownership, measured as number of households with zero or one cars per hectare.
5. Bicycle use – origin, measured as number of people riding to work per hectare, by residential location.
6. Bicycle use – destination, measured as number of people riding to work per hectare, by destination.
7. City-based employment – people who work within the Sydney CBD SA2 per hectare, measured at origin.
8. Short car trips–number of people driving to work between 0 and 5 km per hectare.

Figure 3.1 shows the application of the propensity to cycle tool in and around the subject site.

3.1: PROPENSITY FOR CYCLING

Source: Urbis analysis of TfNSW and the Institute for Sensible Transport, Bicycle Use Propensity Index, 2019

CYCLING PROPENSITY

Will people cycle from 1 Crescent Street Holroyd?

The current industrial land at 1 Crescent Street, Holroyd is currently designated as lower on the spectrum of cycling propensity (refer to Figure 3.1) largely due to its current land use. However, the proposed development, which significantly alters the land use and density of the site, results in several positive takeaways concerning cycling propensity, as follows:

- ✓ There are areas within close proximity which have high cycling propensity.
- ✓ Being located close to the Western Motorway is not a precursor to low cycling propensity.
- ✓ The development measures positively against many of the key variables deemed likely to positively influence people's propensity to cycle (see Table 3.1).

Existing infrastructure

The provision of cycling infrastructure is a significant pre-condition that determines whether people cycle or not. In NSW 25% of people indicate that they are interested in cycling for transport but do not currently do so (National Cycling Survey, 2019, Austroads). Various surveys (refer to Cycling Embassy UK as an example) have been conducted on the reasons people do not cycle for transport. Regardless of geography they generally find that the following issues are paramount to people choosing to not cycle:

- Lack of dedicated cycle lanes; and
- Road safety concerns.

There is nothing inherently different to Holroyd which will stop people from cycling. Concerns regarding dedicated cycling lanes and safety are either addressed in this location with proximity to the off-road route on the Western Motorway, Woodville Road, Railway Terrace, Station Street East and other routes as well as low-traffic routes linking to public transport.

Existing infrastructure, as well as priority improvements to further enhance this as a cycling location are discussed in Section 4 of this report.

TABLE 3.1: PROPENSITY TO CYCLE: ASSESSMENT AGAINST KEY MEASURES

Propensity Measure	Assessment
High population density	✓ The development will be significantly higher density that the surrounding land uses- being a mixture of building heights up to 30 storeys.
High employment density	✓ The development will include 12,755m² Net Lettable Area (NLA) retail and commercial, creating employment for approximately 1,000 full time jobs. The site is also located in close proximity to Parramatta and Merrylands which has higher job density.
Young age of resident	✓ The development will likely be targeting first home buyers so is likely to have a younger demographic.
Low vehicle ownership	✓ Apartments will have 1-2 car space per dwelling depending on the zone/apartment size. It is likely that this will be below the average in Parramatta and Cumberland LGAs (1.6 cars per dwelling).

04

PRIORITY IMPROVEMENTS

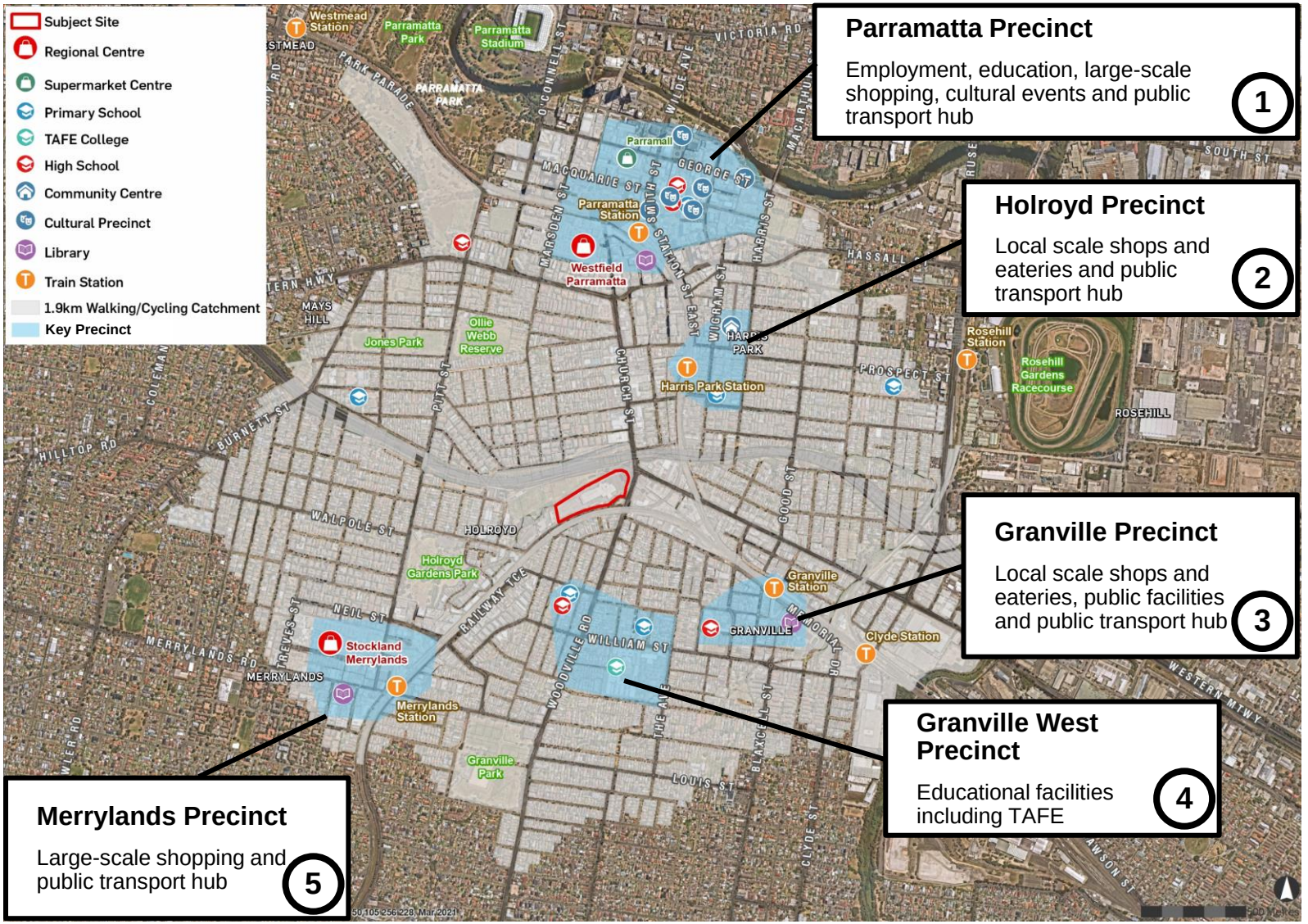
THE SITE IS WITHIN WALKING/CYCLING DISTANCE TO FIVE KEY PRECINCTS

This catchment analysis shows what is within a reasonable walk or cycle to the site. For this analysis, a distance of 1.9 km has been used, as this is the average walking distance for an origin to destination walk within the Parramatta and Cumberland LGAs (see page 8). A 1.9 km cycle is also a short distance for even an inexperienced cyclist to ride.

Five precincts have been identified within the walking/cycling catchment. They offer a range of services, employment, retail and community facilities and offerings.

The analysis shows that the site is within a reasonable walk or cycle to a range of attractors.

4.1: KEY ATTRACTORS WITHIN A WALK OR CYCLE TO THE SITE



NORTH/SOUTH AND EAST/WEST PRIMARY ACTIVE TRANSPORT LINKS EXIST, ALBEIT WITH MINOR GAPS

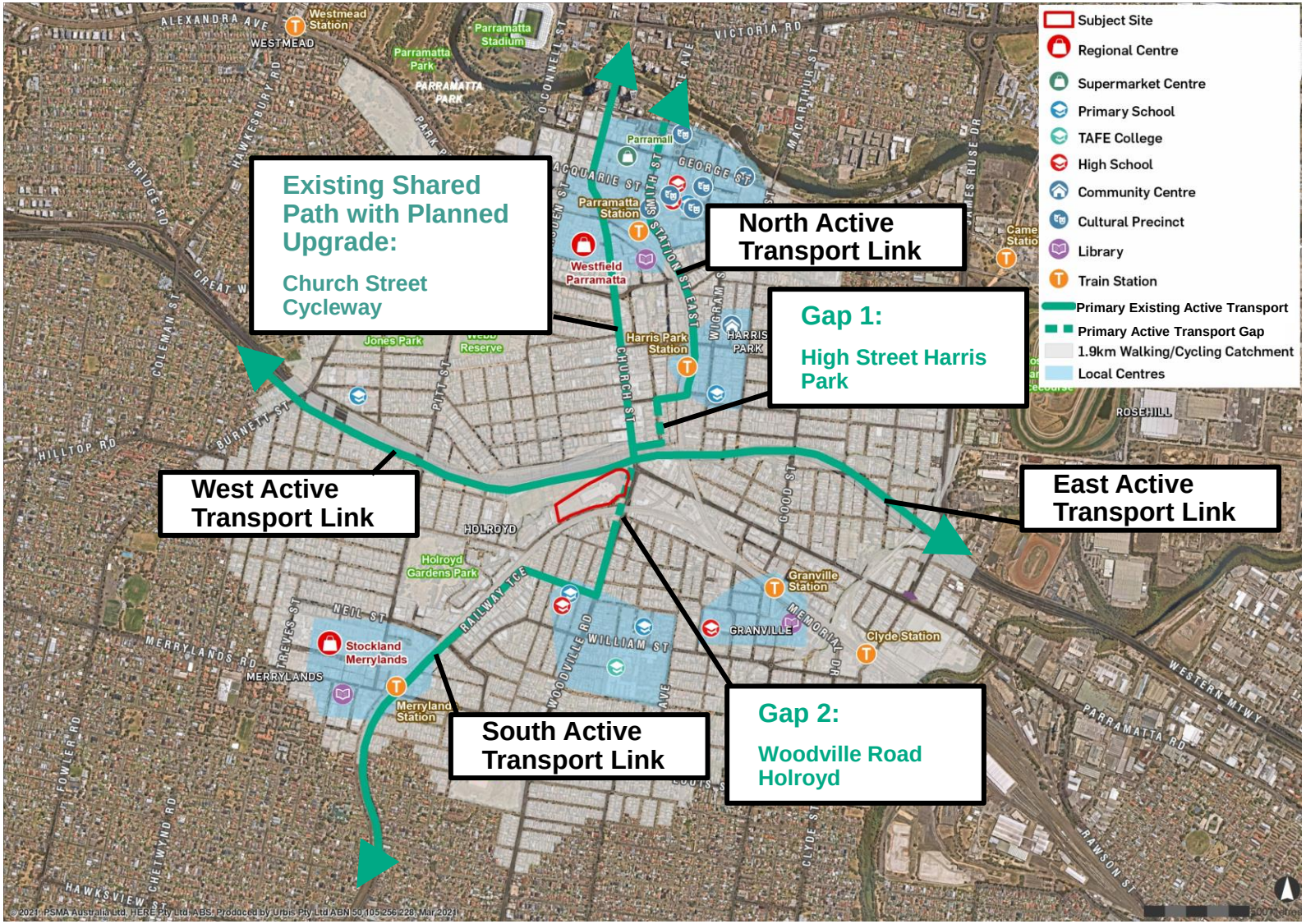
4.2: EXISTING ACTIVE TRANSPORT LINKS AND POSSIBLE UPGRADES TO NETWORK (PRIMARY ROUTES)

There are primary north/south and east/west active transport links comprising of mostly shared paths. For this analysis the view has been taken to seek out links and propose priority improvements which will be appealing to a broad array of users. Particularly with regard to cycling, infrastructure which requires cyclists to mix with traffic will not attract many people to use it. This will be particularly unappealing for children or inexperienced cyclists. Women have also been shown to be under-represented in locations on-road cycling environments.

There are two gaps which have been identified in the primary cycling network, as follows:

- **Gap 1:** High Street, Harris Park. This link would be most suited to a Quiet Way treatment as it is a local street with little traffic.
- **Gap 2:** Woodville Road, Holroyd. There is a missing link in the shared path network.

Appendix A provides examples of infrastructure types.



