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ABN 50 105 256 228

28 January 2022

Ms Rachel Cumming  
Director Land Use Network & Place Planning  
Greater Sydney Division  
Transport for NSW

Dear Rachel,

## **1 CRESCENT STREET, HOLROYD PLANNING PROPOSAL (PP\_2019\_CUMB\_002\_0)**

We act on behalf of Tiberius (Holroyd) Pty Ltd (the proponent) in relation to the above project and refer to our on-going discussions to work through and resolve the traffic impacts of the proposal on the adjacent road network.

As you may now be aware, the Planning Proposal is to be considered and ideally determined by the Sydney Central Planning Panel on 10<sup>th</sup> March 2022.

### **Agreements Reached**

The proponent has engaged with TfNSW over the life of the project and particularly throughout 2021 to quantify and resolve the traffic impacts of the proponent to TfNSW's satisfaction. This engagement has resulted in:

- Updated traffic modelling to meet TfNSW's technical requirements;
- A material reduction in the retail and commercial yield of the development which has the effect of reducing traffic generation (supported by TfNSW);
- A commitment to a range of initiatives (as requested by TfNSW) including a TDMP incorporating the following:
  - Reduce and set maximum car parking ratios
  - Provide cycle parking facilities/e-bikes
  - Implement a car share arrangement
  - Implement a green travel plan
  - The initial set up and funding of a shuttle bus service to Harris Park and possibly Parramatta Stations.

The proponent's traffic expert TTPP has confirmed that the combined initiatives as outline above **would result in a circa 50% reduction in traffic generation from that modelled in the exhibited Planning Proposal,** being 49.9% in the AM peak and 52.1% in the PM peak.

It is our understanding that the achievement of this reduction in traffic generation achieves TfNSW's stated objectives and resolves the traffic issues for the proposal.

### Unresolved Matter

It is apparent that the only substantive unresolved matter concerns the TfNSW's request to the DPE for the provision of a pedestrian bridge across Woodville Road, which is to be provided at no cost to Government.

On the 30<sup>th</sup> September 2021, we provided to the DPIE and TfNSW detailed analysis and supporting evidence as to why a pedestrian bridge is not required to support the development and it would not achieve the stated desire of TfNSW "to improve connectivity and safe access to Granville Station". Without repeating this submission, the key points are:

- TfNSW has not provided to the proponent any justification or evidence base that would support the request for the bridge and it is a not matter raised in the Stantec report commissioned by TfNSW.
- Our economic and demographic research support the position that workers and residents of the site would gravitate to the north, towards Parramatta and to Harris Park station (rather than Granville) and is in a safe, walkable catchment.
- From a walkability perspective, the preferred route is to Harris Park station. It is a more desirable and shorter route with greater pedestrian amenity and can be further enhanced by improvements that the proponent has committed to delivering.
- In terms of travel times and distance, Harris Park has more favourable attributes for pedestrians. It is a shorter walking distance and faster travel time to CBD compared to Granville Station.

We again ask TfNSW to consider this evidence and review its position on the pedestrian bridge, as otherwise this will remain the only unresolved matter at the Panel meeting.

### Without Prejudice Investigations

While the proponent doesn't reside from its position that the bridge is not required on merit, it is also seeking to also understand how such bridge (if required by the Panel) could be practicably delivered given the various site constraints.

The proponent (and TfNSW) has previously identified many risks and unknowns in the delivery of a pedestrian bridge in the location identified by TfNSW including land ownership, new road reservation, concerns over pedestrian ramp grades, DDA compliance/safety, heritage, amongst others.

With particular regard to land ownership, the proponent has considered the likely land acquisition required of private land at 1 Woodville Road in order to support a bridge landing and associated ramps and infrastructure. A concept illustration is provided below to highlight the area of land likely required.

The proponent has approached Abacus Property Group who owns the property at 1 Woodville Road, Granville and has recently obtained a planning approval to develop a Storage King facility at the site. Abacus Property Group has responded in writing to the proponent conforming its intention to proceed with their site redevelopment and **expressing no willingness to dispose some of all of its land to support a pedestrian bridge**. A copy of this correspondence is attached for your information. The letter goes on to highlight potential service constraints along the Woodville Road frontage which would further impact feasibility or costs of a bridge.



Figure 1 – estimated land area required to support a bridge landing and associated pedestrian ramps along Woodville Road.

On the assumption that the bridge is required as a condition of the Planning Proposal, then the proponent is seeking advice from TfNSW whether it would commit to using its land acquisition powers as the roads authority to facilitate the required land acquisition from Abacus to support the construction of the pedestrian bridge, noting advice from the land owner that they would not be a 'willing seller'.

The proponent is seeking this assurance from TfNSW that resumption powers will be used to acquire land on both sides of Woodville Road so that both the proponent and Panel can further assess the delivery risks of a bridge, should this be required.

We look forward to your earliest response and remain willing and open to engage with TfNSW prior to the assessment of the project by the Panel in March 2022.

Yours sincerely,



Tim Blythe  
Managing Partner

Cc: Huw Williams, ACE; [Huw.Williams@acequity.com.au](mailto:Huw.Williams@acequity.com.au)

**From:** Steven Last <removed@abacusproperty.com.au>  
**Sent:** Wednesday, 1 December 2021 9:31 AM  
**To:** Huw Williams <removed@acequity.com.au>  
**Cc:** Philip Peterson <peterson@abacusproperty.com.au>  
**Subject:** RE: 1 Woodville Road, Grandville

Huw,

Thanks for reaching out.

**Development of Self Storage Facility at 1 Woodville Road, Granville**

In October 2021 we received a Development Consent with Deferred Commencement for a Self Storage Facility comprising approximately 10,000m<sup>2</sup> Net Lettable Area.

We are at advanced stages of negotiation with a Contractor and our intentions are to commence construction of our facility in February 2022 and commence trading in December 2022.

The proposal to acquire a section of land for a pedestrian bridge materially effects our development objectives and we **would not consider a sale of land in whole or part.**

**Survey and Services**

The area identified for the pedestrian bridge is substantially affected by various services which we understand to be critical Telstra infrastructure. Telstra's tenure on the land is under the respective Telecommunications Act which explains the lack of easement.

In addition to the concerns raised above, in my view and based on our attempts to relocate the Telstra Infrastructure to improve our site configuration, the cost associated with relocating the services would materially impact the feasibility of the proposal and there is very limited capacity in the road reserve to relocate.

Our plan of survey with services locator information is attached to assist.



**Steven Last | Senior Development Manager**

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