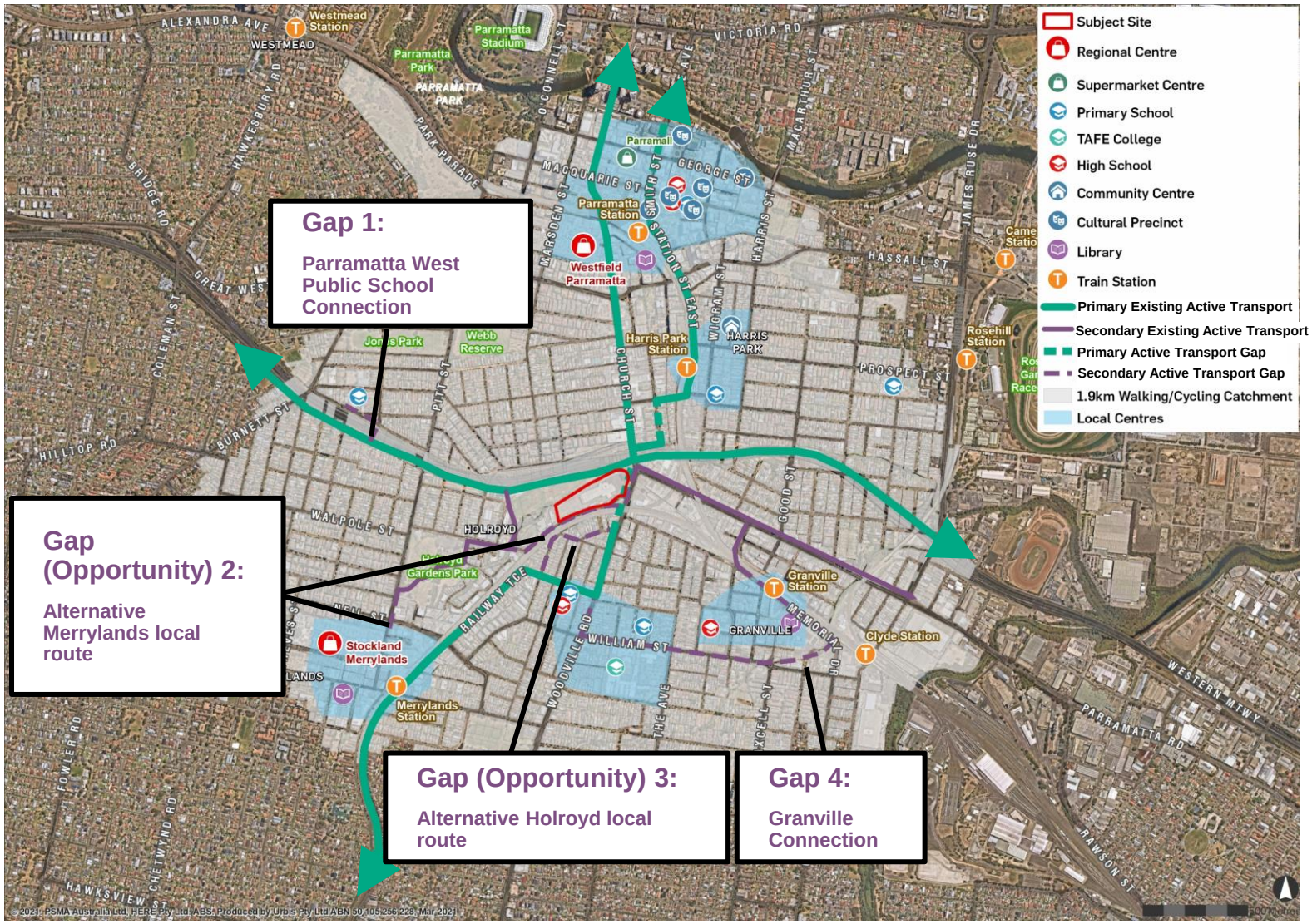
SECONDARY ACTIVE TRANSPORT LINKS PROVIDE ACCESS, GENERALLY ON MINOR ROADS

The primary routes are also complemented by a series of secondary routes. These take advantage of more local street connections. On the whole these connections already exist, however there are particular gaps or opportunities which would see a more start to end trip solution, as follows:

- **Gap 1:** Parramatta West Public School Connection on Auburn Street;
- **Gap 2*:** The Alternative Merrylands route via Crescent Street and Walpole Street, then utilising Holroyd Gardens Park connection;
- **Gap 3*:** The Alternative Holroyd local route via Wallace Street Union Street, Boomerang Street and Randle Street then connecting back onto Railway Terrace avoids the main route connection on Woodville Road; and
- **Gap 4**: Granville Connection utilises the existing infrastructure on Parramatta Road and part of Memorial Drive and adds on an extension to Memorial Drive, Duck Creek reserve, William Street and Woodville Road.

*Note: These are identified as gaps/opportunities as there are already existing infrastructure however these are opportunities for more amenable and quieter routes.

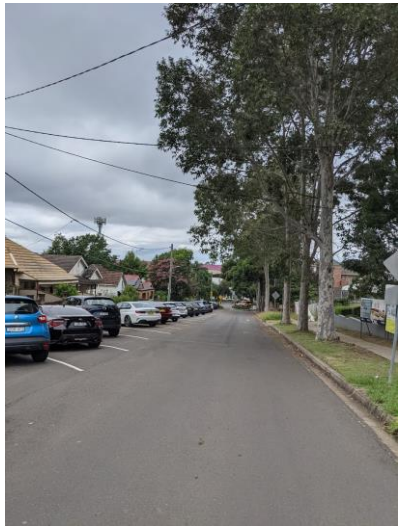
4.2: EXISTING ACTIVE TRANSPORT LINKS AND POSSIBLE UPGRADES TO NETWORK (SECONDARY ROUTES)



PRIORITISED INFRASTRUCTURE UPGRADES- THE PARRAMATTA ROUTE

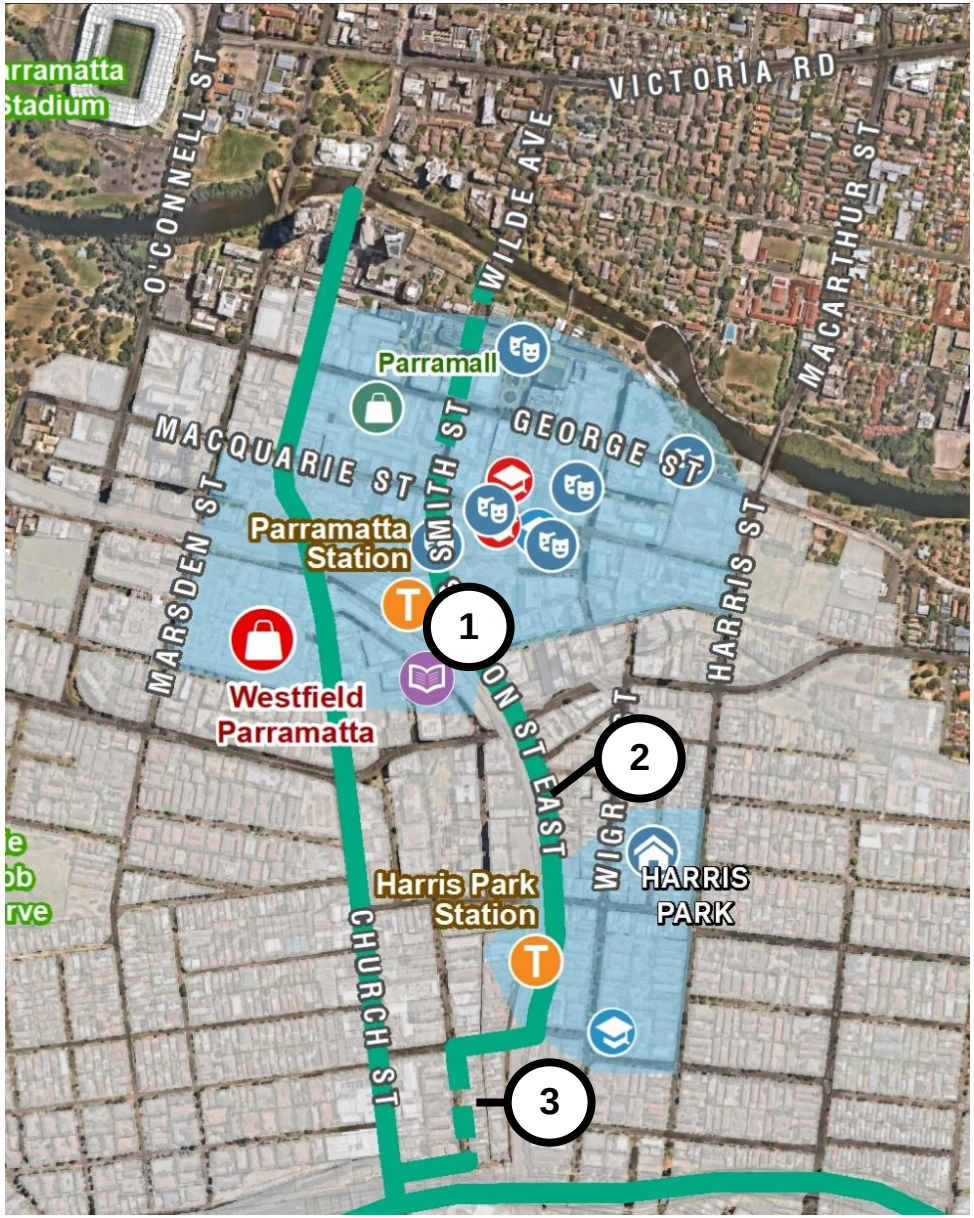
1. Upgrade traffic signalling with bicycle crossing lanterns at Station Street East & Parkes Street.

2. Repaint Shared Path line marking between Parramatta Station and 1 Crescent Street, Holroyd.

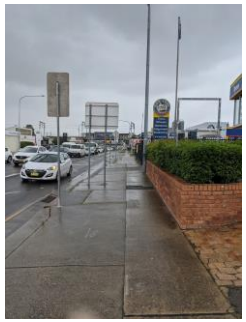


3. Create a 'Quiet Way' on High Street.

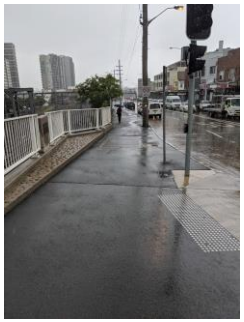
4.3: REQUIRED UPGRADES ON THE PARRAMATTA ROUTE



PRIORITISED INFRASTRUCTURE UPGRADES- THE GRANVILLE ROUTES



1. Repaint shared path line marking on Parramatta Road (Woodville Road to Bold Street).



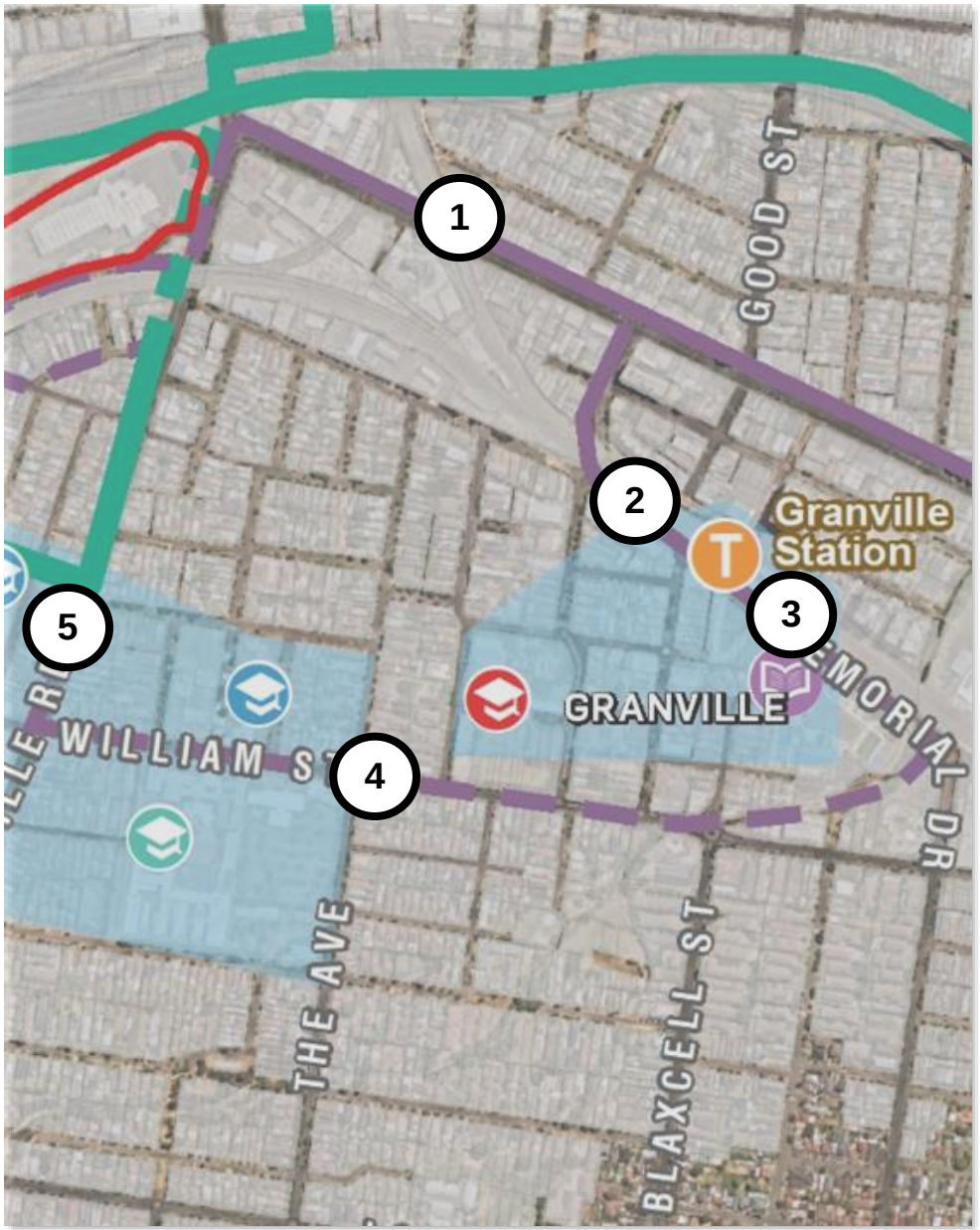
2. Add shared path between Bold Street and Granville library.

3. Add a raised pedestrian crossing at new library to join with proposed share path.

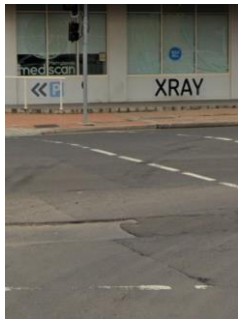
4. Add shared path on William Street between Woodville Road and Enid Avenue.

5. Widen footpath to accommodate new shared path treatment along Woodville between William and Randle Streets.

4.4: REQUIRED UPGRADES ON THE GRANVILLE ROUTES

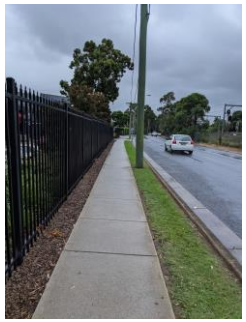


PRIORITISED INFRASTRUCTURE UPGRADES- THE MERRYLANDS ROUTE



1. Add cycling lanterns on the north arm of the Neil Street/ Pitt Street intersection

2. Add new shared path on Pitt St between Holroyd Gardens and Neill Street.

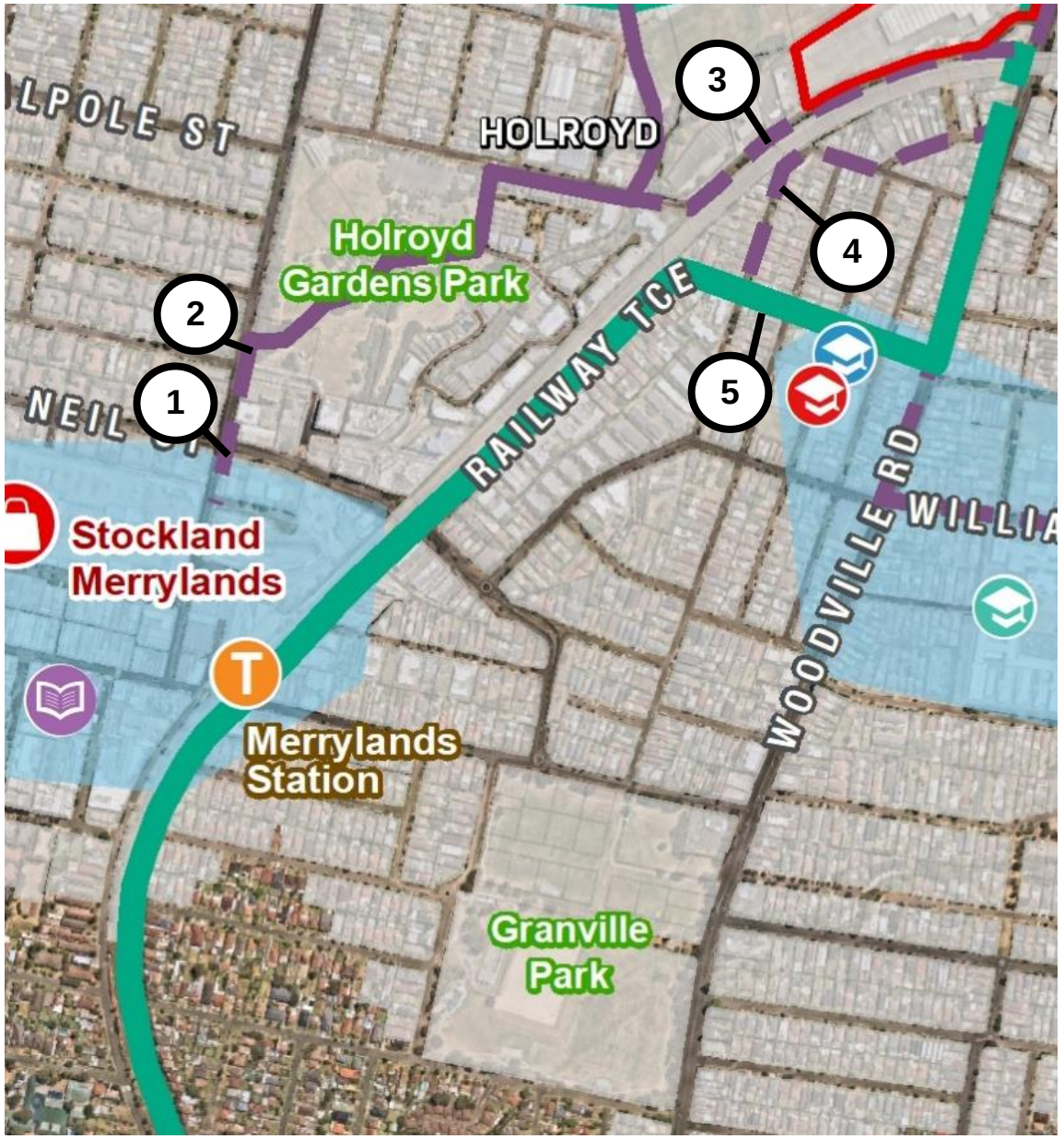


3. Add new shared path on Crescent St between Holroyd Gardens & Woodville Rd.

4. Quiet Way connection on Wallace Street Union Street, Boomerang Street and Randle Street with design to manage local access and property access.

5. Repaint shared path and add new signs along Randle St between Boomerang St& Woodville Rd.

4.5: REQUIRED UPGRADES ON THE MERRYLANDS ROUTES



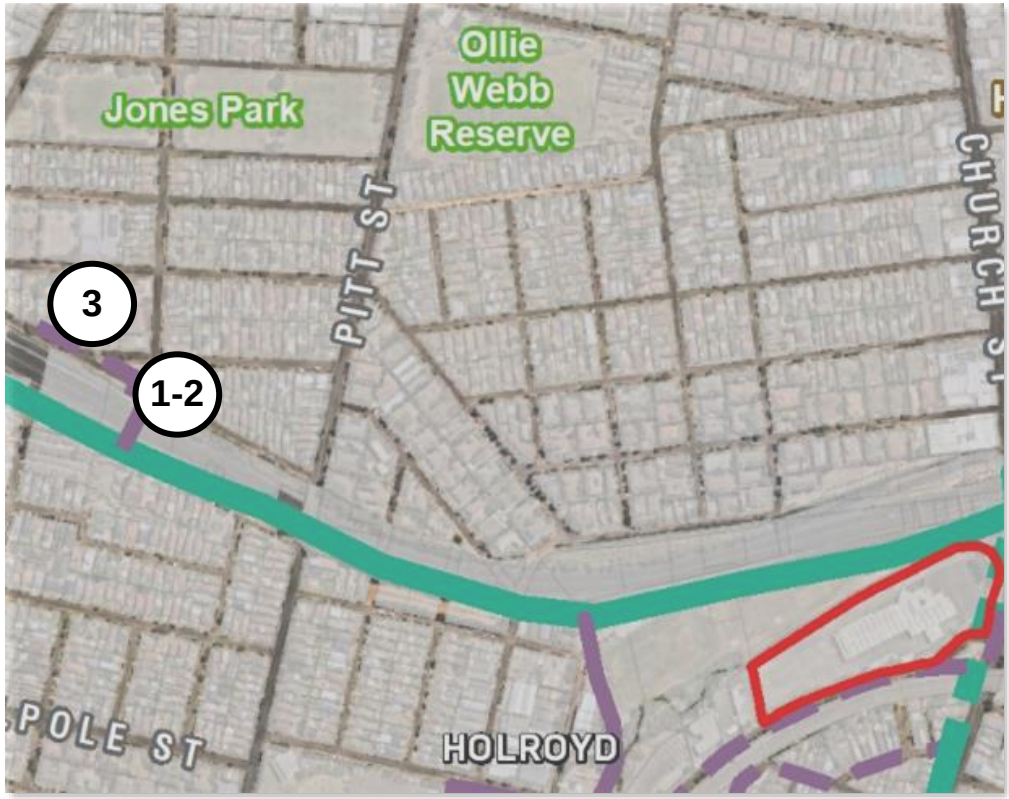
PRIORITISED INFRASTRUCTURE UPGRADES- THE PARRAMATTA WEST ROUTE

1. Add shared path signage across footbridge connecting M4 Cycleway and Auburn St.

2. Upgrade existing crossing on Auburn St to a raised pedestrian crossing.

3. Widen footpath and add shared path treatment on Auburn St between Franklin Street and Parramatta West P.S.

4.6: REQUIRED UPGRADES ON THE PARRAMATTA WEST ROUTE



COST ESTIMATES OF PRIORITY IMPROVEMENTS

High level costs estimates have been undertaken for the priority routes identified. As this is at sketch design phase a 40 percent contingency has been applied. It is estimated that the priority routes will equate to around $1.1 million in infrastructure upgrades.

It is anticipated that Tiberius (Holroyd) Pty Ltd will partially pay for these upgrades through the form of either a contribution or VPA. This is to be ratified with State Government and both Cumberland and Parramatta Councils.

Treatment Cost	per km
Paths	
Bicycle path (two-way) (basic treatment - no landscaping)	$250,000
Quiet Way	$250,000
Shared Path (New)	$112,500
Shared Path (Upgrade signage, line markings etc)	$20,000
Crossings	
Traffic signal upgrade for Bike Signals	$25,000
Raised pedestrian crossing	$50,000
Contingency	40%

4.7: COST ESTIMATES OF PRIORITY IMPROVEMENTS

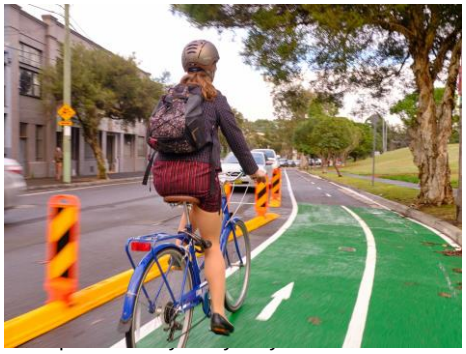
Route	Infrastructure Upgrade	Length (km)	Estimated Cost (with Contingency)
The Parramatta Route	Upgrade traffic signalling with bicycle crossing lanterns at Station Street East & Parkes Street	N/A	$35,000
	Repaint share path signage between 1 Crescent Street, Holroyd and Parramatta Station	1.6	$44,800
	Create a 'Quiet Way' on High Street	0.2	$70,000
Sub-Total		1.8	$149,800
The Granville routes	Repaint share path signage Parramatta Road (Woodville Road to Bold Street)	0.6	$16,800
	Add shared path between Bold Street and Granville library	0.75	$118,125
	Add a raised pedestrian crossing at new library to join with proposed share path	N/A	$70,000
	Add shared path on William Street between Woodville Road and Enid Avenue	0.9	$141,750
	Add shared path treatment along Woodville between William and Randle Streets	0.2	$31,500
Sub-Total		2.5	$378,175
The Merrylands Routes	Add cycling lanterns on the north arm of the Neil Street/ Pitt Street intersection	N/A	$35,000
	Add shared path on Pitt St between Holroyd Gardens and Neill Street	0.14	$22,050
	Add shared path on Crescent St between Holroyd Gardens & Woodville Rd	0.82	$129,150
	'Quiet Way' connection on Wallace Street Union Street, Boomerang Street and Randle Street	0.95	$332,500
	Upgrade shared path treatment along Randle St between Boomerang St& Woodville Rd	0.26	$7,280
Sub-Total		2.2	$ 525,980
The Parramatta West Route	Add shared path signage across footbridge connecting M4 Cycleway and Auburn St	0.06	$9,450
	Upgrade existing crossing on Auburn St to zebra crossing	N/A	$70,000
	Add shared path treatment on Auburn St between Franklin Street and Parramatta West P.S	0.08	$12,600
Sub-Total		0.1	$92,050
Total			**$1,146,005**

APPENDICES

ACTIVE TRANSPORT TREATMENT PALETTE- CYCLEWAYS

Bicycle path (two-way)

- Bicycle paths (two-way) separate bike riders from traffic through a physical barrier such as a kerb.
- This treatment attracts greater user numbers such as children and inexperienced riders who would otherwise be deterred by mixing with traffic.



Quiet Ways

- Quiet Way treatments are ideal to provide missing links in the active transport network down quiet streets.
- Traffic calming measure street narrowing and raised traffic islands can further create a low speed environment.

Example from Netlands, WA

Shared Paths

- Shared Paths provide a safe separated path for both cyclists and pedestrians.
- Suitable treatment on residential streets where pedestrian activity is not that high.

Example from Holroyd

ACTIVE TRANSPORT TREATMENT PALETTE- CROSSINGS AND SIGNAGE

Bike Lantern

- A bike lantern adds a dedicated bicycle signal to the traffic intersection.
- Ideal to link active connections at major intersections.

Raised Zebra Crossing

- A Raised Zebra Crossing is an ideal crossing treatment for residential streets.
- Easier for a cyclist to use compared to a pedestrian island.
- Added benefit of slowing traffic down.

Signage Update

- Adding signage is often a relatively cheap and easy way to more clearly mark existing active routes which can become faded and illegible over time.
- Signage could include on road markings or signs showing the route direction and potential destinations.

COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The data and information that informs and supports our opinions, estimates, surveys, forecasts, projections, conclusion, judgments, assumptions and recommendations contained in this report (Report Content) are predominantly generated over long periods, and is reflective of the circumstances applying in the past. Significant economic, health and other local and world events can, however, take a period of time for the market to absorb and to be reflected in such data and information. In many instances a change in market thinking and actual market conditions as at the date of this report may not be reflected in the data and information used to support the Report Content.

The recent international outbreak of the Novel Coronavirus (COIVID-19), which the World Health Organisation declared a global health emergency in January 2020 and pandemic on 11 March 2020, is causing a material impact on the Australian and world economies and increased uncertainty in both local and global market conditions.

The effects (both directly and indirectly) of the COVID-19 Outbreak on the Australian real estate market and business operations is currently unknown and it is difficult to predict the quantum of the impact it will have more broadly on the Australian economy and how long that impact will last. As at March 2020, the COVID-19 Outbreak is materially impacting global travel, trade and near-term economic growth expectations. Some business sectors, such as the retail, hotel and tourism sectors, are already reporting material impacts on trading performance now and potentially into the future. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The Report Content and the data and information that informs and supports it is current as at the date of this report and (unless otherwise specifically stated in the Report) necessarily assumes that, as at the date of this report, the COVID-19 Outbreak has not materially impacted the Australian economy, the asset(s) and any associated business operations to which the report relates and the Report Content. However, it is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong could be (or has been) materially impacted by the COVID-19 Outbreak within a short space of time and that it will have a lasting impact. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

To the maximum extent permitted by law, Urbis (its officers, employees and agents) expressly disclaim all liability and responsibility, whether direct or indirect, to any person (including the Instructing Party) in respect of any loss suffered or incurred as a result of the COVID-19 Outbreak materially impacting the Report Content, but only to the extent that such impact is not reflected in the data and information used to support the Report Content.

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ATTACHMENT 3 – ECONOMIC ANALYSIS

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Urbis Pty Ltd
ABN 50 105 256 228

6 August 2021

Tiberius (Holroyd) Pty ltd
Suite 801, 1 Castlereagh Street
Sydney NSW 2000

Dear Huw,

1 CRESENT ST, HOLROYD

This memorandum presents a review of the works completed to date by Urbis' Property Economics and Research team in relation to the proposed retail and commercial elements of the masterplan development at the Holroyd site. These reports are attached at the end of this memorandum.

The scheme that was previously considered has now been revised, and therefore the purpose of this memorandum is to validate and assess the appropriateness of the previous analysis prepared by this office. A peer review of Urbis' work has also been completed by GapMaps. A summary of this peer review is also provided. The GapMaps peer review is also attached at the end of this memorandum

SUMMARY OF GAPMAPS PEER REVIEW

A peer review of two Urbis reports was prepared by GapMaps in July 2021. This peer review was prepared in accordance with the previous scheme, which envisioned 5,625 sq.m of retail gross leasable floor area (GLFA), including a 2,625 sq.m supermarket, and 7,503 sq.m of commercial office gross floor area (GFA).

In terms of the retail trade area assessment prepared by Urbis, GapMaps concludes "*that the trade area adopted by Urbis for the retail component of the mixed-use project has been reasonably assessed and defined*".

GapMaps then undertook an assessment of market share potential, based upon Urbis' distribution of trade and concluded *"that the estimated distribution of visitation to the site for retail expenditure, as adopted by Urbis, is similarly reasonable".* The GapMaps report did note that, to the extent that some slight change might be warranted that the market share drawn from the west would be slightly higher than those drawn from the north or south, and that therefore the share of business from the west sector could be slightly higher, while the share drawn from the north and south sectors could be slightly lower.

In summary, the GapMaps report considers the analysis previously prepared by Urbis to be reasonable and appropriate.

URBIS

REVISED SCHEME

The previously assessed scheme, as mentioned above, envisioned more than 5,600 sq.m of retail floorspace and over 7,500 sq.m of commercial office floorspace.

The overall scale of retail and commercial development on site has been revised down. The overall scale of retail has been revised to 2,500 sq.m, including a maximum 1,500 sq.m supermarket, while the scale of commercial retail has been revised to 5,000 sq.m.

The overall scale of residential development on site is still envisaged to be 1,255 dwellings.

IMPACT ON DISTRIBUTION OF TRADE

It is not considered that a smaller scale supermarket and retail offer will have a significant impact on how the centre draws its trade and visitation, for the following reasons:

- As shown in Urbis' prior work, the broader Parramatta and Cumberland LGAs are undersupplied in terms of supermarket access
- The site will retain sufficient critical mass of retail floorspace to be a desirable shopping destination for local residents, provided an appropriate and quality tenant mix is delivered
- The subject site is a convenient alternative to the larger scale shopping centres in the area such as Stockland Merrylands and Westfield Parramatta.

As the retail scheme is now smaller, the centre will generate a lower turnover as compared with the larger scheme. Given the scale of proposed residential development on site has not changed, it is not unreasonable to consider that the share of trade drawn from the on-site market would increase relative to that of the other trade area sectors, resulting in a greater share of trade and visits from on-site and a lower contribution from other sectors.

IMPACT ON SUPERMARKET FLOORSPACE DEMAND

As discussed in Urbis' previous analysis the Cumberland and Parramatta LGAs are significantly undersupplied in terms of supermarket floorspace, relative to the Sydney average, and even more so when compared to the national average. The analysis identified that to reach the Sydney benchmark, the two LGAs would need to add 58,200 sq.m of supermarket floorspace by 2031, which is equivalent to ~18 full line supermarkets.

Having regard for the smaller supermarket now proposed on site, this will still contribute to the reduction of the supply gap that exists, though now to a lesser degree than previously proposed.

EMPLOYMENT POTENTIAL

Based on information provided by the proponent, the development cost for the total precinct is estimated to be $523 million over a 13-year period.

As shown in Table 1 below, the proposed total development will support a total of 2,548 jobs years over the 13 years development phase, including 1,014 direct job years and 1,534 job years.

Table 1 – Construction Period Employment

	Direct Effect	Indirect Effect	Total
Output	$533 million		$533 million
Jobs	1,014 job years	1,534 job years	2,548 job years

Source: Urbis

In addition to construction phase jobs, the ongoing operations of a retail centre and commercial office will also support on-site operational employment. Based on benchmark employment densities, the subject site is anticipated to support 423 ongoing operational jobs.

In addition, the operational phase will support 264 indirect jobs across other sectors and the New South Wales economy.

Table 2 – Operational Employment

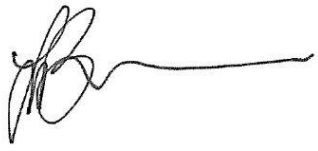
Use	Employment density (sq.m per job)	GFA	Direct Jobs
Supermarket	30	1,500	50
Specialty	25	1,000	40
Office	15	5,000	333
Total GFA & Jobs		**7,500**	**423**

Source: Urbis

SUMMARY

The change in scale of the retail development at the subject site does not materially impact or change the analysis previously completed by this office regarding the distribution of trade/visitation or supermarket supply and demand provisioning. The project has substantial economic merit from an employment perspective, with the potential to create 423 ongoing jobs and support 2,548 job years during the construction phase.

Yours sincerely,



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APPENDIX SUPPORTING DOCUMENTS & PREVIOUS ANALYSES

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19 January 2021

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Sydney NSW 2000

1 CRESCENT STREET, HOLROYD: RETAIL TRADE AREA

The purpose of this letter is to determine the extent of retail trade area that could reasonably be expected to be served by a full-line supermarket at 1 Crescent Street, Holroyd (the subject site) and the share of visitation attributed to each trade area and visitors from beyond.

A trade area served by a retail precinct is influenced by a number of factors, including but not limited to:

- The scale and tenant mix of the centre;
- Accessibility, including by road and public transport;
- Geography and physical barriers such as waterways, railway lines etc; and
- The type, scale and amenity of competing precincts

Having regard for the above, Map 1 illustrates the retail trade area that could reasonably be expected to be served by a full-line supermarket at the subject site. This trade area definition has regard to the following:

- The proposed convenience retail offer at the subject site (i.e. it is not proposed to be a higher order shopping centre serving a broader catchment)
- Site context on Crescent Street (a local street), with no direct vehicle access from Woodville Road
- The proximity of existing supermarket and retail facilities at Merrylands, Parramatta and Granville, as well as approved future retail facilities at Granville.

The trade area for the subject site has been defined to include four sectors, as follows:

- **On-site**: This trade area includes the future residential development on the subject site.
- **North:** Extends to Lansdowne and Marion Streets in the north and is bound by the railway line to the east, the M4 Motorway to the south and Pitt Street to the west.
- **South:** Extends to Elizabeth Street to The Avenue to the east, Elizabeth Road to south and is bound by the railway line to the west and north.

- **West:** Bound by the M4 to the north, the railway line to the east, the southern end of Holroyd Gardens to the south and Rickard Street to the west.

The current population of the trade area is estimated at around 10,700, as detailed in Table 1 below. By 2031, the trade area population is estimated to reach 16,080, reflecting average annual growth of 3.8%. Most of the population growth will occur within the subject site, which is expected to support around 1,200 dwellings by 2031.

Table 1 – Trade Area Population

2020-2031

	Estimated Population		Population Growth (No.)	Population Growth (% p.a.)
Trade Area Sector	**2020**	**2031**		
On Site	-	3,360	3,360	-
North	5,109	5,981	872	1.4%
South	3,281	4,134	853	2.1%
West	2,305	2,604	299	1.1%
Total Trade Area	**10,696**	**16,080**	**5,384**	**3.8%**

Source: ABS, Transport for NSW, Cordell Connect

An analysis of trade origin has been undertaken for the proposed centre. Table 2 details the estimated distribution of visitation/trade for the retail centre, having regard to a number of key assumptions, including the following:

- The development would comprise a full-line, 3,500 sq.m supermarket, plus supporting retail and non-retail uses typical of a neighbourhood shopping centre. The planned retail offer would total approximately 6,000 sq.m.
- The assessment assumes that the development would be complete in 2031 to align with the traffic modelling horizon.
- The centre will provide convenient access to sufficient customer carparking.
- The market demand and need for retail uses at the subject site has not been considered at this time.

Table 2 – Estimated distribution of visitation/trade

2031

Trade Area Sector	Est. distribution of visitation/trade
On Site	30.0%
North	30.0%
South	17.5%
West	12.5%
Beyond	10.0%
Total	**100.0%**

Source: Urbis

Approximately 90% of trade/visitation would be expected to be drawn from the trade area, with a further 10% resulting from passing trade, local workers and other visitors from outside the trade area.

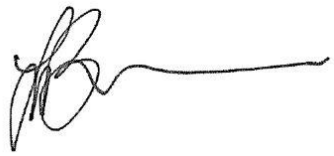
This high level of retention from the trade area reflects the local competitive context, as well as the accessibility and exposure of the subject site.

In summary, the following is noted:

- Any convenience-based retail facility at the subject site would predominantly serve the immediate local catchment.
- The scale and proposed mix of uses on-site is not sufficient to draw from a broader trade area due to existing and proposed competitive precincts.
- The addition of retail facilities at the subject site is unlikely to induce significant additional visitation from vehicles utilising the M4.
- Any vehicles accessing the retail centre and M4 during the same trip would likely be local resident that would have used the M4 in any case.

Please do not hesitate to contact us if you have any questions or require further assistance.

Yours sincerely,



Fraser Brown
Associate Director
+61 2 8424 5129
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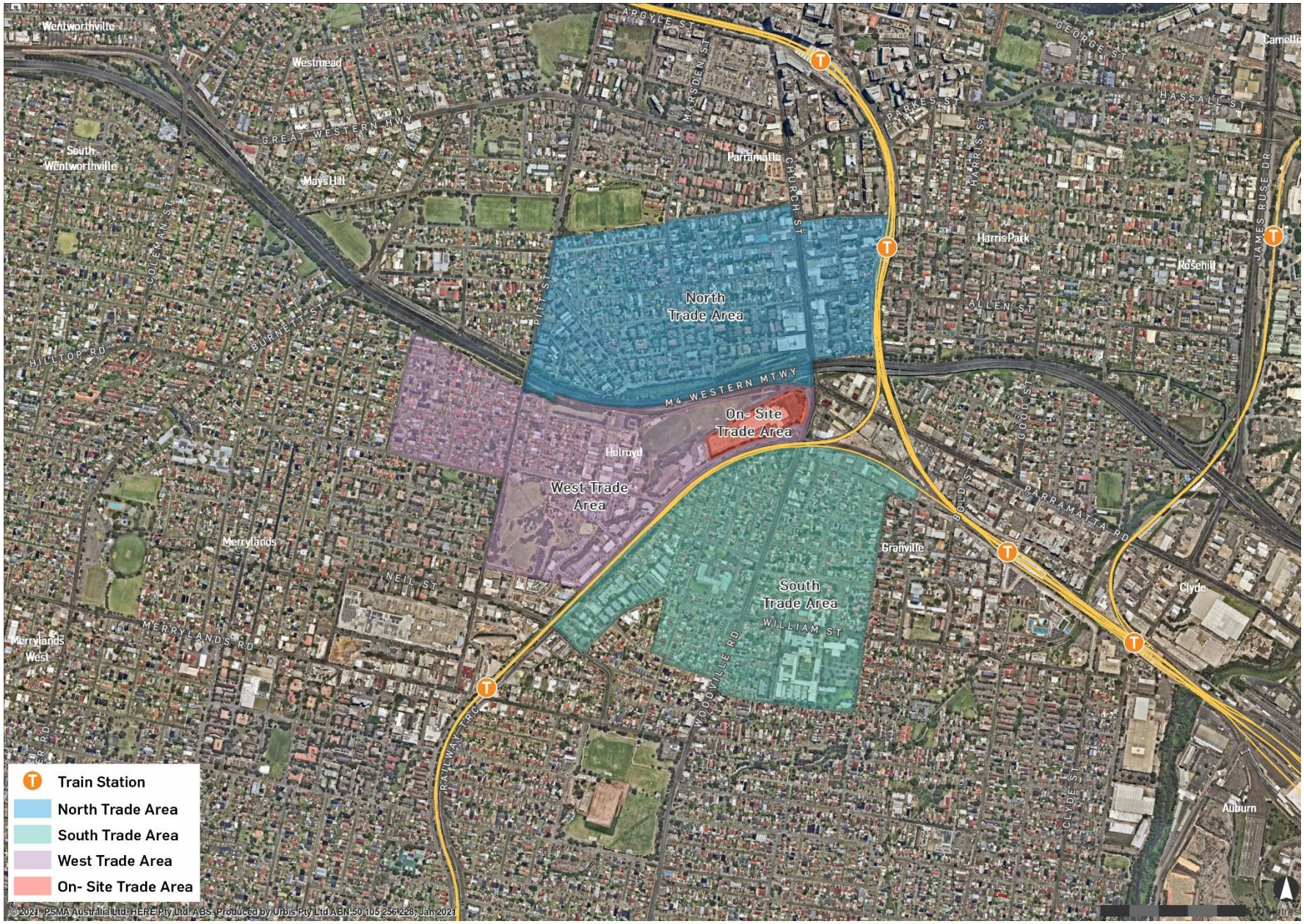
Map 1 – Subject Site Trade Area



URBIS - Crescent St Holroyd - Retail Trade Area Letter (Jan-21)

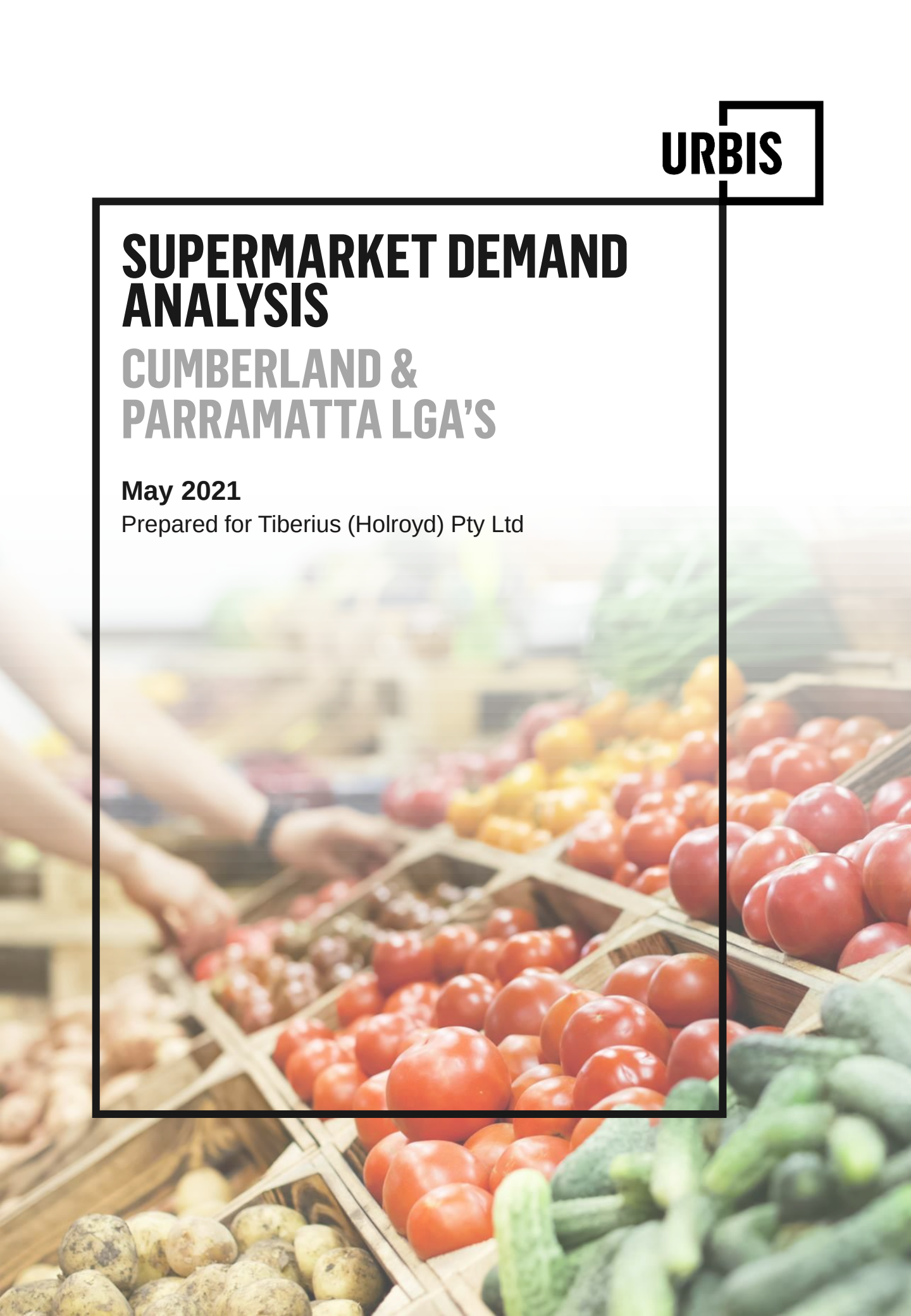
URBIS

SUPERMARKET DEMAND ANALYSIS

CUMBERLAND & PARRAMATTA LGA'S

May 2021

Prepared for Tiberius (Holroyd) Pty Ltd



INTRODUCTION

Urbis has been commissioned by Tiberius to prepare an analysis of the demand and supportability for future supermarket facilities within the Cumberland and Parramatta LGAs.

This report addresses the following key points:

01 **Cumberland and Parramatta LGAs are undersupplied in terms of supermarket floorspace**

02 **Future population growth will further increase the level of supermarket undersupply**

03 **Growth in F&G spending across the local LGAs will support future supermarket development**

04 **Additional supermarkets are required to alleviate future pressure on major centres**

01 CUMBERLAND AND PARRAMATTA LGAS ARE UNDERSUPPLIED IN TERMS OF SUPERMARKET FLOORSPACE

The Cumberland and Parramatta LGAs are currently undersupplied in terms of supermarket floorspace.

The Cumberland LGA accommodates approximately 50,700 sq.m of supermarket floorspace, with 242,700 residents as at June 2020.

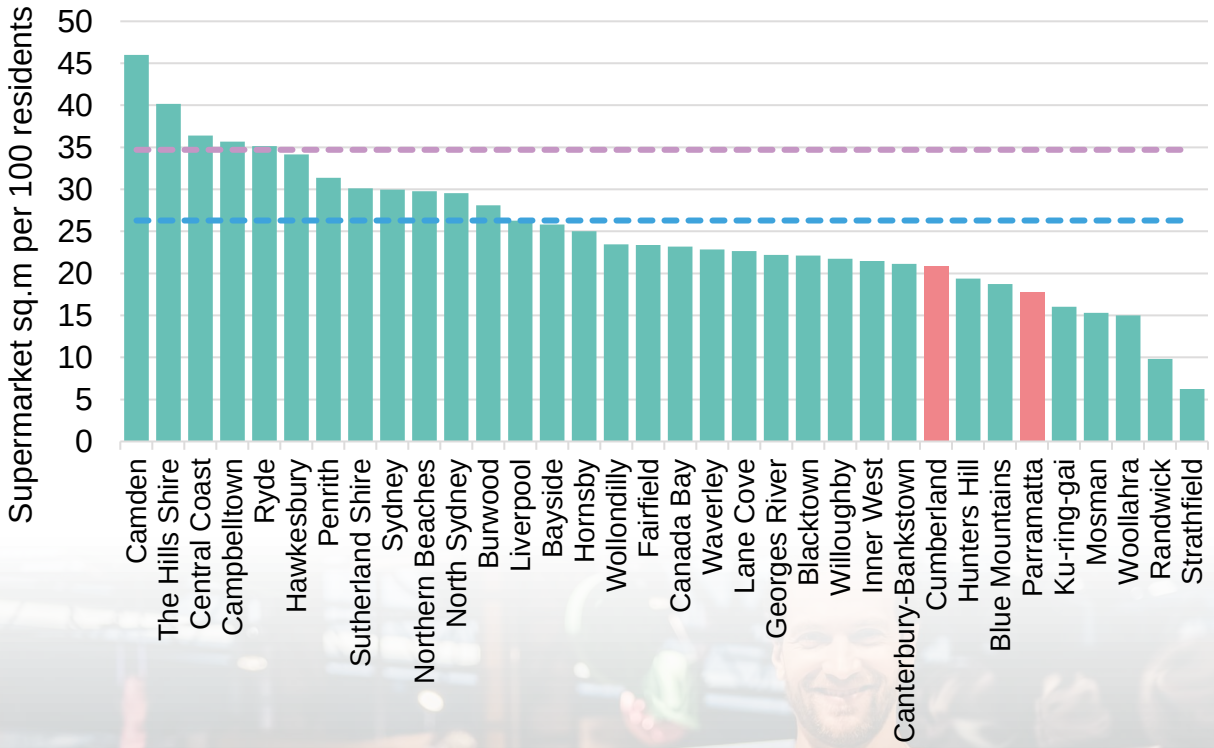
Cumberland's provision is 20.9 sq.m per 100 residents, which is 21% below the Sydney average (26.3 sq.m per 100 residents) and 40% below the national average (34.7 sq.m per 100 residents).

The Parramatta LGA includes approximately 46,300 sq.m of supermarket floorspace, with 260,300 residents as at June 2020.

Parramatta LGA's provision is even lower, at 17.8 sq.m per 100 residents, some 32% and 49% lower than the Sydney and national benchmarks, respectively.

An analysis of supermarket provision rates indicates that across Greater Sydney Cumberland and Parramatta LGAs rank 26th and 29th, respectively, out of the 34 LGAs in Greater Sydney.

Supermarket floorspace per 100 residents, 2020



Source: TfNSW; Urbis.

02 FUTURE POPULATION GROWTH WILL FURTHER INCREASE THE LEVEL OF SUPERMARKET UNDERSUPPLY

Official TfNSW projections (TZP19) have the Cumberland and Parramatta LGA populations growing by 2.3% and 2.6%, respectively. However, the impacts of Covid-19 have and will continue to impact short term population growth.

As such, Urbis estimates the population of the Cumberland LGA will increase by ~34,800, while Parramatta will increase by ~52,300, or 1.2% and 1.7% growth per annum respectively.

Future population growth will further increase the level of supermarket undersupply in the trade area. By 2031, assuming status quo provision, the LGA provision rates will fall to 14.8 sq.m per 100 residents in the Parramatta and 18.3 sq.m per 100 residents in Cumberland.

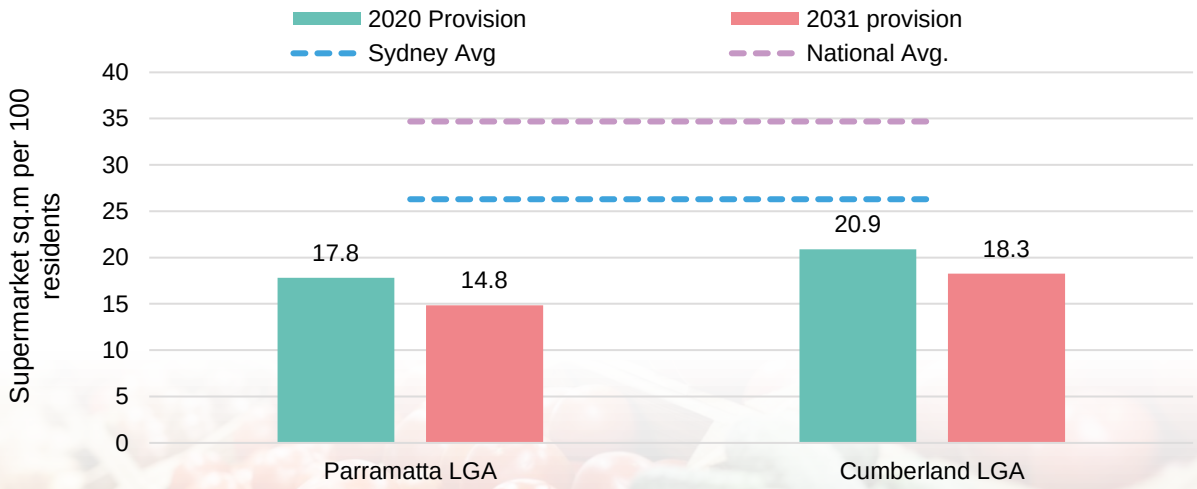
In order to reach the Sydney benchmarks, the two LGAs would need to add 58,200 sq.m of supermarket floorspace by 2031, which is equivalent to ~18 full line supermarkets.

LGA Population Forecasts*

LGA	2020 Population	2031 Population*	Avg. Ann. Growth
Cumberland	242,700	277,500	1.2%
Parramatta	260,300	312,600	1.7%

**TfNSW Population forecast rates updated to account for Covid-19 impacts*
Source: TfNSW TZP19; Urbis.

Current and future supermarket provision rates



Note: The future provision does not include any proposed supermarket developments
Source: TfNSW; Urbis.

03 GROWTH IN F&G SPENDING ACROSS THE LOCAL LGAS WILL SUPPORT FUTURE SUPERMARKET DEVELOPMENT

Food and groceries (F&G) spending includes spending on items such as fresh food, packaged groceries and toiletries.

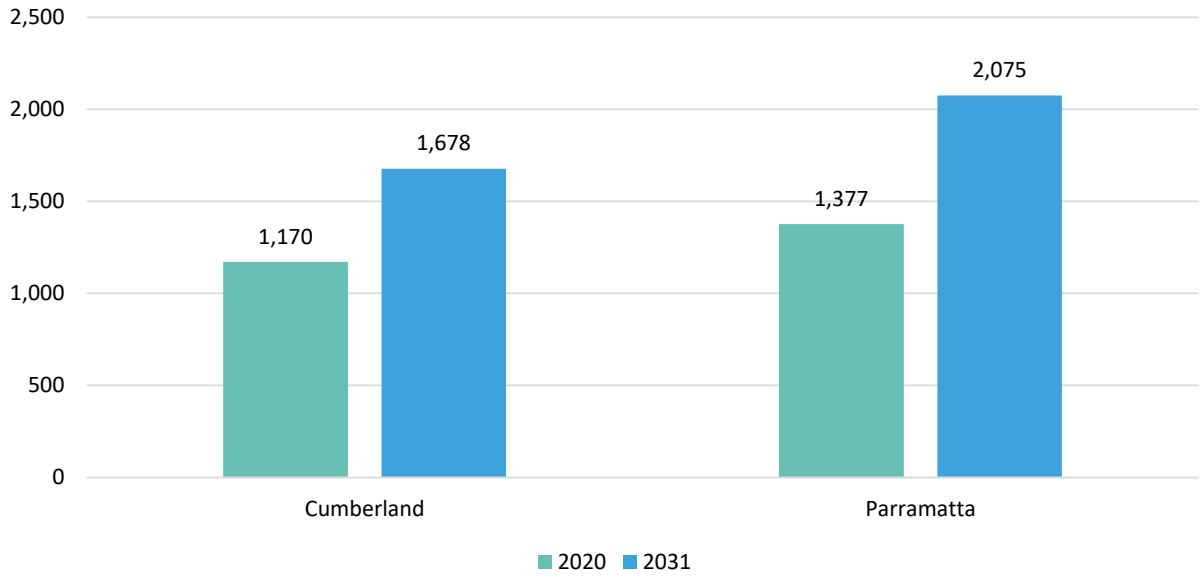
F&G spending accounts for the largest spending category across both Cumberland (40% of total spending) and Parramatta (35%).

Growth in F&G spending across both of these LGAs is expected to be strong, with a combined $1.2 billion of F&G spending growth over the period to 2031, including $507 million in Cumberland and $699 million in Parramatta.

While not all F&G spending is directed to supermarkets. Even if 60% of F&G spending was directed to supermarkets, this would support $724 million of additional F&G spending over the next decade.

Even with the growth in online supermarket sales (currently only around 6-8% of Woolworths and Coles sales), additional supermarket facilities would be required to service this significant future spending market.

LGA F&G Spending ($M), 2020-2031 (Nominal, incl GST)



NB: Spending figures are provided for the year ending June and are inclusive of GST and inflation after 2020.
Source: MarketInfo; TfNSW; Urbis.

04 ADDITIONAL SUPERMARKETS ARE REQUIRED TO ALLEVIATE PRESSURE ON MAJOR CENTRES

At present, across the Cumberland and Parramatta LGAs, around 43% of supermarket floorspace is situated within six sub-regional and regional centres, as defined by the Property Council of Australia.

Combined, these centres generated in excess of 60 million visits in 2020, a result which was significantly impacted by the Covid-19 pandemic (in the year to December 2019, Westfield Parramatta recorded ~33 million annual visits).

As shown previously, around 87,100 additional residents are estimated to locate within the Cumberland and Parramatta LGAs over the next decade.

This population growth will contribute to additional visitation and footfall at major centres, and in turn result in additional congestion in and around these centres.

The results of an Urbis survey of 1,000 consumers across Australia indicates that, post Covid, **there is a greater consumer preference for easy and hassle free shopping**.

Greater access to supermarkets, through the provision of new, modern stores in standalone or neighbourhood centres will facilitate an increase in convenience and accessibility for residents within the local area.

Footfall at centres within Cumberland and Parramatta LGAs

Shopping Centre	PCA Definition	2020 Footfall*
Westfield Parramatta	Super Regional	23.6 million
Stockland Merrylands	Major Regional	11.1 million
Auburn Central	Sub Regional	11.0 million
Lidcombe Centre	Regional	6.5 million
Carlingford Court	Regional	5.7 million
North Rocks	Sub Regional	4.0 million
Carlingford Shopping Village	Neighbourhood	2.0 million
Pemulwuy Marketplace	Neighbourhood	1.5 million

**As at December 2020*
Source: PCA, Urbis

DISCLAIMER

This report is dated **May 2021** and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of **Tiberius (Holroyd) Pty Ltd** (Instructing Party) for the purpose of a **Supermarket Demand Analysis** (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events including wars, civil unrest, economic disruption, financial market disruption, business cycles, industrial disputes, labour difficulties, political action and changes of government or law, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report, but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.

PLEASE NOTE OUR FURTHER DISCLAIMER IN RELATION TO COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION ON THE FOLLOWING PAGE OF THIS REPORT.

Urbis staff responsible for this report were:

Director	Princess Ventura
Associate Director	Fraser Brown
Consultant	Ryan Wallis

COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The data and information that informs and supports our opinions, estimates, surveys, forecasts, projections, conclusion, judgments, assumptions and recommendations contained in this report (Report Content) are predominantly generated over long periods, and is reflective of the circumstances applying in the past. Significant economic, health and other local and world events can, however, take a period of time for the market to absorb and to be reflected in such data and information. In many instances a change in market thinking and actual market conditions as at the date of this report may not be reflected in the data and information used to support the Report Content.

The recent international outbreak of the Novel Coronavirus (COIVID-19), which the World Health Organisation declared a global health emergency in January 2020 and pandemic on 11 March 2020, is causing a material impact on the Australian and world economies and increased uncertainty in both local and global market conditions.

The effects (both directly and indirectly) of the COVID-19 Outbreak on the Australian real estate market and business operations is currently unknown and it is difficult to predict the quantum of the impact it will have more broadly on the Australian economy and how long that impact will last. As at March 2020, the COVID-19 Outbreak is materially impacting global travel, trade and near-term economic growth expectations. Some business sectors, such as the retail, hotel and tourism sectors, are already reporting material impacts on trading performance now and potentially into the future. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The Report Content and the data and information that informs and supports it is current as at the date of this report and (unless otherwise specifically stated in the Report) necessarily assumes that, as at the date of this report, the COVID-19 Outbreak has not materially impacted the Australian economy, the asset(s) and any associated business operations to which the report relates and the Report Content. However, it is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong could be (or has been) materially impacted by the COVID-19 Outbreak within a short space of time and that it will have a lasting impact. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

To the maximum extent permitted by law, Urbis (its officers, employees and agents) expressly disclaim all liability and responsibility, whether direct or indirect, to any person (including the Instructing Party) in respect of any loss suffered or incurred as a result of the COVID-19 Outbreak materially impacting the Report Content, but only to the extent that such impact is not reflected in the data and information used to support the Report Content.


URBIS

Proposed mixed use development
1 Crescent Street, Holroyd

Peer review and assessment of visitation

July 2021

GapMaps | Advisory

Prepared by:

Tony Dimasi

Head of GapMaps Advisory

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Prepared for:

Tiberius (Holroyd) Pty Ltd

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Introduction

A mixed-use development is proposed for the 3.8 ha. site at 1 Crescent Street, Holroyd in western Sydney. The development is planned to include the following components:

- 1,255 residential units;
- 5,625 sq.m of retail gross leasable floor area (GLFA) including a supermarket of 2,625 sq.m; and
- 7,503 sq.m of office/commercial gross floor area (GFA).

Various assessments have been prepared of the trade area or catchment which the proposed retail component of the project will serve, and therefore, the consequent implications for the pattern of visitation to the site which will result.

This report peer reviews those assessments and provides further assessment of the likely origins and destinations of the future workforce that would be accommodated in the office/commercial floorspace proposed at the site.

Finally, additional analysis is presented of the anticipated journey to work (JTW) flows resulting from the residential population that would be accommodated on site.

1 Retail analysis

The assessment of the anticipated catchment for the proposed retail floorspace has been prepared by Urbis and is set out in a document dated 19 January 2021 made available to GapMaps. That document, a letter signed by Urbis Associate Director, Mr Fraser Brown, is titled '*1 Crescent Street, Holroyd: Retail Trade Area'* (Urbis 1). A supporting document prepared by Urbis, dated May 2021, has also been made available to GapMaps. That document is titled '*Supermarket Demand Analysis Cumberland and Parramatta LGAs'* (Urbis 2).

The regional supermarket demand-supply analysis set out in Urbis 2 provides relevant background against which the proposal for inclusion of a supermarket at the subject site can be considered. Urbis 2 examines the existing provision of supermarket floorspace within the Cumberland and Parramatta LGAs relative to population and relative to provision benchmarks both for the Sydney metropolitan area and total Australia. Based on that analysis the conclusion is drawn that the provision of supermarket floorspace in Cumberland at present is 21% below the Sydney metropolitan benchmark and 40% below the national benchmark.

Sydney has long been the most underprovided state capital in terms of supermarket floorspace relative to population, a factor well known by all experienced retail analysts. The historical under-provision of supermarket floorspace in Sydney is related to the greater difficulty of finding appropriate sites on which supermarkets can be built, compounded by the higher land prices which can be supported for alternative forms of development within Sydney, in particular residential development.

For the Parramatta LGA, Urbis 2 concluded that the provision of supermarket floorspace relative to population is even lower than is the case in Cumberland, being some 32% below the Sydney metropolitan benchmark and 49% below the national benchmark.

Having regard to projected population growth for both Cumberland and Parramatta, Urbis 2 then concluded that in order to reach a provision rate on par with the Sydney metropolitan benchmark, which would still reflect a position of relative under-provision as compared with other state capital cities, the two LGAs would need to add between them some 58,200 sq.m of supermarket floorspace by 2031, equivalent to 18 full-line supermarkets (i.e. supermarkets of an average size of 3,200 sq.m).

Urbis 1 examined the trade area or catchment that is likely to be served by the proposed supermarket and associated convenience retail facilities at the subject site and concluded that the relevant trade area sectors would be as shown on the attached Map 1, described as comprising four identifiable sectors, namely:

i. On-site residents, expected to total in the order of 3,360 (by 2031) once the apartments are built and occupied;
ii. a North trade area sector;
iii. a South trade sector; and
iv. a West trade area sector.

Urbis 1 set out the reasons for the definition of these various trade area sectors highlighting:

- the proposed nature and scale of the retail offer (i.e. a limited supermarket and convenience based shopping mix);
- the location of the subject site, which would not have direct vehicle access from any major roads; and
- the proximity of existing supermarket and retail facilities at Merrylands, Parramatta and Granville, as well as approved future retail facilities at Granville.

I am in agreement with the trade area approach adopted by Urbis, and with the definition of anticipated trade area as shown on Map 1. For further context, a 5-minutes drivetime isochrone from the subject site has been added to Map 1, highlighting the convenience of access to the site from areas generally to the west, north and south, as compared with the east. The area immediately adjoining the subject site to its east is largely industrial in nature and in addition there are significant barriers, primarily railway lines, to the subject site for residents living to the east.

A further consideration in this regard is that the normal pattern of shopping mobility, given a reasonable availability of alternatives, is that the majority of shoppers will normally be much more inclined to travel in an inboard direction (i.e. towards the CBD) rather than outboard (i.e. towards the urban periphery) when choosing shopping locations.

For all of these reasons, I consider that the trade area adopted by Urbis for the retail component of the mixed-use project has been reasonably assessed and defined.

Map 1: 1 Crescent Street, Holroyd
Trade area

Urbis 1 then provides an assessment of the likely distribution of visitation/trade for the retail component of the project from each trade area sector, estimated as follows:

• On-site	30%
• North trade area	30%
• South trade area	17.5%
• West trade area	12.5%
• Beyond trade area	10%
Total	**100%**

The distribution of business drawn from each sector will depend on a number of factors, including the available population and retail expenditure in each; the ease of access to the new supermarket from each area; and the locations/relative convenience of competitive supermarkets. Thus, it would be expected, for example, that on-site residents would be the most inclined to use the new supermarkets as compared with other trade area residents

Having regard to the anticipated population within each trade area sector at 2031, and the consequent estimated food & groceries expenditure, I have estimated the implications, in terms of market shares of available expenditure which would need to be attracted by the supermarket at the subject site, as a further check on the distribution of business estimated by Urbis. Table 1 below sets out the results, indicating that the planned supermarket at the subject site would need to achieve an estimated market share of 28% of available food and groceries expenditure across the trade area, ranging from 40% from on-site residents, to 19% from residents in the secondary south trade area sector.

Having regard to the surrounding network of competitive supermarkets, as well as the location of each trade area sector and relative accessibility to the subject site, I consider that these market shares are generally reasonable, and therefore that the estimated distribution of visitation to the site for retail expenditure, as adopted by Urbis, is similarly reasonable. To the extent that some slight change in distribution might be warranted, I would expect that the market share drawn from the West trade area sector would be slightly higher than those drawn from the North or South sectors, thus the share of business from the West sector could be slightly higher while those drawn from the North and South sectors could be slightly lower.

2 Commercial/office employment

I have reviewed two documents as well as an email dated 21 July 2021 from Ken Hollyoak from TTPP Transport Planning (TTPP), in relation to the distribution of traffic flows for on-site commercial employment.

The first document is a memorandum entitled '*Crescent Parklands, 1 Crescent Street, Holroyd, Aimsum Microsimulation Modelling'*, prepared by TTPP, dated 7 May 2021, authored by Stephen Read (TTPP Memo). In addition to the TTPP Memo, I have been provided a powerpoint via email with analysis of the distribution of trips associated with the retail, commercial and residential uses planned for the site (TTPP Email).

The second document is a letter prepared by Urbis dated 16 July 2021, addressed to TfNSW with the subject heading, '*1 Crescent Street, Holroyd Traffic Model Findings' (Urbis Traffic Letter)*.

On Page 11 of the TTPP Memo there is discussion around 'trip reduction' proportions for the various uses. For retail, a rate of 10% was applied, with the logic being that onsite residents would not use their cars to access the retail. As indicated earlier in this report, around 30% of visitation/sales are estimated to be generated by on-site residents and presumably most of this visitation would be by foot, or if by car, would be contained within Crescent Street itself.

For the commercial/office uses, a 'trip reduction' factor of 5% was adopted. In my view, this appears to be a reasonable assumption.

In regard to the distribution of traffic for commercial/office uses, the TTPP Email shows the home journey distribution of commercial workers, for those who would leave the location by car. I have presented TTPP's analysis in Map 2 (further in this report).

I understand these distributions are based on the journey to work (JTW) patterns of a proxy population, which includes 10 transport destination zones (TDZ) around the subject site. (Refer Map 3). The JTW data are drawn from the 2016 ABS Census of Population and Housing. The workers in this area and their JTW patterns are assumed to be a representation of the future workers at the subject site.

I agree with this adopted approach. It is a common and acceptable methodology for understanding the likely movements of the future commercial/office workers at the subject site.

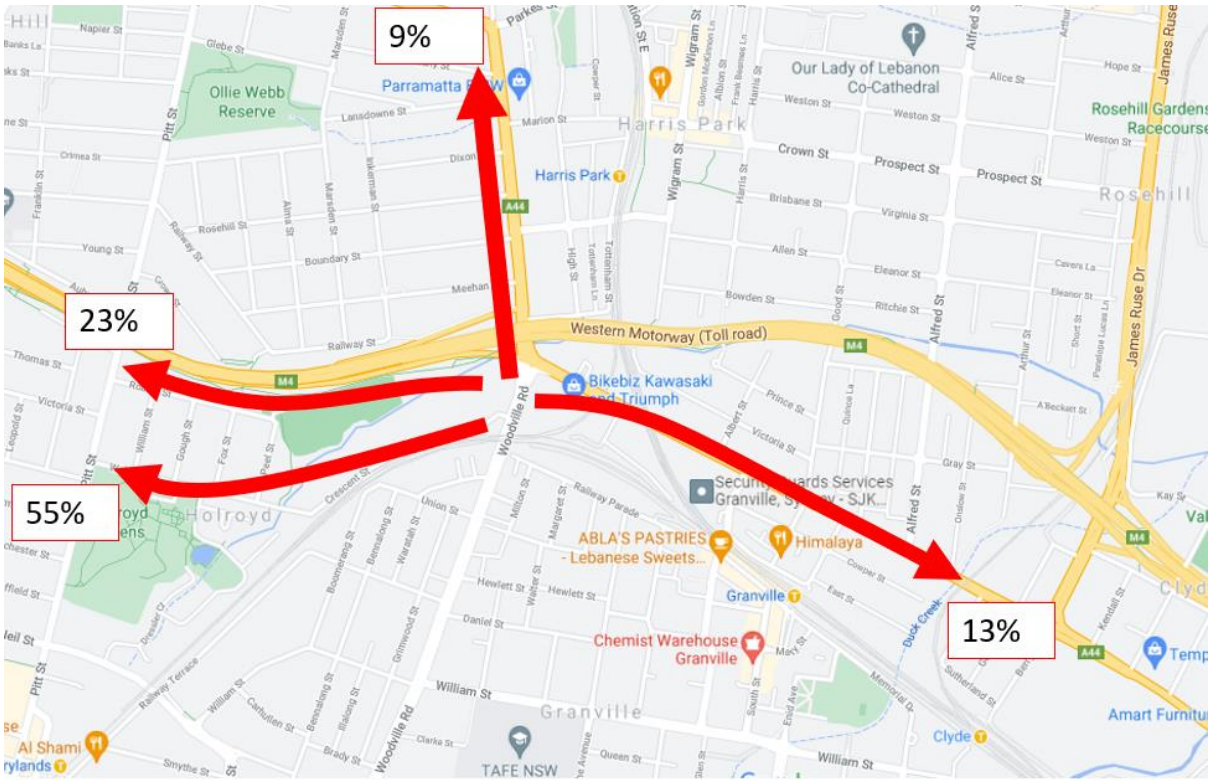
I do expect that the workers at the proposed development are likely to have a greater use of public transport and active transport than the typical workers in the Holroyd-Merrylands area, which includes industrial uses, car showroom retail, schools, medical centres, shopping centre retail etc. About 71% of JTW trips in 2016 to the Holroyd-Merrylands SA2 were by private vehicle.

I would expect, given the proximity to a bus stop (350m) and railway station (750m), and that the workforce would be skewed towards white collar employment (including professionals and health workers) with minimal blue collar and car-showroom workers, that the workforce would exhibit JTW patterns more in-line with those working in the Parramatta-Rosehill SA2 which has a private car usage rate of around 49% for JTW in 2016.

I have undertaken a high-level review of ABS 2016 JTW data for the same area defined by TTPP and note there is a clear skew towards west and south-western metropolitan Sydney. I haven't conducted a detailed analysis, however, on my preliminary analysis I would agree that the distribution of worker trips homebound in Map 2 appears reasonable.

Map 2: 1 Crescent Street, Holroyd

Worker home journey, commercial employment (Source: TTPP)



Map 3: 1 Crescent Street, Holroyd

JTW zones to understand worker movements (Source: TTPP, Urbis Traffic letter)

3 Resident worker flows

Finally, I address the question of likely worker flows for residents who will live on site. One of the key questions to be considered in addressing the likely patterns are the following:

- The percentage of residents likely to work from home
- The employment by industry/occupation for those residents not working at home
- The likely method of transport that those residents not working from home will use to access their respective workplace.

I have reviewed the Urbis Traffic Letter as well as the TTPP Memo and TTPP Email in relation to these matters.

Specifically, I have reviewed Pages 2, 3 and 4 of the Urbis Traffic Letter. I agree with the finding in the Urbis letter (Page 2 and 3) that the selection of an adjacent transport zone (south-east of the site and east of Woodville Road) is not appropriate for understanding the resident traffic movements for the subject site, given the marked differences in road networks, existing and proposed composition of land uses (i.e. minimal employment uses and low-rise residential vs. onsite employment opportunities and high-density residential) as well as access to public transport.

I agree with the TTPP approach (as outlined on Page 3 of the Urbis Traffic Letter) of using a broad area around the site as a proxy to understand the JTW patterns of the future resident population at the subject site. I have replicated the expected residential JTW patterns in Map 4 (overleaf) as presented in the TTPP Email.

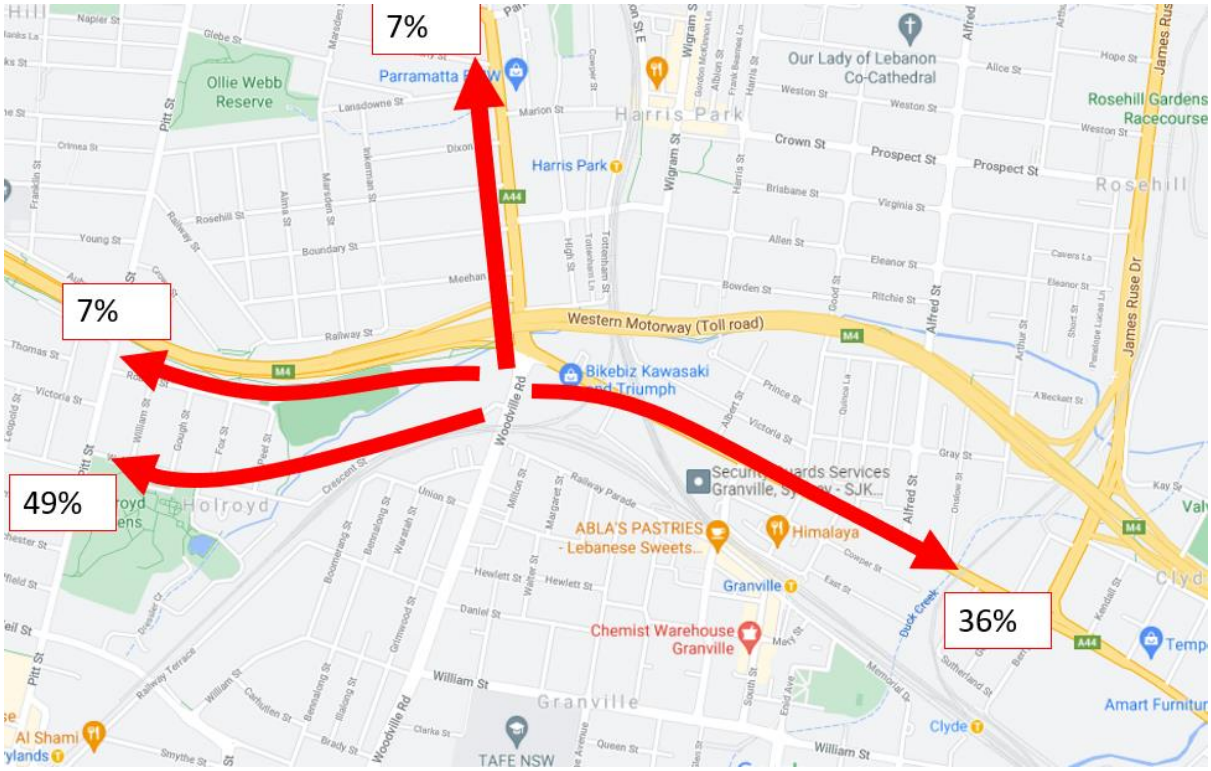
The TTPP analysis on Map 4 differs slightly from the analysis presented on Page 4 of the Urbis Traffic Letter, which defines a smaller, more northerly area and assesses this population's travel patterns using a different methodology (i.e. mobile device data in a more contemporary time period), while only a selection of locations is indicated on the map.

On review of the TTPP analysis, I agree with the methodology of using 2016 ABS JTW data when looking to understand the likely JTW movement patterns of the future resident population at the at the subject site. This is a common and acceptable methodology.

The analysis by Urbis of a slightly more northern area (i.e. the retail trade area) indicates a higher proportion of people flowing north towards Parramatta, in the order of 17%. It should be noted that almost 50% of the retail trade area population currently (i.e. in 2020) lives in the North trade area sector (i.e. in Granville, Parramatta and Harris Park suburbs), which is north of the M4 and thus naturally this proportion of flow to Parramatta would be expected to be higher than the 7% in the TTPP analysis, which includes a much greater proportion of persons living south of the M4.

Map 4: 1 Crescent Street, Holroyd

Resident worker journey, onsite residents (Source: TTPP)



URBIS

ATTACHMENT – TFNSW CORRESPONDENCE RELATING TO ROAD RESERVATION

NSW GOVERNMENT | Transport for NSW

26 June 2020

Mr Huw Williams
Australian Capital Equity Pty Ltd
Suite 801, 1 Castlereagh Street
SYDNEY NSW 2000

Dear Mr Williams,

Declaration of Road Reservation affecting part of 1 Crescent Street, Holroyd

We are writing to let you know Transport for NSW (Transport) is declaring a Road Reservation affecting part of 1 Crescent Street, Holroyd (Lot 700 / DP1241836) for a future upgrade of the Parramatta Road, Woodville Road, Church Street intersection.

In recent years, congestion, reliability and safety at this intersection and the surrounding road network has worsened. As a result, Transport has investigated options for improvement at this location. A new Road Reservation has been declared in this area to allow the opportunity to deliver future transport upgrades.

The planning of essential future upgrades is a critical function of Transport and this Road Reservation ensures future projects can be readily delivered without creating significant social impacts.

The attached plan shows the land affected by the Road Reservation. This Road Reservation does not change or affect your existing use of your property. In the event of any future desired changes to your property, your development proposals would generally need to be limited to the area unaffected by the Road Reservation to be considered complying. This may result in impacts to your future intentions.

You will continue to own the area of land affected by the Road Reservation until such time in the future it is acquired by Transport for NSW.

We recognise the impact this Road Reservation may have over your property and are available to discuss your options further. If you have any questions or concerns please contact the Project Team on 1800 951 212 during business hours or send an email to ni@rms.nsw.gov.au.

Yours faithfully,

Vernon Stanton
Network Integration

PLAN
SHOWING PROPOSED NEW ROAD BOUNDARY
AT HOLROYD

Reduction Ratio 1:400

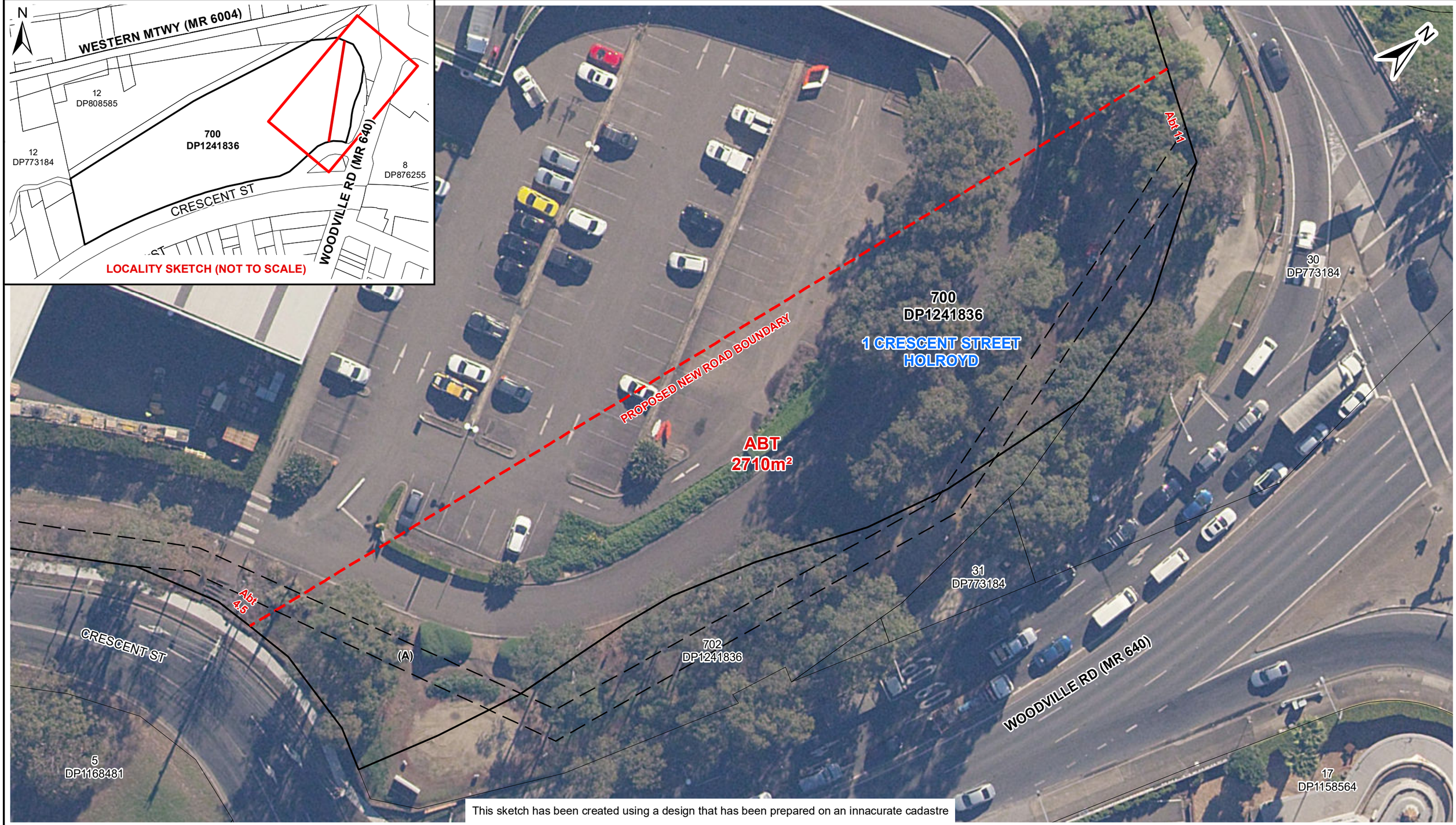
Lengths are in metres

TRANSPORT FOR NSW
INFRASTRUCTURE & PLACE

LGA: CUMBERLAND **Locality:** HOLROYD
Parish: LIBERTY PLAINS **County:** CUMBERLAND

SKETCH
SR 5530

DRAWN 11/06/2020



This sketch has been created using a design that has been prepared on an innacurate cadastre

Transport for NSW

FOR PROJECT USE ONLY

Dimensions and positions of improvements in relation to the boundaries are subject to final survey
Offsets are 90° to property boundaries

0 5 10 20 Metres

PROPOSED NEW ROAD BOUNDARY

EASEMENT FOR DRAINAGE OF WATER 3 WIDE VIDE DP1060030 (A)

From:
To:
Subject:
Date:
Attachments:

From: Vernon Stanton <Vernon.STANTON@transport.nsw.gov.au>
Sent: Thursday, 2 July 2020 11:12 AM
To: Huw Williams <Huw.Williams@acequity.com.au>; ken.hollyoak@ttpp.net.au
Cc: Beth Jenkinson <Beth.Jenkinson@transport.nsw.gov.au>; Ilyas Karaman <ilyas.i.karaman@transport.nsw.gov.au>
Subject: Parramatta Road/Church St/Woodville Rd Road Reservation Information

Huw, Ken,

Thanks for meeting with Beth and myself last week.

As discussed and provided at the meeting, Transport for NSW are currently in the process of creating a Road Reservation to allow future planned upgrades to occur without significantly impacting future developments.

In the interim, the Road Reservation would impact the eastern most portion of your site and require some changes to accommodate our proposal (refer attached PDF). We would welcome the opportunity to work together, with the Department of Planning, Industry and Environment (DPIE) to allow a suitable outcome to be reached for all parties.

From Transport for NSW's perspective, the Road Reservation is essential for future upgrades however we do not believe it will or should affect your floor space ratio considerations for your development. Additionally, the eventual setback from the future Road Reservation should be sympathetic to the fact the reservation will be a longer term proposal with further limited opportunity for road corridor widening and/or development. On that basis and within reason, a smaller setback from the current stipulated setback would not be opposed by Transport for NSW.

We would be willing to discuss the matters above with yourselves, DPIE and council should need or opportunity arise.

Secondly, attached is CAD file of the finalised design of the more immediate upgrade at the Parramatta Rd,

Woodville Rd and Church Street intersection.

We'll keep you updated with respect to the formal process for formal declaration of the Road Reservation on council's LEP. Feel free to get in touch if there is anything else you're after.

Regards,

Vernon Stanton
Project Manager – Network Integration
Infrastructure & Place
T 02 8837 0295 | **M** 0439 203 907
www.rms.nsw.gov.au
Every journey matters

Transport for NSW
Level 22, 101 Miller Street North Sydney NSW 2060
PO Box 873 Parramatta CBD NSW 2124

Roads and Maritime Services